

ARDS AND NORTH DOWN BOROUGH COUNCIL

30 April 2025

Dear Sir/Madam

You are hereby invited to attend a hybrid meeting (in person and via Zoom) of the Place and Prosperity Committee of the Ards and North Down Borough Council which will be held in the Council Chamber, 2 Church Street, Newtownards, on **Thursday 8 May 2025** commencing at **7.00pm**.

Yours faithfully

Susie McCullough
Chief Executive
Ards and North Down Borough Council

A G E N D A

1. Apologies
2. Declarations of Interest
3. Presentation by Alexandra Thomson from Orcades Marine Management Consultants - Port Marine Safety Code (Report and copy presentation attached)

Reports for Approval

4. Donaghadee Signage – Response to Notice of Motion 628 (Report attached)
5. Concept Design Bingham Lane (Report attached)

Reports for Noting

6. Update report on the Deputation from Donaghadee Heritage Preservation Company (Sir Samuel Kelly Centre) (Report attached)
7. Update on Village Plans 2025-2035 (Report attached)
8. Belfast Region City Deal (BRCD) Update (Report attached)
9. Any Other Notified Business

*****IN CONFIDENCE*****

Reports for Approval (In Confidence)

- 10. Belfast Region City Deal (BRCD) Issues (Report attached)
- 11. Revive Our High Streets Programme Proposal (Report attached)
- 12. Castle Street Gap Site Comber – response to Notice of Motion 639 (Report attached)
- 13. DfC/ANDBC Urban Regeneration Programme (Report attached)

MEMBERSHIP OF PLACE AND PROSPERITY COMMITTEE (16 MEMBERS)

| | |
|------------------------------|----------------------|
| Alderman Adair | Councillor Hollywood |
| Alderman Armstrong-Cotter | Councillor Kennedy |
| Alderman McDowell | Councillor McCollum |
| Councillor Ashe (Vice Chair) | Councillor McCracken |
| Councillor Blaney | Councillor McKimm |
| Councillor Edmund | Councillor McLaren |
| Councillor Gilmour (Chair) | Councillor Smart |
| Councillor Hennessy | Councillor Thompson |

Unclassified

3

ITEM 3

Ards and North Down Borough Council

| | |
|-----------------------------|---|
| Report Classification | Unclassified |
| Exemption Reason | Not Applicable |
| Council/Committee | Place and Prosperity Committee |
| Date of Meeting | 08 May 2025 |
| Responsible Director | Director of Prosperity |
| Responsible Head of Service | Head of Economic Development (Interim) |
| Date of Report | 18 April 2025 |
| File Reference | DEVP |
| Legislation | |
| Section 75 Compliant | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other <input type="checkbox"/> If other, please add comment below: |
| Subject | Presentation by Alexandra Thomson from Orcades Marine Management Consultants - Port Marine Safety Codes |
| Attachments | Appendix 1: Designated Person Audit Findings Bangor Appendix 2: Copy of powerpoint presentation |

Background

As agreed previously by Council 2025 following a Harbours Safety Update report, a new ‘Designated Person’ had been appointed to provide oversight and audit of the Council's compliance with its duties under the Port Marine Safety Code.

Orcades Marine conducted an independent Port Marine Safety Code Audit in February 2025 at the five Council run harbours and Bangor Harbour which is operated on behalf of Council by Boatfolk Ltd.

The Bangor Harbour Master was in attendance to assist the auditor on 13 February 2025 and provided a tour of the facilities and allowed access to relevant documentation.

Not Applicable

4

The report attached at Appendix 1 details the findings of the audit.

Summary of Findings

Good practices were observed across the operations during the auditor's visit and a comprehensive Marine Safety Management System (MSMS) is in place with records meeting the requirements of the PMSC, with some sections requiring updating as detailed following recommendations:

- The MSMS should be updated to include the correct committee, update the organogram accordingly and include details of the Duty Holder.
- Section 3.3.1 should include a statement that the duty holder cannot assign or delegate their accountability for compliance with the code on the grounds that they do not have particular skills.
- It is recommended that the Key Performance indicators and objective performance are noted on the Boatfolk website.
- Minutes are taken for at the internal safety meetings for reference purpose.
- A section included in the MSMS summarising the legislative framework for general/special directions.
- The various methods which the Harbour Master promulgates information such as harbour assist, text message, email, social media, this should be documented in MSMS.
- The importance of the review of relevant MAIB reports when conducting risk assessments should be documented in the risk assessment section of the MSMS.
- The responsibility of ANDBC to report defects of Aids to Navigation should be documented in the MSMS.
- All Harbour craft should be coded to the relevant MCA Commercial Vessel Code.
- The Marine Safety Policy should be reviewed to ensure relevance.

The Designated Person, Alexandra Thomson, will present the audit findings directly to the Place and Prosperity Committee, as the 'Duty Holder' under the Port Marine Safety Code and in compliance with the guidance contained therein.

The recommended changes will soon be implemented and a further update report brought before Members in due course.

RECOMMENDATION

It is recommended that Council note the Designated Person Audit findings.



Port Marine Safety Code Audit

Bangor Marina



OP-587

boatfolk

Commercial in Confidence

| This report is issued to: | |
|---------------------------|---------------------------------|
| Company | Boatfolk |
| Address | Bangor Harbour and Marina |
| | Bangor, Northern Ireland |
| | BT20 5ED |
| Contact Name | Kevin Baird |
| Position | Harbour Master & Marina Manager |
| Telephone | +44 (0) 2891 453 297 |
| Email | kevinb@boatfolk.co.uk |

| This report was issued by: | |
|----------------------------|--|
| Company | Orcades Marine Management Consultants Ltd. |
| Address | Unit 3 Warness Park |
| | Hatston Pier Road, Kirkwall, Orkney |
| | KW15 1ZL |
| Contact Name | Alexandra Thomson |
| Position | Operations Director |
| Telephone | +44 (0) 1856 874884 |
| Email | Alexandra.thomson@orcademarine.co.uk |

| Prepared by | Checked by | Authorised by | Date |
|-------------------|---------------|------------------|--------------------------------|
| Alexandra Thomson | David Thomson | David Thomson | 17/02/2025 |
| Revision Number | Issue Date | Revision Details | Distribution List Index Number |
| 1.0 | 17/02/2025 | First Issue | 1,2,3 |
| 2.0 | 25/04/2025 | Final re-issue | 4,5 |
| | | | |
| | | | |

| Distribution List Key | | |
|-----------------------|--------------------|--------------------------------|
| Company | Responsible Person | Distribution List Index Number |
| ANDBC | William Angus | 1 |
| ANDBC | Peter Cauldwell | 2 |
| ANDBC | Chrissy Henderson | 3 |
| ANDBC | Alison Stobie | 4 |
| ANDBC | Taylor Jayne | 5 |

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1. Introduction

An independent Port Marine Safety Code Audit was carried out by Orcades Marine Management Consultants Ltd. on the 13th February 2025 at Bangor Marina, Northern Ireland. The Harbour Master was in attendance to assist the Auditor over a 1.5 day period and was happy to provide a tour of the facilities and allow access to relevant documentation. The following report details the findings of the audit.

2. Executive Summary

This report presents the findings of an independent assessment of Bangor Marinas compliance with the Port Marine Safety Code (PMSC). Overall good practises were observed across the operations during the visit. The Marina effectively utilizes various software tools to enhance safety and performance such as harbour assist for operational efficiency, safety culture to streamline safety processes, and ihasco for personnel training and Continued Professional Development (CPD). The Marine Safety Management System is concise and meets the requirements of the PMSC, some sections require updating as detailed in the summary of recommendations, to ensure all processes are suitably documented. Overall Bangor Harbour has demonstrated a strong commitment to the PMSC and implementing the recommended improvements will strengthen the Marine Safety Management System and its processes.

2.1 Summary of Recommendations

- ⑤ Duty holder for Bangor Marina is ANDBC, the department assigned roles of Duty Holder is not clearly understood or documented. Confirm with ANDBC and update organogram for clarity. Named Duty Holders should be listed in the MSMS.
- ⑤ Section 3.3.1 should include a statement that the duty holder cannot assign or delegate their accountability for compliance with the code on the grounds that they do not have particular skills.
- ⑤ There is no record for publicly reporting performance against PMSC, recommend posting KPIs and objective performance on website.
- ⑤ A list of internal safety meetings held throughout the year have been provided, recommend that minutes are taken for these meetings for reference purposes.
- ⑤ Recommend including a section summarising the legislative framework for general/special directions.
- ⑤ There are various means that the Harbour Master promulgates information such as harbour assist, text message, email, social media, this should be documented in the MSMS.
- ⑤ Reference to the importance of the review of relevant MAIB reports when conducting risk assessments should be documented in the risk assessment section of the MSMS.
- ⑤ The responsibility of ANDBC to report defects of Aids to Navigation should be documented in the MSMS.
- ⑤ Harbour craft should be coded to the relevant MCA Commercial Vessel Code.
- ⑤ Recommend reviewing Marine Safety Policy (Last signed 2018) to ensure relevance.

3. Port Details

3.1 Bangor Harbour

Bangor Marina is located in the centre of Bangor City and has over 500 marina berths, commercial berths for fishing vessels and a range of offered amenities as follows:










-  Toilets and showers
-  Waste removal for grey and black water
-  Laundry
-  Trolleys
-  WiFi
-  Recycling
-  Fuel
-  Chandlery nearby
-  Parking



Figure 1 Bangor Marina Entrance

3.2 Organogram

Please see the below organogram (extract from Bangor Marina Marine Safety Management System – Duty Holder requires updating) showing the management structure of the Marina along with clear lines of communication.

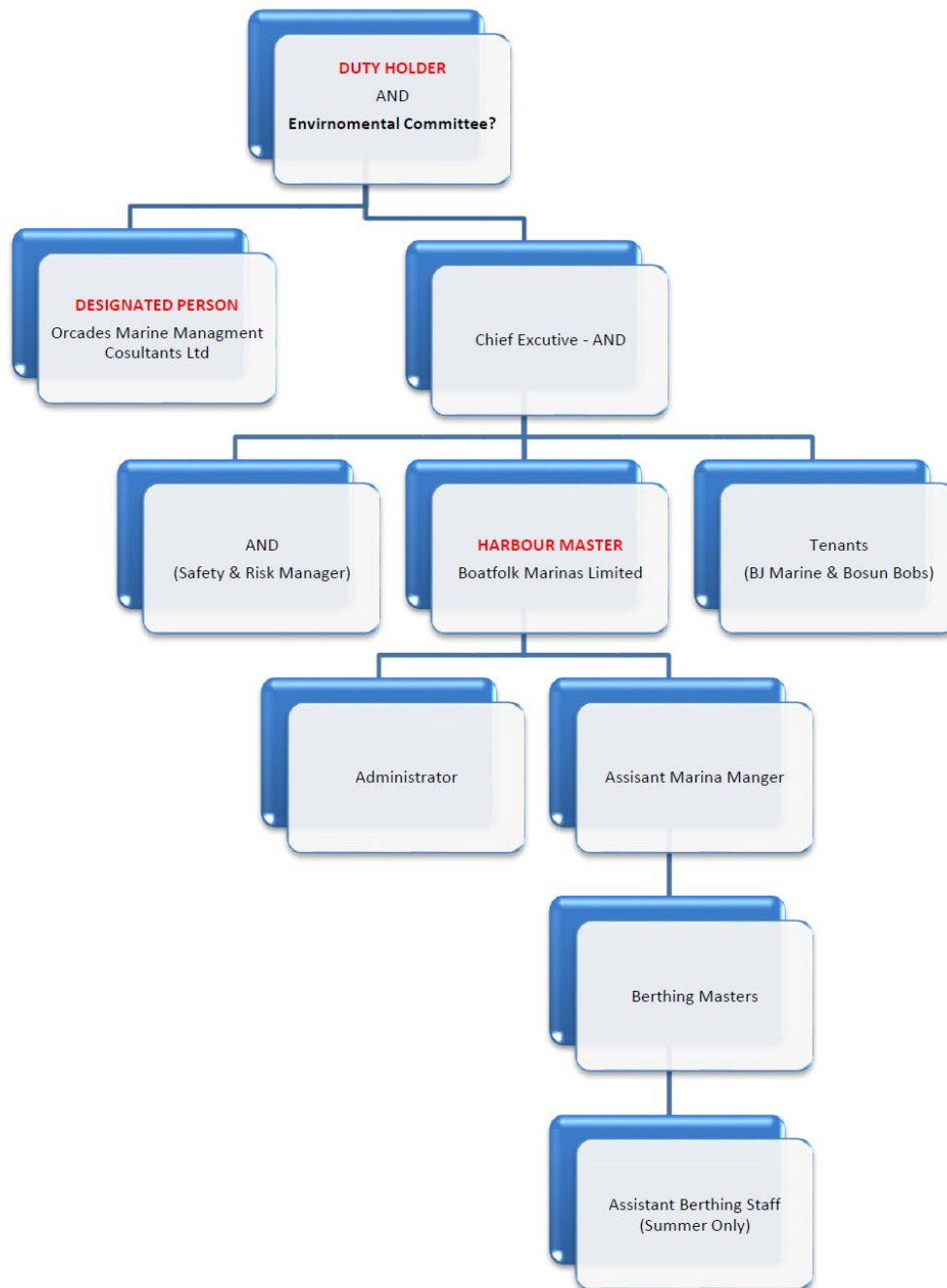


Figure 2 Organogram

4. Audit Details

The following sections provide the checklist and responses as per the Port Marine Safety Code, Guide to Good Practise 'Aide Memoire'

4.1 Designated Person

| | |
|----------------|---|
| 1.1 | Who has been appointed DP and when was the appointment |
| SMS Ref | 3.1.5 Designated Person |
| | The designated person has recently been appointed as Orcades Marine Management Consultants Ltd. and this has been included in the MSMS (<i>Contents of MSMS to be updated to reflect</i>) |
| 1.2 | Is the DP Role outside of any management function within the Harbour Authority |
| SMS Ref | 3.1.5 Designated Person |
| | Yes – Third Party Marine Consultants |
| 1.3 | Does the DP provide “Independent” assurance about the operation of the Port Marine Safety Management System, how is this undertaken? |
| SMS Ref | 3.1.5 Designated Person |
| | Bi-annual PMSC Audits. |
| 1.4 | Does the DP have direct access to the highest level of authority (Duty Holder) |
| SMS Ref | 3.2 Organisation Structure |
| | As per structure in above SMS section. |
| 1.5 | When did the DP last audit compliance with the Code: |
| Doc Ref | Bangor Harbour PMSC Document review |
| | July 2024 |
| 1.6 | Was the audit report formally presented to the governing body at the first opportunity? Provide the minutes when the report was presented to the board: |
| Doc Ref | Quarterly Report to ANDBC |
| | Yes as per above report. |
| 1.7 | If so, when |
| Doc Ref | Quarterly Report to ANDBC |
| | September 2024 |
| 1.8 | What port management group meetings does the DP attend |
| Doc Ref | N/A |
| | BPA where practical, Scottish Maritime Cluster, other various conferences. |
| 1.9 | How closely do the competencies of the DP match the competencies recommended by the GTGP |
| Doc Ref | N/A |
| | Competency checks of the newly appointed Designated Person have been reviewed by the Duty Holder during quotation / procurement process. |

4.2 Duty Holders

| | |
|----------------|---|
| 2.1 | Are the Duty Holders clearly identified and published? |
| SMS Ref | 3.2 Functional Structure for Harbours Management |
| | <i>Duty holder for Bangor Marina is ANDBC, the department assigned roles of Duty Holder is not clearly understood by the Harbour Master. Confirm with ANDBC and update organogram for clarity. Named Duty Holders should be listed in the MSMS.</i> |
| 2.2 | Is it stated that they are collectively and individually responsible |
| SMS Ref | 3.3.1 AND – Duty Holder |
| | Responsibilities highlighted in the above-mentioned section in the MSMS. |
| 2.3 | ..and that they cannot assign or delegate their accountability for compliance with the Code on the grounds they do not have particular skills |
| SMS Ref | 3.3.1 AND – Duty Holder |
| | <i>Section should include a statement that they cannot assign or delegate their accountability for compliance with the code on the grounds they do not have particular skills</i> |
| 2.4 | Are there clear lines of communications from the ports professional staff to the governing body and vice versa |
| SMS Ref | 3.2 Organisation Structure |
| | Lines of communications defined in structure. |
| 2.5 | Are the roles and functions of staff clear and formal |
| SMS Ref | 3.3 Responsibilities |
| | Yes – Responsibilities for key personnel provided. |
| 2.6 | Has the governing body published their commitment to the code |
| Doc Ref | Declaration of Conformity |
| | 1 st December 2021 – Port Marine Safety Code Statement of Compliance |
| 2.7 | Publicly reported their performance against the PMSC on an annual basis? |
| Doc Ref | N/A |
| | <i>No record of publicly reporting performance against PMSC, recommend posting KPI and objective performance on website.</i> |
| 2.8 | Published plans and assessments against their performance in meeting the obligations against the code at least once every three years? |
| Doc Ref | Bangor Safety Pan 2022 to 2024 and Bangor Safety Plan 2025 to 2027 |
| | Safety plan in place as above, no record of publishing - recommend as above in question 2.7. |
| 2.9 | If so, when |
| Doc Ref | N/A |
| | N/A |

| | |
|---|--|
| 2.10 | Is PMSC a standing agenda on board meetings |
| Doc Ref | Quarterly Report to Council |
| Yes | |
| 2.11 | Is there a standing safety committee meeting. Provide the minutes of the last two safety committee meetings |
| Doc Ref | 2025 Safety Meetings |
| <i>A list of internal safety meetings has been provided – recommend minutes are recorded.</i> | |
| Health and Safety review carried out by third party consultant Omega Consulting in July 2024. | |

4.3 Duties and Powers

| | |
|---|---|
| 3.1 | Is the legislation, including all local legislation, available and up to date: |
| SMS Ref | 6.6 Enforcement |
| Relevant legislation is held on file for reference and reviewed during MSMS review. | |
| 3.2 | When was the legislation last reviewed: |
| SMS Ref | N/A |
| January 2025 | |
| 3.3 | Does the Harbour Authority have the ability to make General Directions: |
| SMS Ref | N/A |
| <i>Yes, recommend including a section detailing legislative framework.</i> | |
| 3.4 | If so, have General Directions been formally given to regulate marine operations |
| SMS Ref | N/A |
| <i>Yes, recommend including a section detailing legislative framework.</i> | |
| 3.5 | Has the Harbour Authority made Byelaws: |
| Doc Ref | Bangor Harbour Byelaws |
| Yes | |
| 3.6 | If so, when were they last updated |
| SMS Ref | Bangor Harbour Byelaws |
| 2005 | |
| 3.7 | Has a statement been included in the Harbour Authority's plan about their legal duties & power |
| SMS Ref | N/A |
| <i>No – statement to be added – as per recommendation above, include section detailing legislative framework.</i> | |
| 3.8 | Is the jurisdiction of the Harbour Authority clearly defined and known |
| Doc Ref | |
| | |

4.4 Consultation & Information Dissemination

| | |
|----------------|---|
| 4.1 | How does the Harbour Authority formally consult with its employee forum, health and safety committees |
| SMS Ref | N/A |
| 4.2 | How does the Harbour Authority consult with contractors or related service providers: How are the contractors obliged to conform to the safety requirements of the Ports SMS |
| SMS Ref | 5.1.2 Contractors |
| | Signed contractor's agreement, to comply with Bangor Contractors Responsibilities and Requirements. |
| 4.3 | How does the Harbour Authority consult with its stakeholders? |
| SMS Ref | N/A |
| | There are various means to promulgate information through Harbour Assist, text message, email, website, social media. <i>Recommend documenting this in the MSMS.</i> |
| 4.4 | How is information publicly disseminated by the Harbour Authority |
| SMS Ref | N/A |
| | As above |
| 4.5 | Is the current list of local notices or information notes up to date and how are they published? |
| Ref | N/A |
| | As above |

4.5 Risk Assessment

| | |
|----------------|---|
| 5.1 | Have all routine and non-routine risks associated with marine operations been formally assessed? |
| Doc Ref | Bangor Harbour – Navigational Risk Assessment |
| | A comprehensive navigational risk assessment has been carried out to include potential risk associated with the marine operations within Bangor Harbour. |
| 5.2 | Have the environmental consequences to the Safety Management System and consequent risk control measures been assessed and implemented: |
| Doc Ref | Sustainability & Environmental Policy Jan 2025 |
| | Yes – Boatfolk have a standalone policy for sustainability & environmental |
| 5.3 | Have past events and accidents/MAIB reports been analysed in preparing the risk assessments: |
| SMS Ref | N/A |
| | A comprehensive navigation risk assessment has been completed and is regularly review. <i>Recommend including reference to MAIB reports and their importance in the marine operations risk assessment process.</i> |
| 5.4 | Have the risk assessments been completed by competent people |
| Doc Ref | Bangor Harbour – Navigational Risk Assessment |
| | All risk assessments either completed or signed off by the acting Harbour Master. |
| 5.5 | Do the risk assessments clearly identify those risks that are not ALARP (as low as reasonably practicable) |
| Doc Ref | Bangor Harbour – Navigational Risk Assessment |
| | As per Navigational Risk Assessment |
| 5.6 | Are the risk assessments continuously re-assessed with new hazards and changed risks, properly identified |
| SMS Ref | Risk Assessment & Control |
| | Yes – as per above mentioned procedure with MSMS |
| 5.7 | When were the risk assessments last reviewed: |
| Doc Ref | Bangor Harbour – Navigational Risk Assessment |
| | January 2025. |
| 5.8 | How does the port help employees understand the risk they will encounter from the risk assessments? How does the port help them dynamically assess each situation on the day |
| SMS Ref | 7.2 Promulgation of Risk Assessments |
| | Regular toolbox talks and ongoing training |

4.6 Safety Management System

| | |
|----------------|---|
| 6. | Have the port developed a Safety Management System that |
| 6.1 | Defines the Safety Policy |
| SMS Ref | 11 Marine Safety Policy |
| | Signed marine safety policy. <i>Recommend review for relevance (last reviewed 2018)</i> |
| 6.2 | States the procedure to implement those policy (s) |
| SMS Ref | Bangor Marine Safety Management System and Safety Plan 2022-2024 |
| | Continual monitoring with KPIs and Objectives. |
| 6.3 | Produces instructions and checklist to comply with the procedures |
| SMS Ref | Bangor Marine Safety Management System |
| | Procedure and instructions noted throughout the MSMS. |
| 5.4 | Generates accident and incident reports |
| SMS Ref | 6.5 Incident Reporting & Investigation |
| | Incidents listed on Quarterly Reports – <i>Close out of incidents and accidents should be documented</i> |
| 5.5 | Defines the organisation and personnel roles |
| SMS Ref | 3.3 Responsibilities |
| | Yes – as per the above-mentioned Section of the MSMS |
| 5.6 | Sets standards and levels of qualifications for various employees and contractors |
| SMS Ref | 5.1 Training and Competence |
| | Qualification requirements/responsibilities are defined within the MSMS, training matrix also maintained – Bangor Marina – Overview of Staff Training Matrix. Various training courses are taken via the online training platform ihasco. |
| 5.7 | Develops performance measuring methods |
| Doc Ref | Marine Safety Plan |
| | Marine Safety Plan includes measurable objectives and KPIs |
| 5.8 | Generates plans and assessments against the ports performance (3 yearly) |
| Doc Ref | Marine Safety Plan 2022-2024 and 2025 – 2027 |
| | Yes |
| 5.9 | Does the SMS deal with preparedness for emergencies |
| SMS Ref | 9 – Contingency & Emergency Planning and Bangor Marina Emergency Plan |
| | As per above mentioned MSMS Section, Boatfolk has established emergency response plans and procedure to address specific marine emergency incidents. |
| 5.10 | Does the SMS establish a formal procedure for notification of various publications (MAIB reports etc) |
| SMS Ref | N/A |
| | <i>Stakeholder engagement section required in MSMS to include procedures for notification of publications.</i> |

| | |
|--|--|
| 5.11 | Does the SMS require the provision of aids to navigation to be based on formal risk assessment |
| SMS Ref | N/A |
| <i>ANDBC are responsible for reporting to Irish Lights, this should be documented in the MSMS.</i> | |
| 5.12 | Does the SMS provide for works in the harbour, especially dredging operations, liable to interfere with navigation |
| SMS Ref | 4.3 Conservancy |
| As per above mentioned section of the MSMS, last hydrographic survey carried out in 2019. Minimal silt issues within the harbour. | |
| 5.13 | Does the SMS identify safe pilot boarding and disembarkation areas and incorporate the latest statutory requirements and codes of practise |
| SMS Ref | N/A |
| N/A | |
| 5.14 | Does the SMS cover the use of harbour craft and the provision of moorings |
| SMS Ref | 4.4.2 Workboats and 4.4.3 Mooring |
| <i>Recommend the workboat is coded by the appropriate MCA Workboat Code.</i> | |
| 5.15 | Does the SMS govern the use of the power to regulate the mooring of vessels in the harbour |
| Doc Ref | Bangor Harbour Byelaws 2005 |
| Part III Berthing and Mooring | |
| 5.16 | Does the SMS provide procedures for reporting deficiencies on visiting ships to an appropriate manager including arrangement for deficiencies to be reported to the MCA |
| SMS Ref | 6.5 Incident Reporting & Investigation |
| <i>Recommend including in above section procedures for reporting deficiencies on visiting vessel.</i> | |
| 5.17 | Who wrote the SMS and when was it last updated /amended |
| SMS Ref | Document Revision |
| Kevin Baird created June 2015 and reviewed regularly, last review 2025. | |
| 5.18 | Are the employees required to read and sign the SMS |
| SMS Ref | All |
| Yes – signed MSMS sighted | |
| 5.19 | How does port management test that the SMS is working |
| Doc Ref | Marine Safety Plans |
| Continuous monitoring of Objectives and KPIs as defined in the marine safety plans. | |
| 5.20 | Has the Harbour Authority kept under review their powers and the extent of their jurisdiction |
| SMS Ref | 3.3.4 Harbour Master |
| Yes – note the responsibility for the Harbour Master to keep under review powers, bye-laws and directions is documented within the MSMS. | |

| | |
|----------------|---|
| 5.21 | Are available powers to direct vessels used to ensure the safety of navigation |
| SMS Ref | 4.1 Management of Navigation |
| | Harbours have the powers to regulate the entry and movement of boats to ensure safety of navigation as per Byelaws. |
| 5.22 | Is there a policy on enforcement and prosecution |
| SMS Ref | 6.6 Enforcement |
| | Yes |
| 5.23 | When was the policy last practised |
| SMS Ref | 7.1.2 Enforcement |
| | Not recorded |
| 5.24 | Has the Harbour Authority ever prosecuted an offender |
| SMS Ref | 7.1.2 Enforcement |
| | There has not been a requirement for the Harbour Master to Prosecute. |
| 5.25 | Are the Harbour Masters powers determined in *byelaws and *Directions |
| Doc Ref | Bangor Harbour Byelaws |
| | Yes |
| 5.26 | Does the Harbour Authority provide a pilotage service |
| SMS Ref | 4.2 Pilotage |
| | No pilotage services are provided at Bangor Marina. |
| 5.27 | Has the Harbour Authority risk assessed whether and what pilotage service they must provide |
| Doc Ref | Bangor Navigational Risk Assessment |
| | Yes and it has not been found to be necessary at this time. |
| 5.28 | Has the Harbour Authority risk assessed to determine whether pilotage should be compulsory |
| SMS Ref | |
| | N/A |
| 5.29 | If pilotage is compulsory have pilotage directions been issued: |
| SMS Ref | |
| | N/A |
| 5.30 | Does the SMS address the duty to keep the need for pilotage under review |
| SMS Ref | 4.2 Pilotage |
| | Yes |
| 5.32 | Does the SMS address the authorisation of pilots |
| SMS Ref | |
| | N/A |
| 5.33 | Does the SMS address the arrangement under which its authorised pilots are engaged direct employment |
| SMS Ref | |
| | N/A |
| 5.34 | Does the SMS address the approval of pilot launches |
| SMS Ref | |

| | |
|---|---|
| N/A | |
| 5.35 | Does the SMS address the issue of exemption certificates |
| SMS Ref | |
| N/A | |
| 5.36 | Is there a system in place to ensure pilots are properly rested before duty |
| SMS Ref | |
| N/A | |
| 5.37 | Is proper time allocated for the development of the pilotage passage plan |
| SMS Ref | |
| N/A | |
| 5.38 | Has a formal risk assessment been used to identify when more than one pilot would be needed |
| SMS Ref | |
| N/A | |
| 5.39 | Do pilot boats meet statutory requirements and appropriate codes |
| SMS Ref | |
| N/A | |
| 5.40 | Does the Harbour Authority have formal procedures for assessing applicants for pilot exemption certificates and issue of subsequent certificates and revalidations |
| SMS Ref | |
| N/A | |
| 5.41 | Does the Harbour Authority have formal written agreements with Pilot Exemption Certificate holders and their employers to regulate the use of certificates |
| SMS Ref | |
| N/A | |
| 5.42 | Does the Harbour Authority ensure pilots and PEC holders are appropriately trained and that their authorisation are re-validated every 5 year |
| SMS Ref | |
| N/A | |
| 5.43 | Does the Harbour Authority formally require the use of passage plans (e.g. in the pilots directions) |
| SMS Ref | 4.1 Management of Navigation |
| No | |
| 5.44 | Do they publish up to date guidance or general passage plans adopted by the port |
| SMS Ref | N/A |
| Charts and entrance positions available in the MSMS or online | |
| 5.45 | Does the Safety Management System cover the use of harbour craft including tugs and the provision of moorings |
| SMS Ref | 4.4.3 Mooring |
| As per above-mentioned procedures | |
| 5.46 | Have the risks associated with the use of harbour tugs been formally assessed? |
| SMS Ref | |
| N/A | |
| 5.47 | Has the harbour authority developed towage guidelines including operations in restricted visibility |
| SMS Ref | |

| | |
|---|---|
| N/A | |
| 5.48 | Have the towage guidelines been reflected in the directions |
| SMS Ref | |
| N/A | |
| 5.49 | Has the Harbour Authority ensured that harbour craft including tugs are fit for purpose and that the crew are appropriately trained and qualified |
| SMS Ref | |
| N/A | |
| 5.50 | Has the Harbour Authority ensured that harbour craft including tugs are fit for purpose and that the crew are appropriately trained and qualified. |
| SMS Ref | |
| N/A | |
| 5.51 | Do all small commercial craft operated by the Harbour Authority possess a valid small commercial vessel certificate |
| SMS Ref | 4.4.2 Workboats |
| No – recommend appropriate MCA code certification | |
| 5.52 | What qualifications do the Coxswains have, are they appropriate and in date |
| Doc Ref | Bangor Marina – Overview of Staff Training Matrix |
| As per training schedule. | |

4.7 Conservancy Observations

| | |
|----------------|--|
| 7.1 | Are properly maintained aids to navigation provided |
| SMS Ref | 4.3 Conservancy |
| | Responsibilities for inspecting and maintaining Aids to Navigation is documented in the MSMS Inspected daily and reported in duty log book. Irish Lights portal used to report defects. |
| 7.2 | Are aids to navigation subject to periodic review by relevant General Lighthouse Authority (GLA) |
| Doc Ref | 4.3 Conservancy |
| | Yes – Commissioners of Irish Lights. |
| 7.3 | If so, when was the last audit completed by the GLA and what were the findings |
| SMS Ref | 4.3 Conservancy |
| | Local Lighthouse Authority Audit Report – Ards and North Down BC (Bangor) 2017 |
| 7.4 | Have any changes to navigation aids been advised to the GLA and properly recorded |
| SMS Ref | 7.2 Aids to Navigation |
| | All aids to navigation are established and maintained in accordance with the availability criteria laid down by the commissioners of Irish Lights. Defects are reported via the online portal for Irish Light. |
| 7.5 | Are hydrographic surveys completed, in accordance with any risk assessments, if so when was the last? |
| SMS Ref | 4.3 Conservancy |
| | Hydrographic surveys were carried out in 2019. |
| 7.6 | Are the results of the surveys assessed and actioned properly |
| SMS Ref | 4.3 Conservancy |
| | Dredging is carried out when a survey identifies a 20% reduction in the published harbour depths. |
| 7.7 | Are the results published and disseminated to stakeholders |
| SMS Ref | 4.3 Conservancy |
| | Yes – through Harbour Assist. |

4.8 Directions

| | |
|---------------------------------|---|
| 8.1 | Does the Harbour Authority have a procedure of how General Directions should be given |
| SMS Ref | N/A |
| Recommend including in the MSMS | |
| 8.2 | Does the Harbour Authority have a procedure of how a Special Direction should be given |
| SMS Ref | N/A |
| Recommend including in the MSMS | |

4.9 Training

| | |
|----------------|--|
| 9.1 | Does the Harbour Authority have a stated training policy |
| SMS Ref | 5.1 Training and Competence |
| | Yes |
| 9.2 | Is there a training programme |
| Doc Ref | Bangor Marina – Overview of Staff Training Matrix |
| | Yes |
| 9.3 | Are training records maintained |
| SMS Ref | Bangor Marina – Overview of Staff Training Matrix |
| | Physical copies of training records held in the main office. |
| 9.4 | Do persons appointed to positions with responsibility for the safety of marine operations possess appropriate competencies, for example, DP, Harbour Master, Assistant Harbour Master, Marine Operatives, Pilots, Pilot boat crew, VTS Operator, Tug skippers and crews |
| SMS Ref | Section3 – Organisation |
| | Competencies are defined in job descriptions, roles and responsibilities in the MSMS. |

4.10 Vessel Traffic Services

| | |
|----------------|--|
| 10.1 | Has the need to VTS been identified by risk assessment |
| Doc Ref | Bangor Navigational Risk Assessment |
| | Marine Operations have been thoroughly risk assessed with no requirement for VTS identified. |
| 10.2 | Does the Harbour Authority provide VTS or information service, navigational service, traffic organisation service, local port services (LPS) |
| SMS Ref | |
| | N/A |
| 10.3 | If VTS is considered excessive or inappropriate by the Harbour Authority is other "Port Information" provided, describe that port information |
| Doc Ref | N/A |
| | Port information is provided through visit harbour assist, website, email/text messaging, social media. |
| 10.4 | When was the VTS or provision of port information last audited and reviewed |
| SMS Ref | |
| | N/A |
| 10.5 | During this audit and review was the effectiveness of the equipment, manning and procedures evaluated |
| SMS Ref | |
| | N/A |
| 10.6 | Have all VTS or Port Information personnel been appropriately trained |
| SMS Ref | |
| | N/A |

4.11 Published Documents

| | |
|--------------------------------------|---|
| | Has the Harbour Authority published; |
| 11.1 | Its Safety Management System |
| SMS Ref | Bangor Marine Safety Management System |
| Yes | |
| 11.2 | A clear commitment to comply with the code |
| Doc Ref | Declaration of Compliance |
| Issued 1 st December 2023 | |
| 11.3 | A safety plan for marine operations |
| SMS Ref | Bangor Harbour Safety Plan |
| Yes | |
| 11.4 | An assessment of performance against the safety plan |
| SMS Ref | |
| | |
| 11.5 | A safety policy for marine operations |
| SMS Ref | |
| | |

5. Final Checks

| | | |
|-------------|--|---|
| 12.1 | Is the Harbour Authority aware of their existing powers and duties | X |
| 12.2 | Appoint someone as an 'independent 'DP' with direct access to the board | X |
| 12.3 | Develop an effective marine safety management system, which employs formal risk assessment techniques | X |
| 12.4 | Employ people who are competent and qualified for the positions they hold | X |
| 12.5 | Publish a comprehensive safety plan, along with regular assessment showing the authorities performance measured against the code | X |



Ards and North Down Borough Council – Bangor Marina

Port Marine Safety Code Audit 2025
Presentation of Findings to Duty Holder
Place and Prosperity Committee



Orcades Marine Introduction



Orcades Marine is a specialist marine consultancy, established in 2010, with extensive experience in ports, renewable energy, and the offshore sector. With a pool of expert consultants, we support port authorities, offshore developers, and energy operators worldwide, delivering practical solutions to maritime challenges.



Now established Designated Person for Bangor Marina, consultant Alexandra Thomson will conduct the PMSC audits for Bangor Marina, on behalf of Orcades Marine.

Revised issue of the PMSC

- The Port Marine Safety Code (PMSC) and associated Guide to Good Practice, was revised in April 2025 and has been renamed The Ports and Marine Facilities Code (PMSC).
- In this latest update, the Government has increased to emphasis on third party operated marine terminals and facilities either within or outside a port authority.



Ports & Marine Facilities Safety Code

Guidance for all ports, harbours, marine facilities, berths and terminals

April 2025

Purpose of PMSC Audit

- Verify compliance – ensuring that the marina adheres to the Port Marine Safety Code.
- Assess/Audit the Marine Safety Management System (MSMS) – Evaluate the effectiveness of the MSMS.
- Identify any gaps or improvements to the MSMS.
- Ensure legal and regulatory compliance.
- Improve accountability and oversight – providing assurance to the Duty Holder that risks are being managed effectively.
- Promote Continuous Improvement – ensuring a proactive approach to marine safety, risk management and best practises in port operations.

PMSC Audit Details

- An independent Port Marine Safety Code Audit was carried out by Orcades Marine Management Consultants Ltd. on the 13th February 2025 at Bangor Marina. The Harbour Master was in attendance to assist the Auditor over a 2-day period and was happy to provide a tour of the facilities and allow access to relevant documentation.
- Review of documentation and records on site with the Harbour Master.
- Closing meeting held with the Harbour Master before departure to discuss any potential findings.

Finding No.1

| | |
|----------|--|
| Finding: | The Duty holder for Bangor Marina is ANDBC (Place and Prosperity Committee), this is not documented in the MSMS (Environmental Committee is referenced on Bangor Marina MSMS organogram) |
| Action: | The MSMS should be updated to include the correct committee, update the organogram accordingly and include details of individual duty holders. |
| Details: | To ensure transparency and accountability the Duty Holder (s) should be clearly identified in the MSMS. |

Finding No. 2

| | |
|----------|--|
| Finding: | No statement of accountability. |
| Action: | Section 3.3.1 of the MSMS should include a statement that the duty holder cannot assign or delegate their accountability for compliance with the code on the ground that they do not have particular skills. |
| Details: | The above statement is documented with the Port Marine Safety Code and is recommended by the MCA in the PMSC Guide to Good Practice 'Aide Memoire' that it should be included in the PMSC. Including this statement in the MSMS ensures that Duty Holders acknowledge their non-transferable accountability for compliance with the Port Marine Safety Code (PMSC), regardless of their personal expertise, reinforcing proactive governance and safety oversight. |

Finding No.3

| | |
|----------|--|
| Finding: | No record of publicly reporting performance against PMSC. |
| Action: | It is recommended that Key Performance Indicators and objective performance on boatfolk website. |
| Details: | It is recommended to publicly publish its performance against the Port Marine Safety Code to demonstrate transparency, accountability and a strong commitment to marine safety. This reflects proactive engagement by the Duty Holder and highlights the effectiveness of the MSMS in place. Public reporting also supports continuous improvement by identifying trends and promoting best practises. |

Finding No.4

| | |
|----------|---|
| Finding: | A list of internal safety meetings held is documented but no minutes have been taken at the meetings. |
| Action: | Take minutes of safety meetings. |
| Details: | Safety meetings should be documented so there is a record for monitoring of performance and KPIs. |

Finding No.5

| | |
|----------|--|
| Finding: | No summary for the legislative framework for general/special directions in the MSMS. |
| Action: | Recommend including a section summarising the legislative framework for general/special directions. |
| Details: | To reinforce the marina's role in enforcing navigational safety, managing traffic, and protecting the environment, while demonstrating that decisions are made within a recognised legal and regulatory context. |

Finding No.6

| | |
|----------|---|
| Finding: | Stakeholder communications not documented in the MSMS. |
| Action: | There are various means that the Harbour Master promulgates information such as harbour assist, text message, email, social media, this should be documented in the MSMS. |
| Details: | By formally recoding these channels in the MSMS, the marina demonstrates that it has a structured and proactive approach to information sharing, inline with the Port Marine Safety Code. |

Finding No.7

| | |
|----------|---|
| Finding: | No reference to the reviewing of MAIB reports or other safety bulletins when undertaking risk assessment. |
| Action: | Document within the risk assessment section of the MSMS that MAIB reports and other relevant safety information is cross referenced when carrying out risk assessments. |
| Details: | Referencing MAIB (Marine Accident Investigation Branch) reports and other published safety information/bulletins when conducting risk assessments is best practise to ground your assessment in real-world evidence and helps ensure that lessons learned from past incidents are not overlooked. |

Finding No.8

| | |
|----------|--|
| Finding: | No reference to ANDBC Harbours being responsible to report defects of Aids to Navigation. |
| Action: | Document the procedures for reporting defects to Aids to Navigation to the Commissioners of Irish Lights and how this responsibility lies with ANDBC and not Boatfolk. |
| Details: | Reporting responsibilities should be clearly documented within the MSMS. |

Finding No.10

| | |
|----------|---|
| Finding: | Harbour Craft not coded to the relevant MCA Commercial Vessel Code. |
| Action: | Have the vessel coded appropriately with an approved Certifying Authority. |
| Details: | Vessels should be coded under the MCA (Maritime and Coastguard Agency) Workboat Code if operating commercially. This ensures the vessel is compliant with safety standards specific for its purpose. |

Finding No.11

| | |
|----------|--|
| Finding: | Marine Safety Policy last revised 2018. |
| Action: | Recommend reviewing the Marine Safety Policy to ensure relevance. |
| Details: | Marine Safety Policy should be reviewed on a regular review cycle (usually every 3 years) or when any changes are made to maritime laws, safety regulations, operational and risk management updates, organisational changes or when the findings of internal/external audits dictate. |

Observed Good Practice

Overall good practises were observed across the operations during the audit. The Marina effectively utilizes various software tools to enhance safety and performance such as harbour assist for operational efficiency, safety culture to streamline safety processes, and ihasco for personnel training and Continued Professional Development (CPD).

Bangor Harbour has demonstrated a strong commitment to the PMSC and implementing the recommended improvements will strengthen the Marine Safety Management System and its processes.

Next steps



The Designated Person will continue to be available to the Harbour Master should he require any assistance regarding safe marine operations.



Conduct another PMSC audit as per the agreed schedule. (6 monthly)

THANK YOU



I APPRECIATE YOUR TIME
THIS EVENING!



ANY QUESTIONS ?

Unclassified

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ITEM 4**Ards and North Down Borough Council**

| | |
|-----------------------------|---|
| Report Classification | Unclassified |
| Exemption Reason | Not Applicable |
| Council/Committee | Place and Prosperity Committee |
| Date of Meeting | 08 May 2025 |
| Responsible Director | Director of Place |
| Responsible Head of Service | Head of Regeneration |
| Date of Report | 23 April 2025 |
| File Reference | RDP14 |
| Legislation | |
| Section 75 Compliant | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Other <input type="checkbox"/> If other, please add comment below: |
| Subject | Donaghadee Signage - Response to Notice of Motion 628 |
| Attachments | N/A |

Background

Members may recall a Notice of Motion agreed at Council, October 2024 “That Council Officers be instructed to consider options for appropriate signage to direct the public to the Camera Obscura in Donaghadee. That Council Officers should explore and consider opportunities for securing sponsorship for the signage from local businesses and organisations.”

Urban Regeneration Programme

The Council has secured funding from the Department for Communities (DfC) to deliver an Urban Regeneration Programme. Within this programme an action identified was the design, production, and installation of directional and informational car park signage for both Bangor and Donaghadee.

Not Applicable

45



Donaghadee Signage Working Group

Considering the Notice of Motion and the action under the Urban Regeneration Programme, a Signage Working Group was established to lead on both projects collaboratively and avoid any potential duplication.

The Signage Working Group consists of elected members, representatives from Donaghadee Community Development Association (DCDA) and Council officers. It should be noted that representatives from Sir Samuel Kelly Project have also been in attendance on occasion.





The Signage Working Group has completed an audit of existing signage and has agreed the following signage proposals considering both projects.

Signage Proposals

| Location | Current Signage | Request | Image |
|--------------------|--|--|---|
| Crommelin Car Park | 2no signs already in place | Combine both signs into one sign. Can be incorporated within the Crommelin Car Park scheme. |  |
| Crommelin Car Park | Double sided P located at the bottom of Union Street at grass area | <p>Another 'P' sign is required on opposite side of road further up for Donaghadee direction traffic (located nearby Moat Street garage)</p> <p>The existing 'P' sign is sufficient for vehicles approaching the car park and is double sided for both directions of traffic.</p> <p>Additional signage for approaching the car park from the Moat Street garage will require DfI approval. Application to be submitted.</p> |  |
| Crommelin Car Park | New Request | Request for signage to Welcome Visitors to Crommelin Park. | |



Not Applicable

46

| | | | |
|-----------------------------|--|---|---|
| | | Double sided signage can be installed within entrance to car park with car park rules on one side and welcome/visitor information on reverse side. Will also incorporate details of places of interest nearby such as Moat, Camera Obscura, Sir Samuel Kelly etc. | |
| Moat Car Park | New Request | <p>Informational signage located in car park.</p> <p>Double sided signage can be installed within entrance to car park with car park rules on one side and Moat/ Camera Obscura information on reverse, with listing of places of interest nearby.</p> |  |
| Copeland Distillery Signage | White and blue sign with arrow pointing to Copeland Distillery | <p>Remove and replace existing signage with approved directional signage to Visitor Attractions.</p> <p>Directional signage to Copeland Distillery, Sir Samuel Kelly Project, The Commons and include car parking</p> |   |
| William Street Car Park | New Request | <p>Additional 'P' sign required on wall at Bow Bells.</p> <p>The previous car park directional signage was on a pole that may have been removed under the public</p> |  |

Not Applicable

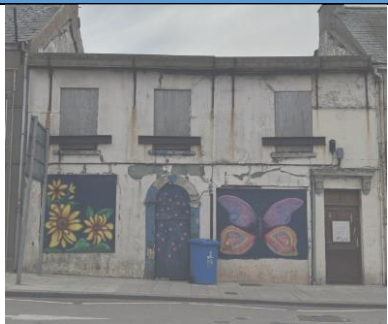



47

| | | | |
|-------------------------------|-------------|---|---|
| | | <p>realm scheme. To reinstate the pole the signage to Bow Bells would be blocked.</p> <p>Proprietor consent required to install wall signage to Gordons Chemist.</p> | |
| Harbour | New Request | <p>Wayfinding Signage</p> <p>Placement of wayfinding markers fixed to existing buildings to reduce street clutter (locations to be included - Sir Samuel Kelly Project, Copeland Distillery, The Commons, Moat/ Camera Obscura.</p> | |
| Community Centre Car Park | New Request | Commons East/Harbour Car Park and Sir Samuel Kelly directional signage. | |
| Commons East/Harbour Car Park | New Request | <p>Wayfinding Signage</p> <p>Finger posts to direct visitors to places of interest nearby such as Pinks Green Playpark, Lemon's Wharf Playpark, The Commons, Copeland Plaza.</p> |  |
| Lemon's Wharf Play Park | New Request | <p>Wayfinding Signage</p> <p>Finger posts to direct visitors to key sites – Sir Samuel Kelly Project, The Commons, Crommelin Park, Moat and Camera Obscura, Public Toilets</p> |  |

In addition to the agreed signage requests detailed above, the Signage Working Group has identified further opportunities to enhance movement within the town should funding become available:

Not Applicable

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| Location | Request | Image |
|----------------------------|---|---|
| High Street | <p>Directional/ informational signage vinyl applied to vacant/ derelict property located on High Street.</p> <p>This will serve as a wayfinding guide to pedestrians and highlight the key sites within the town.</p> <p>Note – proprietor consents will be required.</p> |   |
| Moat Entrance, Moat Street | <p>Upgrade of archway leading to Moat and Camera Obscura, making it more prominent and visually appealing.</p> <p>Will require relevant consents and funding source.</p> |   |
| Print Materials | <p>Review of existing print materials in circulation within the town and online – update as necessary and distribute to local sites including but not limited to the Library, Public Toilets, Visitor Information point, Community Centre, Moat, etc.</p> | |
| External Information Board | <p>An external information board is in situ at the Public Toilets. This is updated with print materials by the DCDA. Potential to look at other options for providing visitor information and directional/ informational signage in replacement of the notice board.</p> | |

Urban Regeneration Programme Variance Request

It is proposed to submit a variance request under the Urban Regeneration Programme to increase the allocated budget for Directional and Informational Car Park Signage

Not Applicable

49

and to expand the description to include directional and information signage to places of interest. Officers have held discussions with DfC officials who are supportive of the proposed request.

Please refer to Item 13 report on the Urban Regeneration Programme.

RECOMMENDATION

It is recommended that the Council approves officers to proceed to:

1. Submit the variance request under the Urban Regeneration Programme to increase the allocated budget and extend the project description to include informational and directional signage to nearby places of interest,
2. Should the variance be approved, officers proceed to make the necessary applications to the Department for Infrastructure (DfI) for the required consents,
3. Officers proceed to work with the Signage Working Group to deliver the Signage Programme (within the budget parameters), and
4. Officers continue to seek funding opportunities for any items listed within the Signage Programme that cannot be met under the Urban Regeneration Programme due to budget constraints.

Unclassified

50

ITEM 5

Ards and North Down Borough Council

| | |
|-----------------------------|---|
| Report Classification | Unclassified |
| Exemption Reason | Not Applicable |
| Council/Committee | Place and Prosperity Committee |
| Date of Meeting | 08 May 2025 |
| Responsible Director | Director of Place |
| Responsible Head of Service | Head of Regeneration |
| Date of Report | 23 April 2025 |
| File Reference | RDP152 |
| Legislation | |
| Section 75 Compliant | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Other <input type="checkbox"/> If other, please add comment below: |
| Subject | Concept Design, Bingham Lane, Bangor |
| Attachments | |

Background

As Members will be aware the Regeneration Unit has an annual budget allocated to work up future projects. The budget provides the opportunities for projects to be developed to the design and/or planning stage.

In June 2024, Members agreed the development of a concept design for a pedestrian walkway in Bangor, from Bingham Lane to Main Street, to be taken forward. The project aimed to develop a design to transform this key connecting laneway into a vibrant and inviting public space in alignment with Priority C 'Make the Streets People Friendly' and Priority D 'Connect with the Centre' of the Bangor Masterplan.

Appointment of Consultants

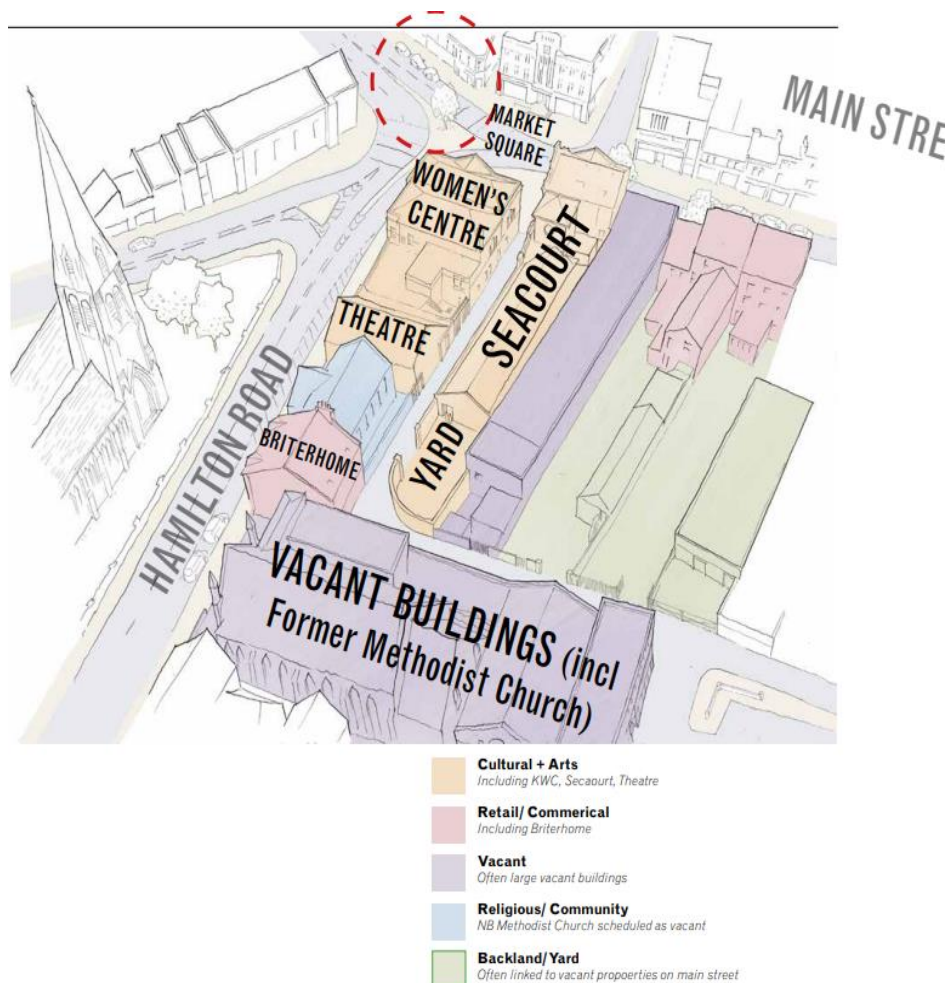
In November 2024, officers issued an invitation to quotation to seven local consultants for the delivery of a concept design. OGU (Lead Consultant) and MMAS architects were successfully awarded the contract and commenced in December 2024.

Not Applicable

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Concept Design

The appointed consultants assessed the current site, identified medium to long-term opportunities, and proposed immediate short-term actions to revitalise this connecting walkway.

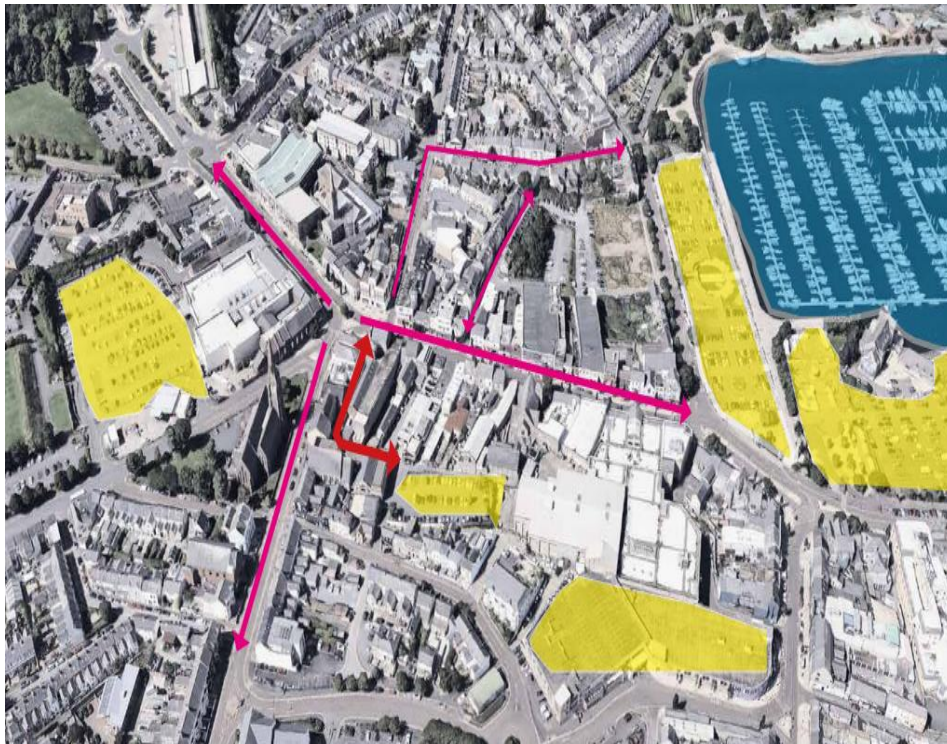


Bingham Lane is located off the Market Square at the geographical centre of Bangor. The lane has developed a cluster of community, retail, and cultural buildings around it.

- Historic and geographical centre of Bangor
- Public transport links
- Filtering streets to the public realm and future Waterfront and Queen's Parade development
- Availability of parking (shown in yellow)
- Primary route along Hamilton Road
- Direct link to the Main Street
- Direct link to the High Street

Not Applicable

52



The consultants looked at the existing conditions, as well as drawing on its assets and opportunities:

Assets and Opportunities:

- Existing condition – the area has significant assets but faces issues like direct lack of access and low surface quality. Improvements could enhance its roles as a primary site.
- Market Square entrance – features high quality stone paving and listed buildings but lacks clear connection to Bingham Lane. Opportunities exist to improve visual and physical engagement.
- Reuse of historic buildings – successful reuse of heritage buildings by Seacourt Print Workshop and Kilcooley Women’s Centre has created active community hubs. Potential exists to expand cultural uses, including the vacant Methodist Church.
- Cluster of cultural spaces:
 - a. Seacourt Print Workshop – offers printmaking workshops, studios and a gallery but could improve visibility and connections to the street.
 - b. Kilcooley Women’s Centre – provides diverse community services and is working toward full restoration of its building.
 - c. Studio 1A – a long-standing cultural asset.
 - d. Artist Studios – Seacourt and Boom Studios – 40 affordable studios with demand for more. Greater visibility for artists and evidence-based support for additional spaces are needed.
 - e. Yard Spaces – Seacourt’s Yard could be opened to activate Bingham Lane with potential outdoor workshops and events.

Not Applicable

53

- Heritage features – historic walls, concertina gates, and architectural features could be repurposed to enhance the area’s character and activity.
- Back-land sites – underutilised yards and buildings offer opportunities for housing or studio spaces, supporting the cultural quarter and city vitality.
- Vacancy – vacant Methodist Church – a key site with potential for cultural and community uses. Short-term activation and long-term redevelopment are possible.

Main Issues:

- Lack of activity and connections along Bingham Lane.
- Poor pedestrian access from Bingham Street.
- Low surface quality and informal car parking.
- Graffiti, which could be addressed through high-quality street art.

Opportunities:

- Improve signage, connections, and surface quality.
- Activate spaces like Seacourt’s yard and Kilcooley Women’s Centre gate.
- Repurpose vacant buildings, including the Methodist Church. A large portion of Bingham Lane is fronted by the church complex which is now vacant.
- Develop back-land sites strategically for long-term quality. There are several yards and back-land sites which are underutilised.
- Encourage activity by exploring how some of the spaces could open or engage better.
- Bangor has a perceived high number of artists living and working in the Borough and this therefore has created a vibrant scene for various scales of arts businesses and activities.

Public Engagement

A public engagement workshop was held on Wednesday 19th March 2025 in Market House, Bangor. Members of the public were invited to attend and view the concept design proposals and provide their feedback, 25 people were in attendance. In addition to the public engagement workshop, the designs were available to view online with an opportunity to provide feedback.

Short, Medium, and Long-Term Proposals

The concept design has provided the following proposals as short, medium, and long term interventions:

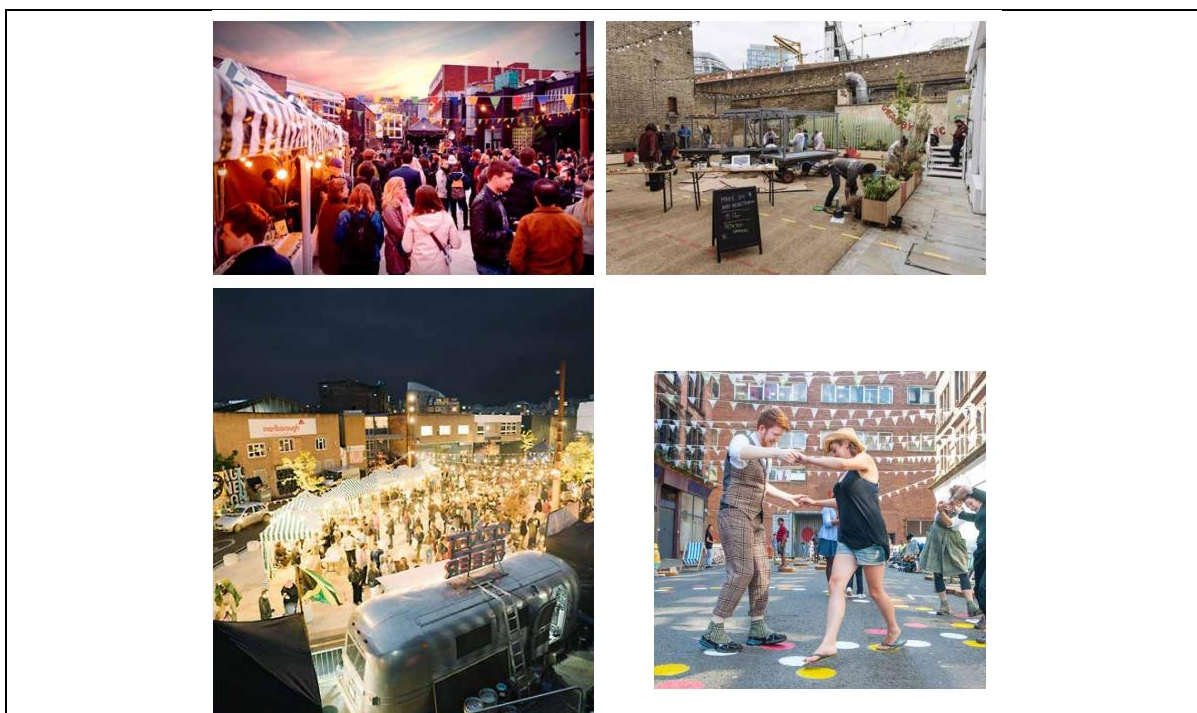
Short Term | Summer 2025

Bingham Lane Festival

The idea of a Bingham Lane Festival is to build momentum around what might happen with the street and its spaces. This is about testing and piloting what could happen more frequently or permanently. A festival or event would help put Bingham Lane back on the radar of people who do not know much about it or the buildings and organisations along it. This would in turn drive usage and footfall along the lane as a shortcut and thoroughfare during normal days. This method allows the street to be tested when it is in a different ‘destination’ mode with activity along it.

Not Applicable

54



Short Term | 12 months

Cleaning and Maintenance

During the public engagement it was mentioned by a few people that beginning the process of cleaning and tidying up the alleyway would be a good starting point. It should be noted that the laneway is owned by the Department for Infrastructure, and it is therefore its overall responsibility. Litter picking and some general tidying could be organised. The 'Love Your Laneways' project in Melbourne is an inspirational project that shows the impact of getting some of the basics right around cleaning, bins and maintenance - this is now a primary attraction in the city.



Existing conditions.

Street Art

Bangor (and Northern Ireland generally) has a vibrant street art and mural scene. There are high level street artists working locally as well as a wealth of international

Not Applicable

55

artists working in Northern Ireland. This could add another dimension of discovery along the laneway - with the large gable above the Seacourt Yard being an obvious site to do something significant and impactful. The walls along the laneway are also potential sites.



Seacourt Sign

Seacourt is a prominent and important part of the entrance to and along the lane (alongside the Kilcooley Women's Centre/ Market House building). Located within a listed former bank, its presence is not always obvious for people who don't know it is there or are not regular gallery visitors. An appropriate sign could enhance the existing building in a way that helps people to discover what Seacourt is. This would also support and work with the art yard idea and people moving within the building. If there are issues in terms of the historic context and hand painting (similar to previous examples)- it would be possible to discuss removeable vertical signage.

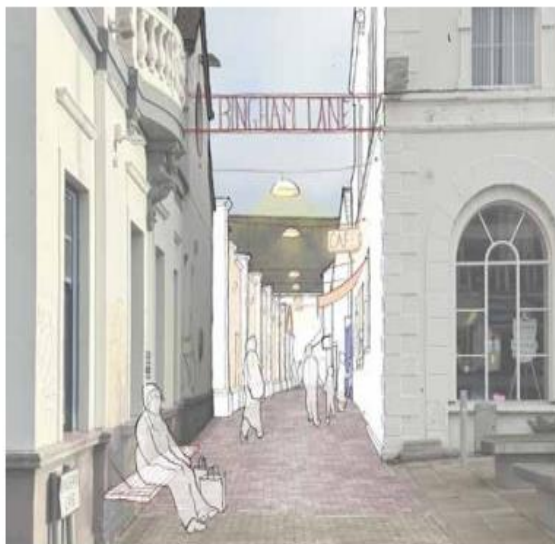


Bingham Lane Sign

Developing footfall and activity on the lane is the main purpose of most proposals. Wayfinding and signage can be important in designating spaces as public and safe. Bingham Lane is not on the 'mental map' of Bangor for many people walking past. Alongside other measures discussed, a quality metal sign, lit in an appropriate way for the context of the listed buildings would be helpful in identifying it as a safe route for pedestrians to use.

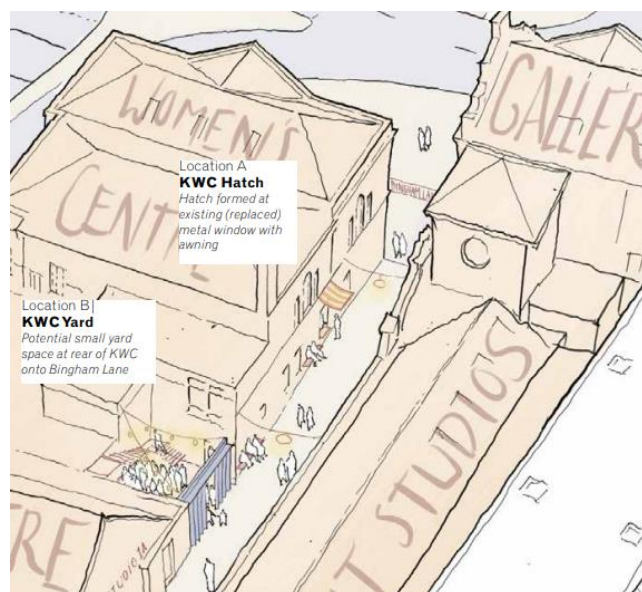
Not Applicable

56



Hatch

An early proposal by the Kilcooley Women's Centre during initial engagement recognised that the street needed activity along it. A hatch along Bingham Street at the existing metal side window was discussed. Two options/ locations for exploration have been provided. The capacity and idea of this could be tested during the street festival.



Not Applicable

57



Art Yard

One of the most impactful projects in the short term would be to repurpose the yard to the rear of Seacourt into something which was an outdoor hub for the building. It could be informal and the kind of place that people would drop into casually. The Bingham Lane Festival would be a chance to test how it might function and develop as a space in the longer term.



Greening

Adding planting and greening either in rain gardens and integrated ways or edge planters and pots can be a useful way of improving lanes and yards. The 'Love Your Laneways' movement generally shows lots of good examples of where this has been completed effectively. The planting can also be included in controlled spaces in yards and expand out onto the public realm.

Not Applicable

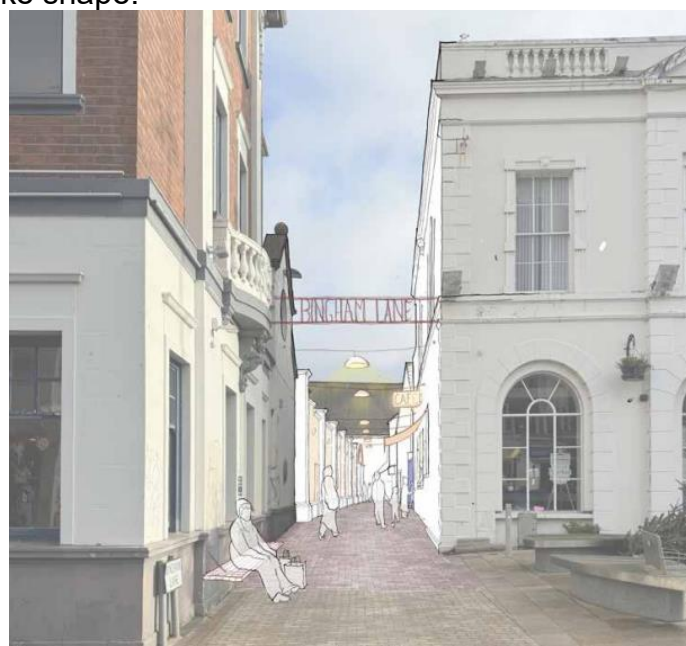
58



Medium Term | 1-3 years

Surface Improvements and Seating

The existing Market Square has been landscaped in good quality stone paving. The quality of this should be extended along the laneway, supporting the laneway as a public route and encouraging use. Alongside other measures (like improved lighting and signage) this would help encourage more people to use the laneway as other developments take shape.



Lighting

Good quality catenary lighting with low maintenance provides a sense of intimacy and human scale that would support the street as a public space and help the feeling of safety in the laneway. It would make it much more utilised as a local connecting lane and (with other developments) a destination in its own right. It must be noted that lighting should carefully consider the listed context of adjacent buildings and has a quality befitting the type of atmospheric developing laneway the project is encouraging with cultural and community spaces along it (this isn't a scheme for basic infrastructural lighting typically provided by DfI).

Not Applicable

59



More Direct Connections on the Lane

There are a number of places (i.e. vacant church building) if occupied by other types of users could open onto Bingham Lane. This would help promote the use of the street as a destination as well as a connecting pedestrian route.



Long Term | 2-5 years

Permanent Cultural/Community Space in Repurposed Church Buildings

The church buildings have an interesting layout with a series of spaces which would support a range of community and cultural uses. The approach here could be light touch in terms of investment such as 2 Royal Avenue in Belfast which was about getting the doors back open or potentially with some refurbishment to repurpose the building if a partner organisation was involved.

Not Applicable

60



Mews Housing

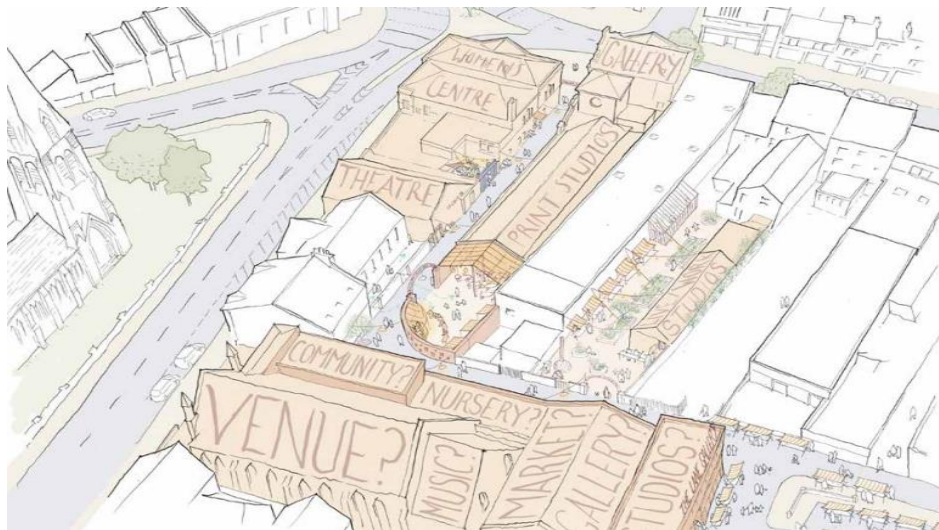
It is now recognised that towns and cities who have large numbers of people living in the central cores - helps to support all sorts of commercial, retail, and cultural uses. The back-land sites of Bangor and Bingham Lane as a demonstrator show how an atmospheric mixed-use street could develop. There is a clear need for housing in NI and this housing could support artists living near their studios and older people wanting to live centrally with facilities and a train station on their doorstep.



Not Applicable

61

The proposals have been carefully designed to acknowledge the importance of this central location and its associated heritage and cultural assets. Feedback from local stakeholders, public input, and insights from relevant case studies have informed this proposal, showcasing a variety of short, medium, and long-term proposals that have the potential to significantly enhance this vital connecting route.



RECOMMENDATION

It is recommended that the Council notes this report and the intention of officers to explore various funding opportunities for each of the proposed elements and report to the Committee should any funding opportunities be identified. Officers will additionally assist stakeholders, if requested to, in obtaining funding for a Bingham Lane Festival in 2025/2026 to serve as a trial for the proposed future uses.

Unclassified

62

ITEM 6

Ards and North Down Borough Council

| | |
|-----------------------------|---|
| Report Classification | Unclassified |
| Exemption Reason | Not Applicable |
| Council/Committee | Place and Prosperity Committee |
| Date of Meeting | 08 May 2025 |
| Responsible Director | Director of Place |
| Responsible Head of Service | Head of Regeneration |
| Date of Report | 29 April 2025 |
| File Reference | RDP42 |
| Legislation | |
| Section 75 Compliant | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Other <input type="checkbox"/> If other, please add comment below: |
| Subject | Update report on the deputation from the Donaghadee Heritage Preservation Company (Sir Samuel Kelly Centre) |
| Attachments | |

Background

Members may recall a deputation by representatives from Donaghadee Heritage Preservation Company (Sir Samuel Kelly Centre) on 9 January 2025. Included in the deputation was a concept design for a Visitor and Heritage Centre to provide a suitable permanent site to store the Sir Samuel Kelly Lifeboat. The design also proposes a kitchen and café, toilets, a space for other heritage items, meeting rooms, and a balcony.

It was subsequently agreed that officers should present a report detailing the steps necessary to take forward the requests made by Donaghadee Heritage and Preservation Society.

Update

Three requests of the Council were detailed in the deputation. Each request and the subsequent considerations are detailed below.

Not Applicable

63

1. Council to grant the Company a long lease on the site

Location of the Centre

Donaghadee Heritage Preservation Company had detailed the intention to apply for a 99-year lease on the current site. The current lease expires in October 2028. It is envisaged that a long-term lease would increase the likelihood of the Company securing the substantial funding required to deliver and operate the Centre.

Since the deputation, consideration has been given to relocate the site from its existing location to an area closer to the entrance of the car park. Envisaged benefits of this relocation include:

- Improved proximity and connectivity to the town centre
- Improved access from the coastal path
- Increase the unobstructed view to and from the Centre
- The potential to store the lifeboat in a rectangle rather than a square which would be of operational and visitor benefit

Planning considerations

Subject to any agreement on securing the land, Planning Permission would need to be applied for. The Sir Samuel Kelly representatives would be advised to submit a Pre Application Discussion (PAD) to the Council's Planning Department identifying this area. This will enable officers to assess the proposal in advance of any formal submission being made to consider if the proposal complies with the local area plan and prevailing planning policy. In addition, this would be an opportunity to garner views of statutory consultees in particular with regard to potential infrastructure and traffic implications.

Consideration of applicable rent costs

An additional consideration as part of the decision-making process to grant a 99-year lease must include the cost of the use of land for the duration of the agreement. The current rent to Council is nominal given that the Company is a charity and is leasing the land for the purposes of restoring the Council owned lifeboat. The nominal rent was approved by the Department for Communities (DfC).

The proposal detailed a request from the Company that the lease should permit an agreed range of activities that would be deemed non-commercial, and any profit arising from sales would go back into the project. For example, the sale of refreshments, branded merchandise, and hire charges for use of the meeting rooms.

Additionally, the proposal detailed the intention to facilitate a commercial tenant/s to generate funds to contribute towards the Centre's operational costs. If the proposal is approved and in readiness for this possibility, flexibility within the rent charged would need to be documented. Advice will be taken from the Council's valuer on the applicable rent costs.

Not Applicable

64

2. Council recommendation to decide upon a site by the Summer 2025

To enable an informed and meaningful decision-making process to be completed and agreed by the Council, a decision by Summer 2025 will be unfeasible owing to the following processes:

- A pre application discussion (PAD) with the Planning Service.
- The Lands Department initiating an internal consultation process regarding a potential 99-year lease agreement. The request for a lease will need to be reported to the Corporate Services Committee.
- The request for a below market value charge of rent for a substantial timeframe, and the associated impacts, will need careful consideration by the Council. Advice from the Council's valuer will be sought and a final decision would most likely be dependent on agreement from DfC
- Any potential limitations for other uses or infrastructure requirements of the car park must also inform part of the decision-making process.

3. Council to assist the project going forward

To date, Regeneration and Lands officers have worked in collaboration with representatives from Donaghadee Heritage Preservation Company (Sir Samuel Kelly Centre) and this will continue.

Next steps

If the project should progress, Council officers will collaborate further given the multi-faceted nature of the project and to ensure effective communication with the Sir Samuel Kelly representatives as necessary.

RECOMMENDATION

It is recommended that the Council notes this report.

Unclassified

65

ITEM 7**Ards and North Down Borough Council**

| | |
|-----------------------------|---|
| Report Classification | Unclassified |
| Exemption Reason | Not Applicable |
| Council/Committee | Place and Prosperity Committee |
| Date of Meeting | 08 May 2025 |
| Responsible Director | Director of Place |
| Responsible Head of Service | Head of Regeneration |
| Date of Report | 23 April 2025 |
| File Reference | 160135 |
| Legislation | |
| Section 75 Compliant | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Other <input type="checkbox"/> If other, please add comment below: |
| Subject | Update on Village Plans 2025-2035 |
| Attachments | |

Background

As Members will be aware Regeneration officers are currently developing a new set of Village Plans for each of the villages within the Borough. The new Village Plans were required as the existing plans have now expired and are no longer fit for purpose.

Village Plans 2025-2035

The new Village Plans aim to provide a strategic framework for the development of each village over the next ten years, prioritising adaptability through annual reviews in collaboration with the community groups to ensure they remain relevant and reflective of the changing needs and aspirations of the community.

Process of Developing the Village Plans

The development of the new Village Plans has been a three-stage process and officers are currently in the final stage.

Stage 1 – Desktop Research and Public Engagement (Completed)

Not Applicable

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April 2024 – November 2024

- Extensive desktop research was completed for each village and an analysis of statistical data completed by officers.
- Extensive public engagement was delivered between May 2024 and October 2024, this included public workshops, involvement of community groups and local activity groups, local primary school workshops, attendance at public events, conducting on-street surveys, and supported with an online survey.

Stage 2 – Identify and Refine Priorities (Completed)

December 2024 – April 2025

- In December 2024, officers commenced the process of analysing the data from the various public engagement, identifying emerging themes, and priorities for each village.
- A further stage of public engagement was delivered to ensure the emerging themes and priorities were indeed reflective of the community's needs whilst providing an opportunity to refine these further. This included a public workshop in each village and an online survey. Stage 2 closed for responses on 28th February 2025.
- Between March and April 2025, a final review of the emerging themes and priorities was delivered in collaboration with each of the community groups.

Stage 3 – Draft Plans for Review (In Progress)

May 2025 – June 2025

- Workshops with each of the various internal departments have commenced to gather their insights and contributions, recognising that many of the identified priorities will require collaboration across various departments. This process will enable forward work planning and provide an opportunity for Regeneration and other departments to secure the required resources to begin to deliver on the themes and priorities.
- Officers have commenced developing the Village Plan template and are currently populating a template for each village.
- Following a request from the community groups, officers have agreed that the final draft of each Village Plan will be issued to each of the community groups for a final review before sign-off.
- Officers will arrange a meeting of the various rural partnership groups (North Down, Strangford, and Peninsula) in June 2025 to agree the final set of plans.

Not Applicable

67

Completion and Launch of New Village Plans

It is expected that the Village Plans will be launched in September 2025, consisting of a central launch and village specific launches.

The Village Plan will be in digital format as a 'live' document, this will enable the themes and priorities to be reviewed and updated annually by Regeneration officers. Each plan will feature a video introduction. Further video content and live links can be added to showcase and evidence project delivery.

Each plan will be accessible on mobile, iPad, laptop or similar devices and can also be downloaded as a pdf.

In addition to the digital plan, a printed summary flyer will be available for each village, outlining the key themes and priorities identified.

Village Plan Communications

Officers are currently developing a communications strategy for both the launch and delivery of the Village Plans, this will include both internal and external communications.

Effectively communicating the delivery of the Village Plans will be essential to maintaining the long established and more recently established working relationships with each of the villages and the wider village partnerships. The communications will be focused on showcasing success and demonstrating local views are valued, with the core message emphasising 'your village – your voice, and, 'you spoke – we listened'.

Officers will bring a report to committee in June 2025, this will include:

- The themes and priorities identified for each village
- The Communications Strategy for the delivery of the Village Plans
- The proposed methodology for assessing project prioritisation

RECOMMENDATION

It is recommended that the Council notes this report and acknowledges the slight delay in completion due to the additional time needed for the community groups to review the final drafts.

Unclassified

68

ITEM 8

Ards and North Down Borough Council

| | |
|-----------------------------|---|
| Report Classification | Unclassified |
| Exemption Reason | Not Applicable |
| Council/Committee | Place and Prosperity Committee |
| Date of Meeting | 08 May 2025 |
| Responsible Director | Interim Director of Place & Interim Director of Prosperity |
| Responsible Head of Service | |
| Date of Report | 08 April 2025 |
| File Reference | RDP22/RDP56 |
| Legislation | |
| Section 75 Compliant | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other <input type="checkbox"/> If other, please add comment below: |
| Subject | Belfast Region City Deal (BRCD) Update |
| Attachments | Appendix 1 - Bangor Waterfront Update (April 2025) |

1. Background

As previously advised, the Belfast Region City Deal (BRCD) represents a transformative £1 billion capital investment programme designed to drive inclusive economic growth across the Belfast City Region. The Deal focuses on four strategic pillars: Innovation and Digital, Tourism and Regeneration, Infrastructure, and Employability & Skills. Collectively, the BRCD aims to create up to 20,000 new and better jobs, accelerate economic recovery, and deliver long-term benefits for people and communities across the region.

2. BRCD Update

The BRCD Programme Director post still remains unfilled with the Programme Managers currently fulfilling the operational functions associated with the programme.

2.1 Council Panel

Not Applicable

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Mid and East Antrim Borough Council hosted a meeting on 26th March 2025 of the BRCD Council Panel. Minutes of the meeting, as yet, have not been circulated. Councillor McKimm attended the meeting with the Interim Director of Place.

3. Digital & Innovation Update

Innovation Commissioner: The post was advertised in June 2024 and Dr Adrian Johnston MBE took up the role in January 2025 contributing to the Digital Pillar.

Innovation Challenge Fund Programme: This programme collaborates with the BRCD Centres of Excellence to complement capital investments. It works with SMEs in relevant sectors to unite academia, researchers and businesses together to develop solutions for:

- Smart buildings
- Reducing emissions in the supply chain
- Low carbon processed in manufacturing
- Green computing for waste energy recovery
- Smart integrated power systems.

Augment the City Challenge Fund Project: This project supports the creative digital sector offered a challenge fund for SMEs to create solutions to engage citizens and visitors to Belfast.

- **Phase 1:** 10 companies received up to £10k to test ideas through a 5G installation at Belfast City Hall.
- **Phase 2:** Six companies received up to £35k to further develop their projects.
- **Phase 3:** Held in April 2025, this phase was held in Belfast City Hall to reduce the number of companies from six to three. All six companies presented their concepts which use immersive and digital technologies to gather, curate, and present stories about Belfast and its people. The selected three companies will receive up to £100k to develop prototypes, with learnings shared among BRCD partners.

Enabling Infrastructure Fund Project: Led by Digital Catapult this fund is seen as a key enabler across the region prioritising wireless connectivity.

The investigation into the investment required to establish a 5G ecosystem across the City Deal region has been completed. Key findings highlight the need for significant investment in infrastructure to support widespread 5G deployment, including the installation of new base stations and the upgrading of existing ones.

Efforts are underway to build capacity among BRCD partners to ensure preparedness for future funding opportunities. This includes training programs and workshops to enhance technical and strategic capabilities of the partners. As more details are shared updates will be provided as appropriate.

4. Employability and Skills

Skills Assessment: The Advanced Manufacturing Skills Assessment and Digital Skills Assessment reports have now both been approved by the BRCD Executive Board. A review of the identified actions is currently being undertaken to determine suitable actions for inclusion in the BRCD Employability and Skills action plan.

Not Applicable

70

Advanced Manufacturing Innovation Centre Skills Strategy: This strategy is being progressed, and Members will be updated upon conclusion.

5. Bangor Waterfront Update

The Bangor Waterfront Project Board continues to meet regularly to oversee delivery of this major project. Progress remains on track and in line with the Milestone Dates set out in the Contract for Funding. A detailed update on all current workstreams is provided in Appendix 1.

RECOMMENDATION

It is recommended that Council notes the report.

Bangor Waterfront

Appendix 1: Update to Place & Prosperity Committee

April 2025



**Ards and
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1 Background

As previously advised, the Belfast Region City Deal (BRCD) represents a transformative £1 billion capital investment programme designed to drive inclusive economic growth across the Belfast City Region. The Deal focuses on four strategic pillars: Innovation and Digital, Tourism and Regeneration, Infrastructure, and Employability & Skills. Collectively, the BRCD aims to create up to 20,000 new and better jobs, accelerate economic recovery, and deliver long-term benefits for people and communities across the region.

The Bangor Waterfront Redevelopment seeks to regenerate approximately two miles of the city's seafront through a coordinated programme of capital investment in five key areas along the route. It will deliver a high-quality, accessible, and welcoming environment that extends the tourism season, supports local businesses, and repositions Bangor as a thriving, family-friendly coastal destination with a strong visitor offering and vibrant local economy.

2 Executive Summary

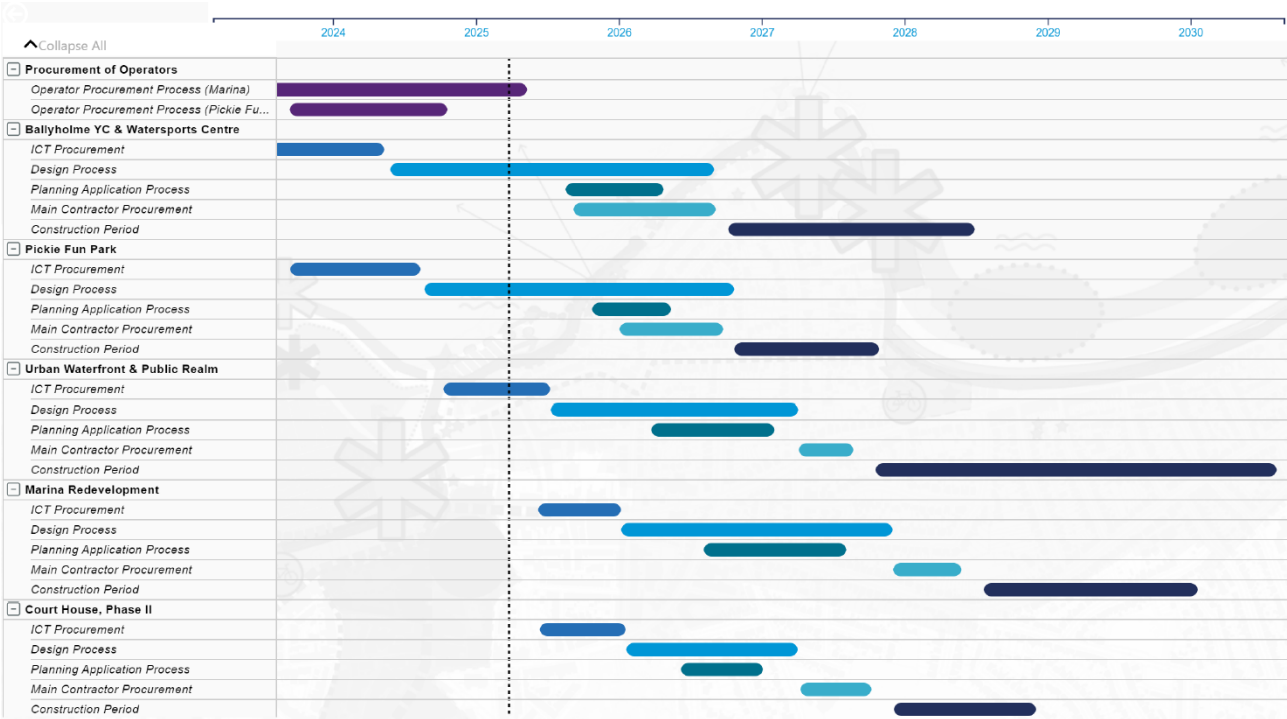
The Bangor Waterfront Redevelopment continues to make steady progress across multiple workstreams, with Project Board meeting regularly to oversee delivery. The detailed programme of works remains in line with the Contract for Funding, and an overview of the key dates is provided below.

The current focus is on the procurement of the remaining Integrated Consultant Teams (ICT) for the Marina Westside Facilities and the Urban Waterfront and Public Realm in line with the Bangor Waterfront Procurement Strategy, which was approved by CPD and reported to Council in September 2023.

In parallel, the ICTs appointed last year for Pickie Fun Park and BYC Watersports Centre are continuing to progress early-stage feasibility and concept design proposals. Both workstreams are progressing well and remain on track in terms of design development and cost planning.

The key programme dates for all project elements are outlined below:

Bangor Waterfront



3 Progress Update

3.1 Urban Waterfront and Public Realm

Current Stage: ICT Procurement (ITT Stage)

The process to appoint a specialist design team for the Urban Waterfront and Public Realm project has progressed to the next stage – the Invitation to Tender (ITT). Following a competitive shortlisting process, six design teams have been invited to develop and submit proposals, including an early concept design masterplan, over the coming months. This phase will run until July 2025 and will play a key role in shaping how Bangor’s waterfront could look and feel in the future.

While this stage was briefly delayed due to a procedural review (relating to a late submission), this has not impacted the overall programme. The review was necessary to protect the integrity of the procurement process, which has now resumed and is progressing as planned.

The scope of this major public realm project covers a two-mile stretch of coastline, taking in five distinct character areas between Skippingstone Beach in the west and Banks Lane in the east. The aim is to deliver a joined-up, high-quality experience across the full length of the waterfront, creating places that are vibrant, accessible, and welcoming year-round.

To support this the Council, in conjunction with the Strategic Investment Board (SIB), is actively exploring all available options to attract and secure private sector investment. Specialist property & commercial real estate advisors have been appointed to help identify development opportunities and assess market interest in and around the Bangor Waterfront Redevelopment area. This work will also consider other significant projects

happening in the city, such as Queen's Parade and the Royal Hotel redevelopment, ensuring a co-ordinated approach to Bangor's wider regeneration.

3.2 Pickie Fun Park

Current Stage: ICT Design (RIBA Stage 1)

Work to develop plans for the new Pickie Fun Park is progressing well, with good collaboration between the Council, the design team, and the operator. The initial design stage is nearing completion, with a focus on ensuring the proposals reflect both the agreed project scope and the operator's long-term vision for the attraction.

The design team is currently preparing the Order of Cost Estimate, which will help confirm that the project remains within budget and inform the next phase of design development.

3.3 BYC Watersports Centre

Current Stage: ICT Design (End of RIBA Stage 1)

Design work on the new BYC Watersports Centre continues to progress. The design team has developed two updated options, building on the initial draft proposals. These new designs include an improved layout for the building and site, as well as essential coastal defences to help protect the facility from the impacts of climate change and rising sea levels.

The proposals have been shaped through close collaboration with the club to ensure they meet operational needs while staying within the project's agreed budget. Based on the most recent cost estimate, the project remains on track and affordable within current funding.

3.4 Marina Wetside Facilities & Infrastructure

Current Stage: ICT Procurement

Work is continuing to move the Marina 'Wetside' project forward. While the recent process to appoint an operator for the Marina did not progress as planned, a separate report will be brought forward on this in due course to update the Council.

In the meantime, the Council is preparing the tender documentation to appoint a design team to lead on the design and delivery of the new pontoons and marina infrastructure. The tender process is scheduled to begin at the end of June 2025 and conclude by the end of the year, with a design team appointed in early 2026 to take the project forward.

3.5 Court House, Phase II

Current Stage: Brief Development

A separate report will be brought forward on this project in due course to update the Council.

4 Budget

As previously reported, the Council has received a potential £40 million investment into the Bangor Waterfront project through BRCD, to be matched by £20 million from the Council (subject to approval of a satisfactory Full Business Case (FBC). The preliminary

Bangor Waterfront

funding/spend profile across the lifetime of the project is outlined below. It should be noted this may be subject to change and is reviewed quarterly/yearly.

The table below outlines the approved budget, expenditure to date, forecast expenditure, and any budget variance. Currently, the project is within the approved budget, and the forecast budget variance is nil.

| Project | BRCD | ANDBC | Private | Total |
|---|--------------------|--------------------|--------------------|--------------------|
| Urban Waterfront & Public Realm | £12,276,179 | £6,138,090 | - | £18,414,269 |
| Pickie Fun Park | £2,766,199 | £1,383,099 | £980,000 | £5,129,298 |
| BYC Watersports Centre | £6,828,618 | £3,414,309 | £200,000 | £10,442,928 |
| Marina Redevelopment | £15,793,657 | £7,896,828 | £11,612,361 | £35,302,846 |
| Court House, Phase II | £2,335,414 | £1,167,707 | - | £3,503,121 |
| Approved budget | £40,000,067 | £20,000,034 | £12,792,361 | £72,792,462 |
| Expenditure to date | £56,176 | £771,792 | - | £827,968 |
| Forecast expenditure | £39,943,891 | £19,228,242 | £12,792,361 | £71,964,494 |
| Forecast total expenditure | £40,000,067 | £20,000,034 | £12,792,361 | £72,792,462 |
| Total BRCD Grant Claimed to Date | £55,782 | | | |

5 Key Risks

The table below provides a summary of the key risks.

| ID | Risk | Level | Impact | Mitigation |
|------------------|---|-------|--|--|
| PW25 | Capital Costs and Overruns Uncertainties around construction costs and inflation. Could potentially result in cost increase and impact on benefit delivery. | | Delay to programme / Impact on quality / Increased cost | <p>Robust cost / change control with appropriate governance, cost validation, programming and contingencies in place - Status: in place and ongoing, BYC: Forecast outturn cost at RIBA Stage 1 is within budget. PFP: RIBA Stage 1 Order of Cost Estimate currently being developed based on initial concept design proposals. Cost plans will be robustly reviewed throughout design development and project delivery.</p> <p>OB provision & estimated impact of inflation included in capital costs and regular monitoring of project costs - Status: in place and ongoing</p> <p>Regularly update Cost Plan throughout design development and strictly adhere to the NEC4 contract throughout design & construction - Status: to be implemented at the appropriate stage.</p> <p>Regularly update the BWF Master Programme to ensure all key projects meet the project milestone dates, to mitigate cost increase through programme delay - Status: in place, ongoing and on track.</p> |
| UW01 & M09 | Failure to Secure Private investment Contribution to the capital costs for development in and around the Bangor Waterfront site. Failure to secure the anticipated level of investment would reduce the available capital and limit development. | | Limit redevelopment, impact on programme and incur delay costs | <p>The outcome of the Operator procurement process did not transpire as intended. Status: With support from SIB, Council is developing a private sector investment strategy and has appointed experienced Property & CRE professionals to:</p> <ul style="list-style-type: none">Assess potential commercial opportunities within and around the Bangor Waterfront Redevelopment site.Evaluate private sector demand for delivering these opportunities. Status: in place and ongoing. |
| M06, PW09 & PW17 | Planning Permission & Statutory Approvals Failure to obtain planning permission and approval from all statutory consultees, for one or more constituent project, within programmed dates. Could potentially limit redevelopment, impact on programme and incur delay costs. | | Adverse impact on programme and budget, potential to limit development | <p>Appoint a planning consultant for the UWPR project to develop a planning strategy and consider the appropriate approach to phased planning application submissions Status: Requirement included in UWPR ICT tender. PQQ stage concluded and progressing to ITT.</p> <p>Establish full extent of approvals, surveys and reports required to satisfy statutory consultees/ regulatory bodies and submit together with planning applications. Status: to be agreed following ICT appointment, requirement stated in Client Scope/ tender documentation.</p> <p>Early engagement with PlanningNI, Statutory Consultees and a wide range of project stakeholders to minimise, identify and address potential objections to elements of the redevelopment as early as possible Status: commenced and ongoing. Appointed ICT's have incorporated early engagement with planners into their programmes.</p> <p>Appoint experienced designers Status: ICT procurements underway with two ICTs in place. Tender documents state the requirement for a proactive approach to establishing what will be required to secure statutory approvals.</p> |
| PW07 | Programme Delay Complex Programme of interlinking projects. Could potentially result in delays to the delivery of key projects and handover for operation with impact on cost, project benefits and non-compliance with BRCD Contract for Funding. | | | <p>Detailed programme prepared, updated and monitored with task ownership allocated - Status: in place and ongoing in advance of each QPR submission with interim updates as required. Appointed ICT's have developed individual project programmes providing detailed information on activities and their duration. This further informs our overall BWF programme.</p> <p>Regular review of CfF milestone dates to track project delivery - Status: in place and ongoing, formal requests for updates to CfF milestones have been accepted. Currently, all activities fall within milestone dates</p> <p>Early identification of potential issues with proactive resolution - Status: in place and ongoing, risk register in place with appropriate mitigation to minimise occurrence of unforeseen issues. RR reviewed at the monthly working group for each constituent project. Programme impact realistically assessed and updated as required.</p> <p>Selection of the appropriate delivery model for Bangor Waterfront - Status: 'Procurement and Programme Delivery Report' complete and accepted by CPD and DfC. ICT teams will review and advise on the most appropriate delivery model for each constituent project.</p> |
| UW02 | Resident Buy-In Several residents / resident groups in close proximity to areas proposed for redevelopment. Potential for objections to elements of the proposals. | | | <p>Regular, well managed, clear and consistent engagement and communication with public and residents' groups. - Status: in place and ongoing.</p> <p>Early engagement with individuals and groups to build support for project and channel communications. Status: in place and ongoing Internal Communications strategy required. Status: in place and ongoing</p> <p>Public consultation and engagement sessions to be delivered, in addition to statutory consultations as part of the planning and design development process. Status: in place and ongoing</p> <p>Early identification of potential issues which may impact project delivery. Status: in place and ongoing. Reviewed at Project Working Group meetings.</p> |



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