Causeway Coast & Glens Borough Council

Title of Report:	**Harbour & Marina Strategy Adoption 2026-2036**
Committee Report Submitted To:	**Environmental Services Committee**
Date of Meeting:	**10th November 2026**
For Decision or For Information	**For Decision**
To be discussed In Committee ~~YES~~/NO	**Not in Committee**

Linkage to Council Strategy (2019-25)	
Strategic Theme	Protecting and Enhancing Our Environments & Assets
Outcome	Our natural assets will be carefully managed to generate economic and social returns without compromising their sustainability for future generations.
Lead Officer	Head of Capital Works, Energy and Infrastructure

Budgetary Considerations	
Cost of Proposal	£variable
Included in Current Year Estimates	**YES/NO – N/A**
Capital/Revenue	N/A
Code	N/A
Staffing Costs	N/A

Legal Considerations	
Input of Legal Services Required	**NO**
Legal Opinion Obtained	**NO**

Screening Requirements	Required for new or revised Policies, Plans, Strategies or Service Delivery Proposals.		
Section 75 Screening	Screening Completed:	Yes/~~No~~	Date: 06/02/2026 Attached appendix 2
	EQIA Required and Completed:	~~Yes~~/No	Date: N/A
Rural Needs Assessment (RNA)	Screening Completed	Yes/~~No~~	Date: N/A
	RNA Required and Completed:	~~Yes~~/No	Date: N/A
Data Protection Impact Assessment (DPIA)	Screening Completed:	~~Yes~~/No	Date: N/A
	DPIA Required and Completed:	~~Yes~~/No	Date: N/A

1.0 Purpose of Report

1.1 To seek members consideration and recommended adoption of the attached Harbour & Marina Strategy (attached appendix 1).

2.0 Background

2.1 An audit was carried out and adopted by the Audit committee (June 2023) which made the following recommendation

"it is recommended that a strategic review of the current harbours and marinas provision should take place. This should be moulded into a strategy and be brought to Committee".

2.2 Members previously approved officers to carry out a public procurement exercise to secure tenders from suitably qualified consultants to carry out and complete a harbour and marina strategy. Procurement documents were placed on councils tendering portal eSourcing in May 2024 which unfortunately produced no responses (three companies accessed the documents – but no submissions were received at closing date). A second procurement campaign was carried out 6th December 2024 with a closing date of 15th January 2025 12:00pm.

2.3 Members recommended to Council (Feb 2025), one satisfactory tender return that was received from McCarthy Browne Civil & Marine Consultants. This recommendation was subsequently ratified in March 2025.

2.4 Economic assessments were previously prioritised with regard to the Magilligan ferry terminal, Coleraine marina and Red Bay pier to ensure significant spend could be appraised.

2.5 A workshop was held with ES Committee members on the 23rd of March 2026. McCarthy Browne presented the draft strategy at the workshop.

2.6 Council previously adopted the draft Harbour & Marina strategy (April 2026) to allow for advancement to public consultation in line with policy.

2.7 Public consultation opened on the 1st of July 2026 and closed on the 10th of October 2026. 10 responses were received through this consultation period.

2.8 A copy of the consultation responses are attached (appendix 2) – the majority above 10 consultation responses were positive. The port marine safety code PMSC is mentioned within one of the responses, however this operational H&S delivery mechanism has been picked up and agreed by the audit committee and this marine safety management system is already underway. Members will recall they have been appointed as the duty holder within the code.

2.9 Three consultation responses were received outside of our public consultation period (1st July 2026 – 10th of October 2026) these include;

- A response was received (20th October 2026) from the Grow the Glens Community Interest Company Ltd (Based in Cushendall. However, the requests within this consultation response are already identified with actions to investigate within the strategy.

- A response was received (22 October 2026) from the Chair of Cushendall Development Group, however, these requests within this consultation response are also already identified with actions to investigate within the strategy.

- A response was received (15 October 2026) from a private citizen from Cushendall, however these requests within this consultation response are also already identified with actions to investigate within the strategy.

3.0 Proposal

3.1 To adopt the proposed draft Harbour & Marina Strategy (appendix 1 attached).

4.0 Recommendation:

4.1 It is recommended that Members consider the proposed draft Harbour & Marina Strategy 2026-2036 and recommend its adoption.



Causeway Coast & Glens Borough Council

Draft Harbours & Marinas Strategy 2026 - 2036

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7.2 To maintain safe working harbours and provide high quality infrastructure and facilities. 90

7.3 To strengthen relationships with harbour users and stakeholders and work in partnership to achieve common goals. 92

7.4 To be a premium vibrant destination by supporting existing and developing leisure, tourism, and commercial sectors, making a significant contribution to the local and blue economy. 94

7.5 To have a balanced budget whilst building the ability for investment and new initiatives into the harbours. 96

7.6 To celebrate each harbour's natural and cultural heritage by integrating the harbours into the community and linking with the wider natural and cultural offering. 97

7.7 To protect CC&GBC's natural capital by operating best practice in environmental management of the harbours. 98

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Date	Revision	Description	By	Checked	Approved
11/02/26	D06	Draft Issue	RGB	JMC	RGB
20/02/26	D07	Updated following Client workshop	RGB	JMC	RGB
21/02/26	D08	Updated tables	RGB	JMC	RGB
21/02/26	D09	Updates following Client request	RGB	JMC	RGB
03/03/26	D10	Updated following Client request	RGB	JMC	RGB

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Executive Summary

Causeway Coast and Glens has over 100 miles of spectacular coastline, with harbour and marina facilities across the coastline. A strategy is now required to ensure that their harbour and marina facilities are in alignment with both corporate objectives and responsibilities now and into the future.

The objective is to ensure that an efficient sustainable harbour and marina service is delivered to maximum socio-economic advantage in alignment with the CC&GBC Corporate Strategy and that the facilities and services are maximised to their full public service potential across a varied spectrum from landward vibrancy initiatives to marine tourism.

This Draft Strategy includes an appraisal of this Department's marine assets and a sets out strategic actions and key performance indicators for the years 2025-2036. The review was conducted through site inspections, desktop assessment, stakeholder engagement and pre consultation events and surveys.

The harbour and marina portfolio is currently at capacity with long waiting lists for a limited number of established berths. Public feedback has demonstrated a significant passion and interest in the facilities and there is an overwhelming desire to have the facilities improved and expanded to their full public service potential.

Operationally the portfolio runs at an average annual deficit of over £66,000 with a capex demand in excess of £600,000 per annum.

However, the success of these facilities cannot be measured on profitability alone. These facilities provide extensive, multifaceted socio-economic benefits that extend well beyond direct maritime activities, acting as critical engines for regional development, trade, and coastal community vitality. These facilities serve as central nodes for employment, commercial fishing, tourism, and industrial logistics. They act as essential, non-commercial social infrastructure that enhances community liveability, improves health outcomes, and boosts economies aligning with a common goal across multiple council and national strategies.

The strategy aims to protect this vital contribution while strengthening and future proofing the public infrastructure and operations.

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1 Introduction

1.1 Vision

Causeway Coast and Glens has over 100 miles of spectacular coastline, with harbour and marina facilities across the coastline. A strategy is now required to ensure that their harbour and marina facilities are in alignment with both corporate objectives and responsibilities now and into the future. The strategy shall ensure that opportunities are identified together with the associated objectives that set direction.

1.2 Opportunity

Causeway Coast & Glens Borough Council (CC&GBC) intend to strategically assess and make recommendations where necessary with evidence to set clear objectives in order that an efficient sustainable harbour and marina service is delivered to maximum socio-economic advantage in alignment with the CC&GBC Corporate Strategy. It is important that the facilities and services are maximised to their full public service potential across a varied spectrum - from landward vibrancy initiatives to marine tourism. Given the fixed ownership aspect and substantive maintenance / life cycle costings, it is important that an economic overview is carried out and to highlight where full EAs are necessary.

1.3 Purpose of the strategy

This strategy is a high-level document which provides the framework for the development of the CC&GBC owned harbours and marina. It is an active document which will need to respond to economic, social, and environmental changes as well as new policies. Working in partnership with other statutory and non-statutory organisations and the local community and stakeholders is essential to achieving the vision.

This strategy sets out to understand and evaluate the economic position of the Causeway Coast & Glens area and give recommendations for the council with a horizon of 2036. This strategy and action plan will be used by the Council to lead the borough in achieving its full potential in order to deliver inclusive and sustainable wealth and well-being for its citizens.

1.4 Exclusions

Developed marinas and harbour strategies that are not detailed exhaustively in this report but warrant further developed studies are noted below. All strategies should be coordinated and aligned to achieve common goals.

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- Environmental Management
    - Air Quality
    - Strategy to mitigate against Climate Change
        - Climate Change Mitigation
        - Climate Change Adaptation
        - Coastal Processes
        - Resilience to Coastal Processes
    - Invasive Alien Species
    - Seascape
    - Water Quality
    - Dredging
    - Marine Aggregates
    - Aquaculture
    - Carbon Capture and Storage
    - Marine Litter
    - Marine Noise
    - International and National Designated Sites and Protected Species
    - Other Habitats, Species or Features of Importance
- Stakeholder management
    - Development of Facility rules
    - Co-Existence of facility users
    - Land and Sea Interaction
- Strategy for heritage protection and security
    - Heritage Assets
    - Designated Heritage Assets

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- Undesignated Heritage Assets
- Reporting of Heritage Assets
- Natural Heritage

- Commercial Fishing and Marine Aquafarming
- Defence and Security
- Shipping & logistics

1.5 Policy context

The strategy shall be consistent with the Government's and Council's wider programmes, policies and strategies including:

- Programme for Government 2024-2027
  The Programme for Government (PfG) sets out the Government's targets and priorities for the period. There are no direct links to any of the CC&GBC assets. Relevant to this strategy, the PfG does set out a desire to support the fishing industry, support regional economic balance through tourism and education and to tackle climate change and improve our natural environment. The PfG also sets out the need to maintain our public infrastructure.
- Corporate Strategy 2021 – 2025
  The most recently published strategy shapes the aims and objectives for the Council over the period. It has identified five strategic priorities; Cohesive leadership, local economy, improvement & innovation, health and engaged communities and climate change and our environment. It sets out the vision to 'maximise the benefits of our unique location and landscape by providing accessible, efficient and sustainable services fulfilling local and visitor expectations'. Key to this strategy is the desire to increase visitor spending, support of business startup and survival rates, increase in participation of sports/physical activities and time spent outdoors, supporting communities and voluntary groups and creating a sustainable accessible environment.
- Causeway Coast and Glens Community Plan 2017-2030
  The Plan and its most recent review (November 2025) set out three strategic population outcomes. Relative to this strategy the Plan seeks to increase participation in sport/physical activity, promote positive relationships with public shared spaces, promote tourism and protect our environment.

- Strategic Planning Policy Statement (SPSS)

  PPS 8 defines Open Space as ‘all open space of public value, including not just land, but also inland bodies of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and outdoor recreation and can also act as a visual amenity.’. It recognises the inter-relationship that open space, sport and outdoor recreation have on society’s well-being and seeks to safeguard and promote the sustainable provision of same. The plan, however, does not identify any of CC&GBC’s current marine assets.
- Local Development Plan 2030, Preferred Options Paper – Open Space, Sport and Outdoor Recreation
- Causeway Coast and Glens Local Development Plan 2030

  The Preferred Options Paper (POP) identifies the strategic planning issues affecting the Borough and identifies the Council’s ‘Preferred Option’.
- Retail & Commercial Leisure Capacity Study 2025

  This study commissioned by CC&GBC reviews the capacity of the stated sectors against UK averages. The study includes the towns of Coleraine, Ballycastle, Portrush and Portstewart. It summarises that the coastal centres, whilst benefitting from attractive environments, tourism appeal and community vibrancy, they experience greater variance in seasonality and differing retail performance. Inland centres such as Coleraine have greater footfall stability and are more accessible but yet suffer more unit vacancies.
- Estates Strategy 2025-2030

  This strategy supports the town regeneration through the support of business and tourism communities through key investments in projects and acquisitions particularly those providing gateways to key areas of natural environment. Supports the use of CC&GBC assets within urban centres and development zones to their maximum benefit of regeneration of town centres, local economies and tourism. Ensures proactive partnerships to support business startups and to support blue and green economies.
- Destination Management Plan 2026-2036

  Whilst the Destination Management Plan is still under review it is expected the plan will complement the Tourism Strategy for Northern Ireland to act as a year-round world class sustainable destination, particularly for international visitors. It will have inter-relationships with this plan in its desire to develop and sustain visitor infrastructure and services, destination marketing, stakeholder collaboration, tourism events, outdoor recreation, community impact and economic growth.

- Rathlin Island Action Plan 2016-2020

  Rathlin Island is Northern Ireland's only inhabited island. The Plan recognises Rathlin's unique needs and challenges and aims to enhance community involvement, improve provision of public services for islanders, advance policies for a sustainable island community and conserve the island's exceptional environmental heritage. This strategy aligns with the overall strategies and individual policy actions of that plan.
- Climate Change Action Strategy 2025 – 2050

  The strategy seeks to link across all strategies and deliver on Net Zero targets across the Borough by 2050 with 48% reduction in greenhouse gas emissions by 2032, 77% reduction by 2042. The strategy identifies clear actions and outcomes including decarbonisation actions and an action plan to report on coastal sea defence needs relative to this strategy.
- Northern Ireland Marine Plan

  The Northern Ireland Marine Plan from the Department of Agriculture, Environment and Rural Affairs (DAERA) is currently in draft format, having undergone a public consultation phase in 2021. The Plan seeks 'a health marine area which is managed sustainable for the economic, environmental and social prosperity of present and future generations.' This strategy aligns with its objectives including sustainable development of productive activities, realisation of energy resources, development of coastal communities, promotion of marine resource, preservation and enjoyment of marine related heritage, promotion of healthy, resilient and adaptable marine ecosystem, contribute towards climate change mitigation and development of coordinated sound marine evidence-based development, monitoring and review of marine plans. Once published, this plan will inform and guide the regulation, management, use and protection of Northern Ireland's marine areas.

1.5.1 Summary

CC&GBC has a rich marine resource. These resources have immense recreational value but also economic, environmental and social benefits. The above policies share common themes of supporting blue economy, promotion of public recreational use of marine assets, protection of the environment, climate change mitigation, coastal vibrancy and promotion of tourism in these areas.

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2 Governance

CC&GBC harbours and marinas operate as local authority harbours. Their powers derive from the Harbour Acts, Local Government legislation and local byelaws. Strategic oversight sits with the Elected Members of CC&GBC with operational responsibility with the Directorate under the Department of Environmental Services Figure 2-1. Senior oversight is provided by the Director of Environmental Services and Head of Capital Works, Energy & Infrastructure (Figure 2-2). Day to Day management is provided by the Senior Harbour Master and Harbour Team (Figure 2-3). Figure 2-3 includes vacant roles (dashed) not filled.

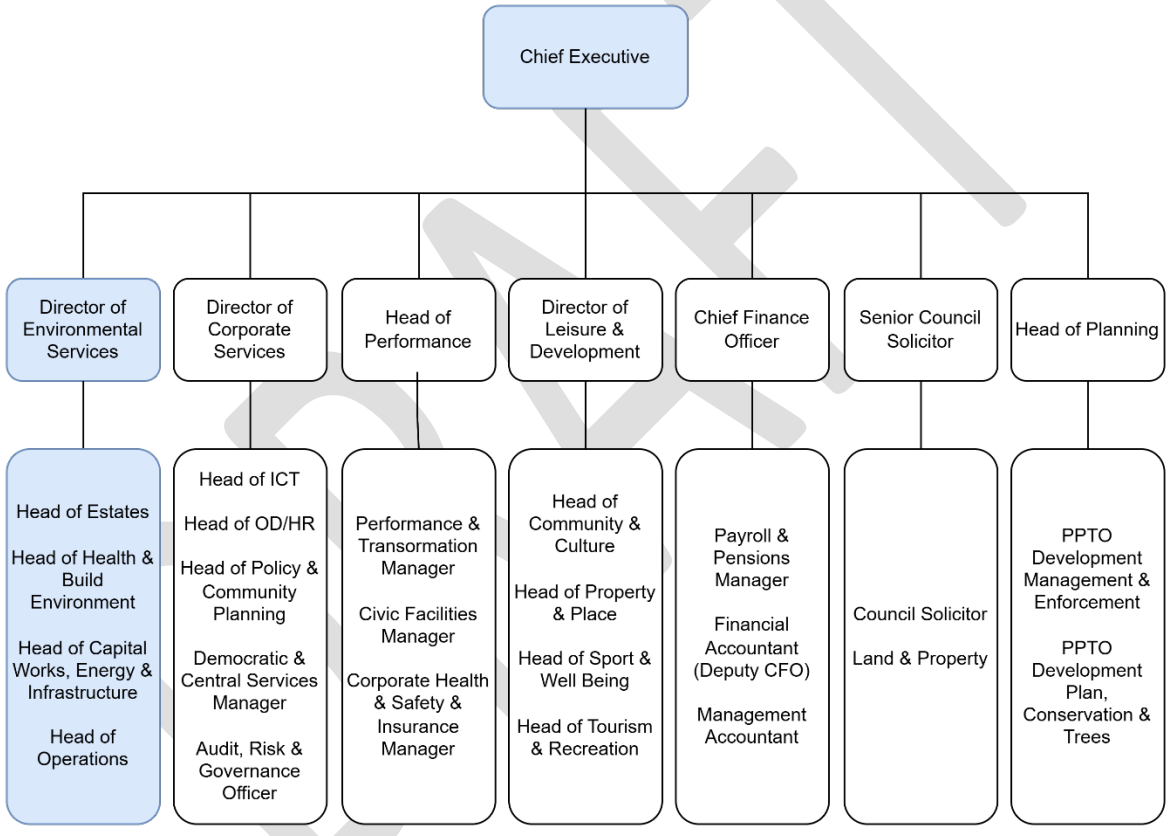


Figure 2-1 Tier 1 - 3 Management Organogram

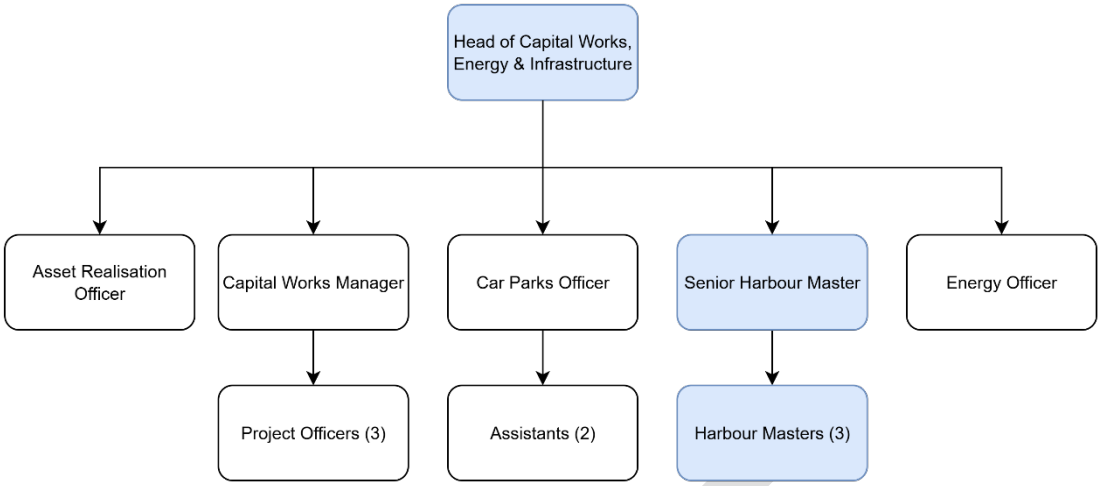


Figure 2-2 Tier 2 – 5 Management Organogram

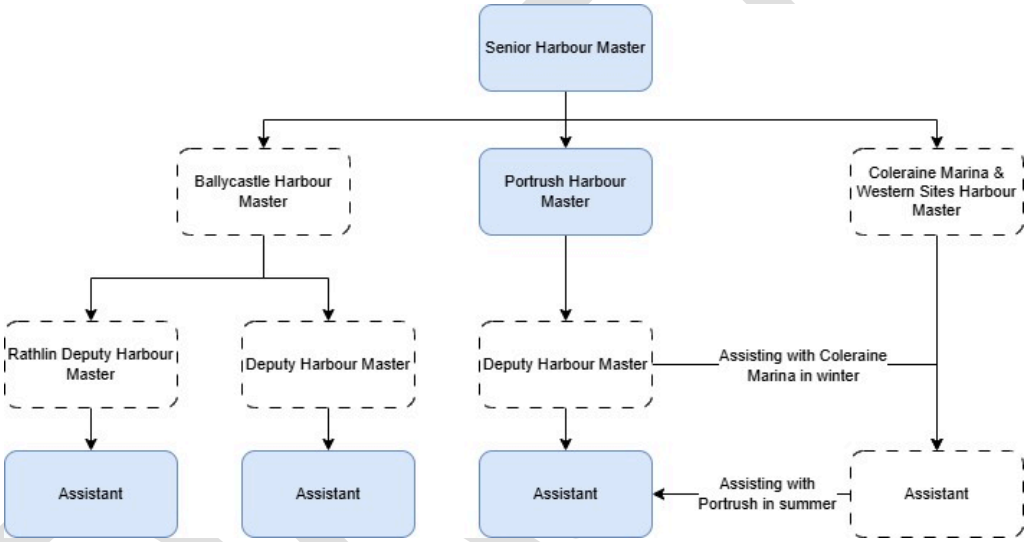


Figure 2-3 Harbours and Marinas Management Structure (vacant roles dashed)

2.1 Council Stakeholders

The following are stakeholders to this strategy document.

- Project Lead - John Richardson - Head of Capital Works, Energy, and Infrastructure
- Harbour and Marina Staff - John Morton – Senior Harbour Master
- Business Support - Amanda Shields - Project Co-ordinator for information submission
- Capital Projects– Gregg McClements - Capital Projects Manager – Site Maps
- Tourism and Recreation - Peter Thompson, Head of Tourism & Recreation
- Prosperity and Place - Niall McGurk, Head of Prosperity & Place
- Sport and Wellbeing - Wendy McCullough, Head of Health, Wellbeing & Sport
- Community and Culture - Julie Welsh, Head of community & Culture

3 Overview of Assets and Facilities

3.1 Assets considered

Council harbour, marina and slipway assets considered as part of this strategy are as follows.

1. Coleraine Marina
2. Portstewart Harbour
3. Portrush Main Harbour and Pontoon
4. Portrush, Portandoo Harbour
5. Portballintrae Harbour
6. Ballintoy Harbour
7. Rathlin Island Harbour
8. Ballycastle Marina & Harbour
9. Red Bay Harbour
10. Dalriada Slipway
11. Waterford Slipway
12. Christie Park, Coleraine



Figure 3-1 Harbour & marina locations.

Dunseverick and Magilligan have been excluded from this assessment as they are going through a separate process.

3.2 Coleraine Marina

Coleraine Marina is the only inland facility within the Environmental Services Department, Drumaheglis Marina & Caravan Park upstream being under the Tourism & Recreation Department. The Marina is located on Portstewart Road, adjacent to the Council's offices. It is situated on the Eastern bank of the River Bann, approximately 4.5 nautical miles South of the River Bann Estuary and downstream of Bann Bridge. Access to the Bann is limited to 4.1m air draft. In May 2025, it was awarded a Marina Blue Flag Award. The area is of high archaeological significance near Mount Sandel, one of Ireland's earliest known settlements.

It offers 59 marina berths on concrete decked pontoons of various ages and condition in draft of 1-2.5m. Overall, the facility is in an ageing condition. On its outer hammerhead berths it can accommodate vessels of up to approximately 20m. It is easily accessible by road and public transport. Navigation to the facility is well marked and lit.

A slipway, travel hoist, boatyard and hardstanding storage are located at the facility. The site is supervised by a visiting Harbour Official with the intention of this being a fulltime post yet to be filled. Pontoons are of concrete deck and buoyancy construction of varying age and condition on piled restraints, generally in need of maintenance. Fuelling provision has been removed owing to lack of commercial demand and changes in legislation regarding white diesel provision for leisure craft. Permanent welfare and boat hoist are understood to be out of use for an extended period due to maintenance issues.



Figure 3-2 Coleraine Marina

CC&GBC commissioned the report Coleraine Marina, Economic Appraisal (Cogent Management Consulting, 2023). The reported noted Coleraine Marina's challenging economic position including its need for infrastructural development. It highlighted the underutilised land

bank associated with the marina and the need for the marina to diversify revenue streams through the utilisation of this landbank. A range of options arising from this report are currently under consideration with Council Members.

3.3 Portstewart Harbour

A small coastal fishing harbour comprising an inner and outer harbour originally constructed in 1832 with subsequent extensions in 1889 and 1910. It is located at the north end of Portstewart town. Its entrance and outer harbour are exposed to prevailing westerly winds. Navigation can be challenging.

The harbour consists of approximately 140m of inner quay wall and 50m of outer quay wall with typical depth of 0.8-1.7m. A wide range of bollard types are in use with modern interventions including over slabbing and fendering to the outer harbour. A slipway is located in the northeastern quay and stoplog recesses present between inner and outer harbour.



Figure 3-3 Portstewart Harbour

3.4 Portrush Main Harbour and Pontoon

Portrush Harbour is a long-established and strategically important harbour with documented maritime use dating back to the 16th century. Substantial development during the 19th century established the harbour's current form with southwest facing entrance. Has a combination of main harbour and inner small-boat harbour. Swing moorings including and RNLI mooring provide berths of up to 3m. A 70m heavy duty pontoon was installed c. 2015, this provides a landing berth and dedicated RNLI fuelling area. It was once one of five stops for the weekly Liverpool to Derry-Londonderry paddlewheel steamer.

Other assets within the harbour include a slipway at the harbour mouth, dinghy park, lifeboat launch and historic slipway. The facility has been used for cruise ship tender operations and supports Portrush and Coleraine Yacht Clubs. Facilities appear well maintained and include manned harbour office, quayside water, shore power, shower/WC, disabled WC, laundry, fuel (diesel), secure access, public lighting and safety equipment. Barriers restrict vehicular access to the marina parking area; gates restrict pedestrian access to the pontoon area.

Portrush is a vibrant town, with adjacent beach, promenade, shops and tourism services. A council owned amusement centre is noted to be de relict close to the harbour. This asset is going through an options appraisal currently. Dredging of the harbour has been noted as a constraint with an advisory issued for vessels over 2m draft.



Figure 3-4 Portrush.

A technical feasibility study was carried out by RPS Consulting Engineers in 2011 under the SailWest project. The study reviewed the feasibility of optimising and refurbishing the existing harbour and options to facilitate a 150, 200 and 250 berth contemporary marina.

The study outlines a need for an extension of the existing breakwaters to facilitate year-round berthing. Budget estimates of construction cost (excl. VAT) for marine infrastructure were identified as £12.6 – 13.6M for a 221-berth marina and £10.5 – 11.5 for a 152-berth marina with a recommendation that a full economic appraisal be carried out alongside a landside masterplan.

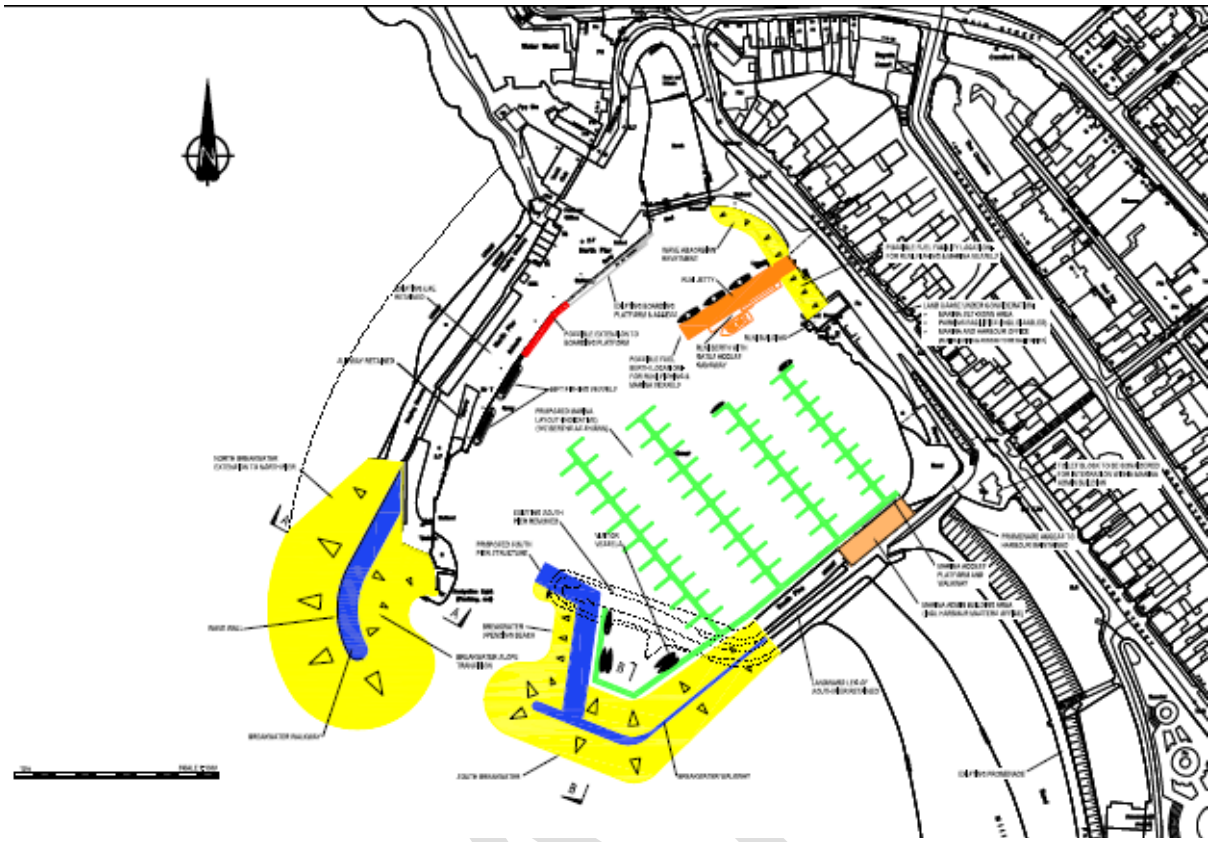


Figure 3-5 Extract of RPS drawing IBM0333-105 showing 152 berth marina concept.

3.5 Portrush, Portandoo Harbour

A small coastal inlet on the eastern side of Ramore Head, inside the Skerries Rocks. Consists of a short quay and slipway with various small scale infrastructural upgrades including over slabbing and general repairs. Faces southeast with shallow draft and rocks noted at entrance.

Adjacent to the facility is a wastewater pumping station, remnants of a historic lido, large public parking areas, green spaces, restaurants and hotels. There are few facilities for visiting vessels of any size with basic lifesaving equipment provided. It is understood that the facility has been used in the past for dinghy competitions. It is best suited to light, small craft and offers protected boating grounds.

The site is a much loved and established harbour with a strong links to heritage and also has environmental sensitivities. The harbour constructed in the 19th century to provide a sheltered fishing access point in the lee of Ramore Head. The facility occupies a constrained coastal pocket between headland, residential areas, and public open space. In the 1960's & 1970's a paddling pool operated at the current pump house location. There are challenges here to make into facility for modern day users. The area is within an area of geological importance (Ramore Head and The Skerries Area of Special Scientific Interest) and the Causeway Coast AONB

There have been a number of optioneering studies completed on the facility involving various scales of redevelopment for mixed and focussed use. Some limited redevelopment and repair works have taken place in the last few years with low impact of facility use.



Figure 3-6 Portandoo.

3.6 Portballintrae Harbour

A natural cove within the Causeway Coast AONB with recently improved quay wall, slipway and erosion protection measures outside of the site boundary. A highly vibrant holiday home location serving a mix of interests from commercial fishing, small craft, beach goers and swimmers.

The harbour provides approx. 40m of sheet-piled quay wall with fenders, bollards, ladders, and additional quay lengths of 30m and 25m. A boat slipway at the quay wall and a further water sports-focused slipway are present. Some local moorings exist within the cove, and anchorage is possible in approx. 5m depth. No pontoons, fuel, power or low-freeboard berthing are present. Leisure craft are likely limited to outer quay wall sections which are more prone to inclement weather.

3.7 Ballintoy Harbour

Consists of inner and outer harbour set within a dramatic rock coastline. The harbour provides c. 120m of quay wall and a 3m wide slipway. Depths are less than 2m and the approach is challenging with a rocky entrance and exposure to swell.

Harbour lies within the Causeway Coast AONB and includes multiple listed historic assets including lime kilns and former boat house structures. Its development includes a combination of mid-19th century inner harbour works and later 20th century outer additions. Site is subject

to strong heritage and environmental sensitivities. The site is a major tourism destination, strongly associated with Game of Thrones filming locations. It boasts coastal walks, beaches and nearby attractions such as Carrick-a-Rede and Whitepark Bay. The setting is highly scenic and vibrant, but infrastructure is basic.



Figure 3-7 Ballintoy Harbour

3.8 Rathlin Island Harbour

Rathlin Island is the only inhabited offshore island in Northern Ireland, giving the harbour a unique strategic role within the wider harbour network. Rathlin Island Harbour is a well-protected coastal facility located within the island's primary settlement at Church Bay. It comprises a series of piers, ferry berths and a modern marina, all enclosed by two rock-armour breakwaters. The harbour provides critical transport connectivity between Rathlin Island and Ballycastle and accommodates a mix of marine leisure, tourism and small-scale commercial activity. The facility is characterised by a good standard of maintenance, a strong visitor offering, and significant heritage and ecological value, reflecting Rathlin's designation as a European Marine Site.



Figure 3-8 Rathlin Harbour Marina

3.9 Ballycastle Marina & Harbour

Ballycastle Harbour and Marina is a well-established coastal facility protected by substantial breakwaters and situated at the edge of a busy and vibrant seaside town. The harbour has origins in the 18th century with multiple later additions and several nearby listed structures including the harbour complex and former coastguard buildings. It lies within the Causeway Coast Area of Natural Beauty (AONB).

The site incorporates an extensive outer and inner quay system, a modern marina, commercial pontoons and slipways, supporting both leisure and commercial marine activity. The outer breakwater provided a linkspan berth for the Campbeltown Ferry service but is no longer in use. The harbour is the mainland gateway to Rathlin Island and serves ferry traffic, commercial fishing, leisure sailors, sea-tour operators and a wide spectrum of water sports users. The facility is maintained to a high standard and enjoys strong landward integration with Ballycastle's tourism, retail and hospitality offering.

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Figure 3-9 Ballycastle Harbour

3.10 Red Bay Harbour

Red Bay Harbour is situated on the east Antrim coast within a broad natural bay historically associated with fishing and maritime industry. Originally built in 1849 to cater for small cargo vessels entering the Glenariff River. It supported iron ore exports from Parmore Mines as well as coal exports and limestone imports. In 1969 in briefly catered for a Campbeltown roro ferry service. It now composes a small coastal facility comprising a mix of older masonry quay walls and recent sheet piled pier extension and wave wall extension. Pier appears predominantly commercial in nature with limited berthing opportunities for visiting vessels. Access to the facility is through private land.

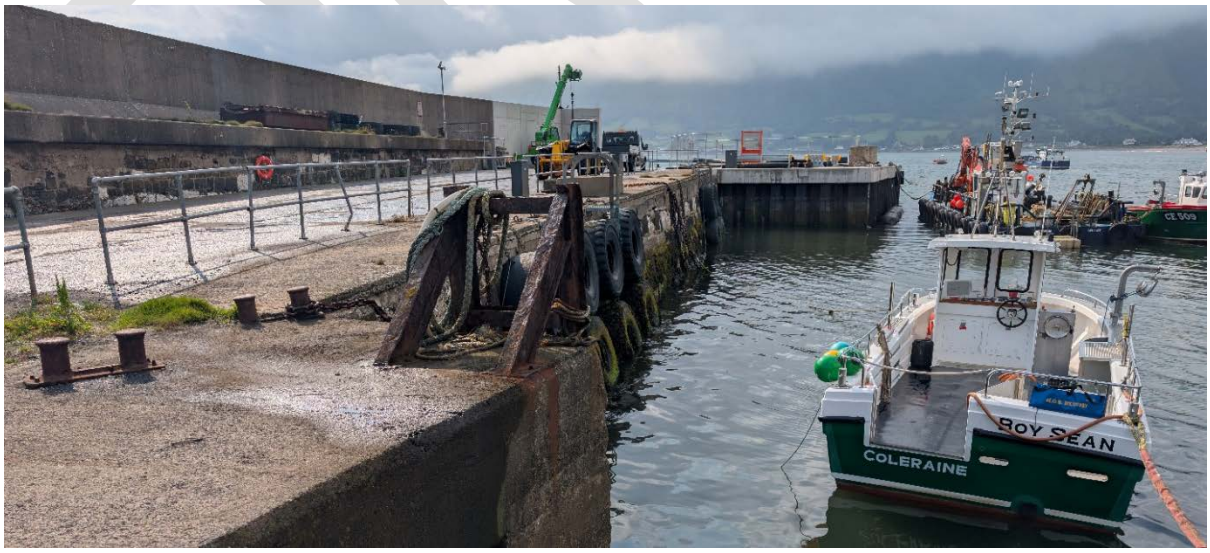


Figure 3-10 Red Bay Harbour

3.11 Dalriada Slipway

Dalriada Slipway is a small coastal access point located on the eastern edge of Cushendall, serving primarily as a local launch site for swimmers, small craft and water sports users. Cushendall has a rich industrial history supporting many enterprises in the village including the Hallow Sword Company in the 1690's. The facility consists of a concrete slipway leading directly onto the beach, with adjacent informal parking and pedestrian access linking to nearby walking loop and village. The wider setting benefits from strong tourism appeal, with proximity to Cushendall village, scenic coastal landscapes and established walking routes. The slipway is well used for casual recreation but lacks dedicated marine infrastructure.



Figure 3-11 Dalriada Slipway

3.12 Waterford Slipway

A small coastal launch facility, home to Cushendall Sailing and Boating Club, Red Bay RNLI Lifeboat and Red Bay Boats, a boat production facility supporting 25 local jobs. It is a vibrant, well used slipway with minimal maritime infrastructure. Larger vessels remain on moorings during summer season. The RNLI maintains a mooring all year round but does move the vessel to other safe havens. Nearby recorded historic assets, including the former coastguard station at Cushendall.



Figure 3-12 Waterford slipway.

A local development group commissioned a feasibility study into the provision of a c. 150 berth marina. This report found that an investment of ca. £42.8M would be required to provide a secure facility. Approximately 50% of this cost was relating to the provision of a fixed rock armour breakwater.

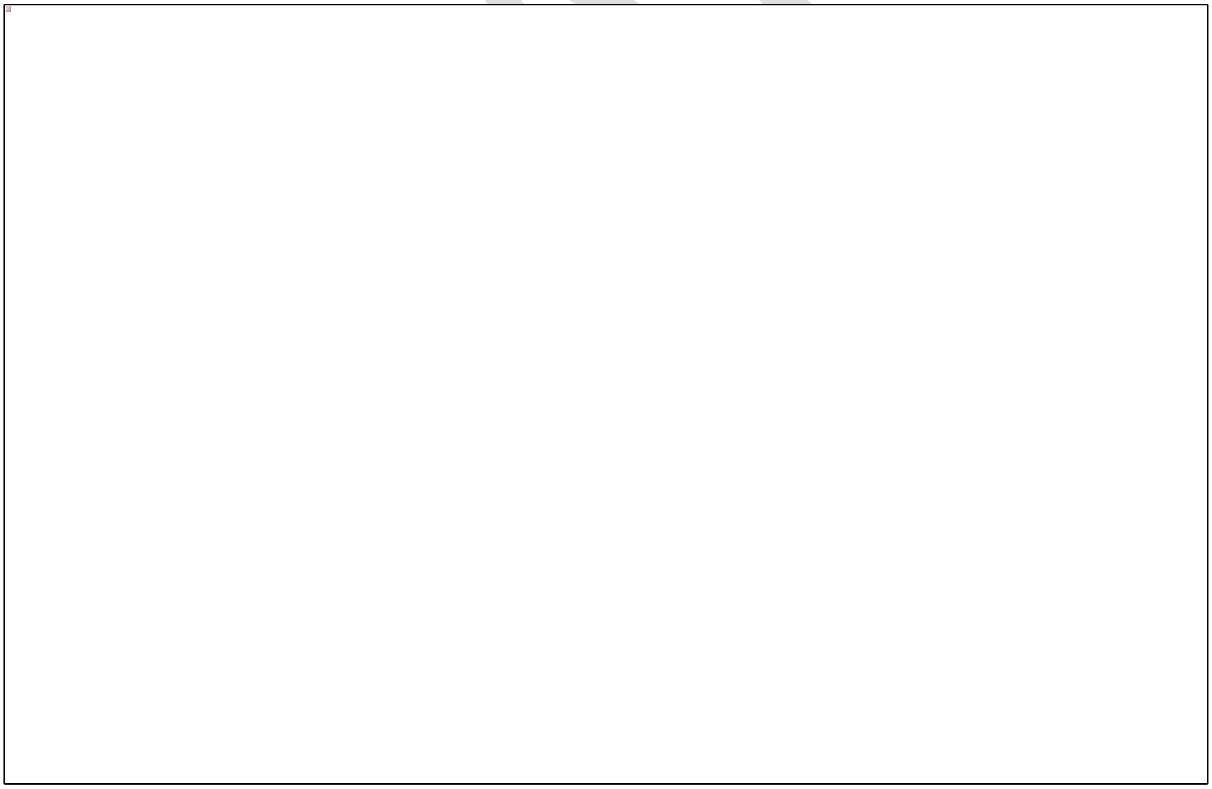


Figure 3-13 Concept proposed at Cushendall Sailing Club courtesy of Ballyclare Developments Ltd.

3.13 Christie Park, Coleraine

Christie Park is a riverside recreational area located on the western bank of the River Bann within Coleraine town centre. The site includes a 60m low-freeboard pontoon system with canoe access and functions as an access point on the Lower Bann Canoe Trail. The park supports a mix of water sports activity including kayaking, canoeing and rowing. The facility is in need of maintenance.



Figure 3-14 Christie Park Marina

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4 Asset appraisal procedure

The appraisals have been completed with the data gathered through desk-based study, site inspection and stakeholder consultation.

CC&GBC, the facilities and the management teams have a socioeconomic leadership role in the community. The appraisals here recognise the differences between socioeconomic and economic appraisal and the mutual benefits. All facilities shall be inclusive and shall promote community engagement and vibrancy in the locality.

All facility users are considered in the appraisal – those who need the facility, those who want the facility and those who may want the facility. The appraisal considers the effects on Primary users, Secondary users and Knock-on enterprises.

The appraisal is broken down into

- Overarching appraisal.
- Individual asset appraisal.
- SWOT Analysis.

4.1 Overarching appraisal procedure

In the general appraisal procedure, the assets have been assessed globally, or as a group under the following topics:

a) Marketing plan assessment

b) Assessment of the viability of cruise ship business.

c) Review of additional recreational water-based activities.

d) Review of infrastructure servicing Ballycastle to Rathlin Ferry

e) Fee benchmarking exercise and financial viability assessment

4.1.1 Marketing plan assessment

This section of the strategy will assess the need or benefit of a marketing plan for the identified assets.

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4.1.2 Assess the viability of cruise ship business.

The hosting of Cruise ships business is a growing and lucrative opportunity that could generate significant income into the right facility. This opportunity has been identified as one that should be considered for all assets.

4.1.3 Review of additional recreational water-based activities.

This business case has been identified as an opportunity that could be easily implemented into the right facilities. This opportunity will be investigated at a high level and will identify suitable facilities.

4.1.4 Review of infrastructure servicing Ballycastle to Rathlin Ferry

This section of the appraisal is a specific assessment of the infrastructure related to the Ballycastle – Rathlin ferry. It is separated from the facilities/asset appraisal as it is treated as a strategic transport link facility.

4.1.5 Fee benchmarking and financial viability

This section of the appraisal assesses the available financial data and makes comment on the financial viability of the assets identified. It looks at the fees and charges for each asset and compares it against similar facilities elsewhere. The assessment will also look at the socioeconomic benefit of the facilities and the wider gain each facility brings to CC&GBC. While this assessment does not serve as a detailed economic asset of the facilities it will provide goal posts in the Strategy to gain a full appreciation of the performance of each asset.

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4.2 Individual asset appraisal procedure

An appraisal for each individual asset has been completed under targeted topics as outlined below. It is envisaged that the appraisal of each asset under these headings will assist in the identification for potential development centred around the tourism industry.

a) Assessment of the existing leisure craft infrastructure
b) Attraction of leisure charter craft potential
c) Attraction of touring visiting craft potential
d) Assessment of the existing landward facilities
e) Attraction of small craft potential
f) Assessment of existing vibrancy
g) Assessment of operational futureproofing with respect to climate change

4.2.1 Assessment of existing leisure craft infrastructure

This appraisal focuses on the availability of safe, secure, serviced berthage with appropriate shoreside facilities for access & maintenance. For the purpose of this study, it is considered that access to daily runs (4-5hrs) provide for vibrancy and highest utilisation of vessels.

Table 4-1 Scoring for the assessment of leisure craft infrastructure.

Existing leisure craft infrastructure

	Availability of safe, secure, serviced berthage with appropriate shoreside facilities for access & maintenance of leisure craft
0	Unsafe, unsecure, un serviced berthage with Inappropriate shoreside facilities for access & maintenance of leisure craft
1	No readily available safe, secure, serviced berthage with appropriate shoreside facilities for access & maintenance of leisure craft
2	Significant improvement needed to provide safe, secure, serviced berthage with appropriate shoreside facilities for access & maintenance of leisure craft
3	Some improvement needed to provide safe, secure, serviced berthage with appropriate shoreside facilities for access & maintenance of leisure craft
4	Some available safe, secure, serviced berthage with appropriate shoreside facilities for access & maintenance of leisure craft
5	Excellent availability of safe, secure, serviced berthage with appropriate shoreside facilities for access & maintenance of leisure craft

4.2.2 Attraction of leisure charter craft potential

The appraisal considers that ideal charter craft facilities will offer safe access/egress, secure serviced berthage with appropriate shoreside facilities for customer parking and mustering. Such charter craft are likely to offer fishing tours, eco-tourism, activity excursions etc. They will be easily accessible by public transport links and airport. Ideal locations will present good opportunities for customer acquisition. They will be located nearby to scenic, safe waters.

Table 4-2 Scoring for leisure craft potential.

	Attraction of leisure charter craft potential
	Safe access/egress, secure berthage with appropriate shoreside facilities for customer support. They will be easily accessible by public transport links and airport. Present good opportunities for customer acquisition. Located nearby scenic, safe waters.
0	Unsafe, unsecure, serviced berthage with Inappropriate shoreside facilities and seaward attraction.
1	Not readily available safe access/egress, secure serviced berthage with appropriate shoreside facilities for customer support. Not readily accessible by public transport links and airport. Poor opportunities for customer acquisition.
2	Significant improvement required for safe access/egress, secure serviced berthage with appropriate shoreside facilities for customer support. Some accessible by public transport links and airport. Some opportunities for customer acquisition. Accessible to scenic, safe waters.
3	Some improvement required for safe access/egress, secure serviced berthage with appropriate shoreside facilities for customer support. Accessible by public transport links and airport. Good opportunities for customer acquisition. Good accessibility to scenic, safe waters.
4	Accessible safe access/egress, secure serviced berthage with appropriate shoreside facilities for customer support. Good links by public transport links and airport. Good opportunities for customer acquisition. Near to scenic, safe waters.
5	Excellent access/egress, secure serviced berthage with appropriate shoreside facilities for customer support. Highly accessible links by public transport links and airport. Excellent opportunities for customer acquisition. Within scenic, safe waters.

4.2.3 Attraction of touring visiting craft potential

Touring visiting craft are attracted to ‘dry step ashore’ facilities and surety of being offered a berth. Such facilities offer a quay wall, mooring or safe anchorage and landing pontoon, pontoon or marina and a booking system for same. Shoreside attractions are similar to those of the visiting landward tourist, but as visiting craft tend to rely on walking or public transport their range is limited. A larger focus is placed on eating establishments, pubs & cafés depending on facilities on board.

Table 4-3 Scoring for the attraction of touring visiting craft.

	Attraction of touring visiting craft
	Safe, secure and serviced berthage for visiting craft with appropriate attractions and facilities nearby.
0	Unsafe, unsecure, un serviced berthage for visiting craft with appropriate attractions and facilities nearby.
1	No readily available safe, secure and serviced berthage for visiting craft with appropriate attractions and facilities nearby.
2	Significant improvement needed to provide safe, secure and serviced berthage for visiting craft with appropriate attractions and facilities nearby.
3	Some improvement needed to provide safe, secure and serviced berthage for visiting craft with appropriate attractions and facilities nearby.
4	Some available safe, secure and serviced berthage for visiting craft with appropriate attractions and facilities nearby.
5	Excellent availability of safe, secure and serviced berthage for visiting craft with appropriate attractions and facilities nearby.

4.2.4 Assessment of Landward facilities

Shoreside facilities such as water, WC's, showers, power, laundry, waste disposal, harbour office, fuel are key concerns to users. Longer term users make use of maintenance facilities such as winter storage yards, boat hoists and workshops. Landside parking, public transport, secure storage yards and harbour office are important considerations. The 2016 Cool Routes Survey found that respondents ranked dining, drinking and cultural activities highly.

Table 4-4 Scoring for Landward facilities Assessment

	Landward Facilities
	Landward facilities shall be safe, maintained and secure. Landward facilities include but are not limited to short term services such as water, WC's, showers, power, laundry, waste disposal, harbour office, fuel, parking and transport links and harbour services/office. Longer term facilities include but are not limited to storage yards, boat hoist and workshops/yards.
0	Unsafe, unsecure landward services provided.
1	No safe secure landward services provided.
2	Significant improvement needed to provide safe secure landward services.
3	Some improvement needed to provide safe secure landward services.
4	Some availability of safe short term, secure landward services.
5	Safe long term and short term, secure landward services provided.

4.2.5 Attraction of Small craft potential

Small craft provide an entry point for boating and sailing as a past time. Small craft typically require a launch area (slip or hoist), storage and safe sailing grounds for all ages. Small craft usage can be further supported by the provision of club houses with training and welfare facilities. Some sports such as kayaking and rowing and best served by the provision of low freeboard pontoons.

Table 4-5 Scoring for the attraction of small craft potential.

	Small Craft
	Small craft covers a multitude of varying vessel types from kayaks to small sailing vessels, jet skis etc. Small craft require a safe entry point into the water via a slipway, low freeboard pontoon or hoist. They typically benefit from nearby club facilities such as storage, training and welfare facilities.
0	Unsuitable for small craft.
1	No safe entry points available.
2	Significant improvement to provide safe secure serviced facilities for small craft.
3	Some availability of safe entry points with no landward facilities.
4	Some availability of safe entry points with some landward facilities.
5	Excellent availability of dedicated safe entry points with excellent landward facilities.

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4.2.6 Assessment of existing vibrancy

Vibrancy is enhanced by a number of factors. These factors may be different for each facility. Vibrant locations have high occupancy rates with high vessel utilisation rates and high footfall. Footfall can be increased by development of amenity, local business both maritime and land based and the enhancement of water-based community clubs and sports such as sailing clubs, sea scouts, kayaking and rowing.

Table 4-6 Scoring for the assessment of the existing vibrancy.

	Vibrancy
	Vibrancy refers to the overall health, resilience, and vitality of a facility, characterised by active social, economic, and cultural life. Facilities with high occupancy rates and interconnectivity with nearby communities and amenities will score highly.
0	Poor vibrancy
1	Low vibrancy
2	Improvement needed to promote vibrancy.
3	Good potential for vibrancy with some peak events and a growing community.
4	A good level of vibrancy with an active community.
5	A consistently high level of vibrancy with an established active community.

4.2.7 Assessment of operational futureproofing with respect to climate change

Sea level rise and more frequent storm events are a major risk for aging maritime assets. This manifests in more frequent overtopping and damage to assets.

Table 4-7 Scoring for the operational future proofing.

	Operational futureproofing with respect to climate change
	Facilities require good resilience to climate change including sea level rise and the increased safety risk of overtopping and disruption to operations.
0	No residual resilience
1	A poor level of resilience with ongoing impact to operations and an immediate risk to infrastructure.
2	A poor level of resilience with an immediate risk to operations.
3	Some level of resilience with some risk to operations and infrastructure.
4	A good level of climate change resilience with regard to infrastructure and operations.
5	A high level of climate change resilience with regard to infrastructure and operations.

4.3 SWOT Analysis

A SWOT analysis is a strategic planning framework used to evaluate an organisation's or project's competitive position by identifying internal Strengths and Weaknesses alongside

external Opportunities and Threats. It serves as a data-driven "health check-up" to optimise decision-making, maximise advantages and mitigate risks.

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5 Consultation and Strategy Development

5.1 Consultation

As part of the development of this strategy, McCarthy Browne & CC&GBC carried out a range of Pre-consultation and engagement activities including a desk-based research exercise, interviews with harbour staff, workshops for key stakeholders, workshops with public and a public and visitor survey. These events took place from April to December 2025.

Online surveys were conducted via the Council's website using their existing ESRI GIS Survey123 platform run by the GIS Team. The surveys were targeted at public, existing stakeholders and visitors. The surveys used branch logic to ensure efficient questioning and maximising of complete responses. Where possible, paper feedback forms were also made available. These surveys were available from Sep '25.

Three in person Town Hall events were held in Portrush Townhall, Ballycastle and Rathlin Island. A further virtual townhall meeting was held via MS Teams. All surveys and workshops were advertised on Council and McCarthy Browne social media platforms. These took place in November '25.

CC&GBC intend to carry out the Statutory Public Consultation prior to finalisation of final strategy.

Pre-consultation was based on key areas of investigation for each of the facilities.

- What is working well?
- What requires change?
- What are the upcoming challenges and opportunities?

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5.2 Summary of Consultation Responses

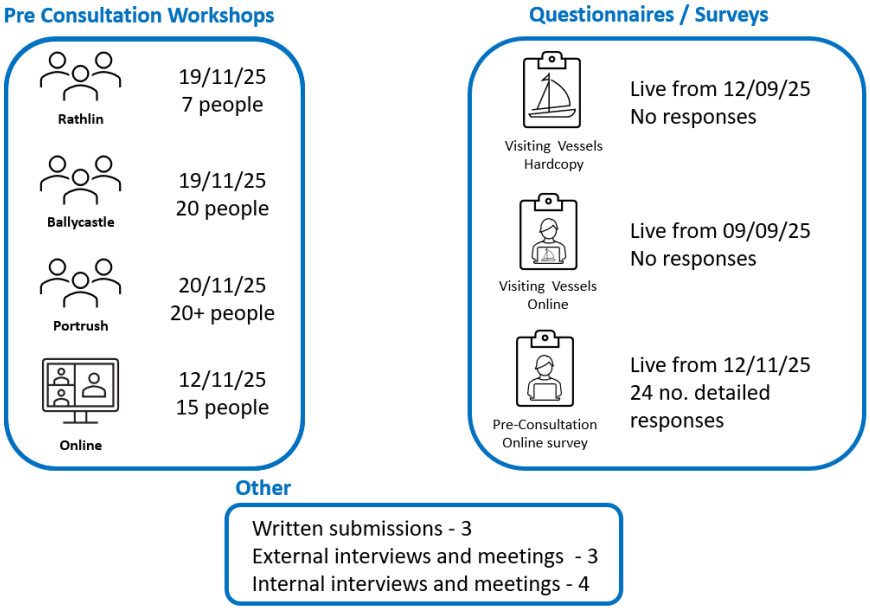


Figure 5-1 Summary of Consultation Responses

5.3 Summary of outcomes

A detailed record of the consultation feedback is found in the CC&GBC Harbours and Marinas Strategy Consultation Report. The Pre-Consultation had the following high-level findings.

- There is significant passion and interest in the CC&GBC facilities and there is an overwhelming desire to have the facilities maximised to their full public service potential.
- Commendation was given to the CC&GBC staff at operational level.
- There is a belief that more can be done on management, asset maintenance and communications to facilities users.
- There is a strong potential for community involvement with innovative proposals.
- There is a concern that the financial performance of facilities may be considered a priority over the preservation of public facilities and infrastructure.
- There is a reluctance to increase fee/rates for all facilities.
- There is a concern in relation to the limited size/capacity of facilities with a general call for expansion and an increased capacity at most facilities.

Detailed Statutory Public Consultation shall take place before this draft strategy document is finalised. This statutory consultation shall be conducted in accordance with guidelines with appropriate notice and timelines for feedback.

6 Asset Appraisal

6.1 Overarching Appraisal

6.1.1 Marketing plan assessment

CCBGC is an established tourism destination. Marina occupancy rates within the study facilities are at saturation point. Without additional capacity, focus is required to make best use of existing facilities. This requires measures to increase turnover and active usage of existing berths, vibrancy within the harbour and full utilisation of assets surrounding the harbour. Any marketing strategy should be specific to these needs.

To monitor the performance of such strategies and assess further additional marketing needs a performance monitoring plan should be implemented. This would include annual reporting of harbours and marinas usage including berth occupancy, length of stay, type of vessel and port of origin. The current data collection regime could be enhanced to capture this data. A visitor survey has been developed for this purpose and should be used in annual reporting.

It should be noted that most facilities are currently all operating at capacity and so any marketing strategy should be focused on individual facilities.

6.1.1.1 Existing marketing plans

There is currently no available marketing strategy or plan specific to the Council's marine assets. A Destination Management Strategy 2026-2036 is currently in public consultation.

The Council's Destination Team run a highly successful Visit Causeway Coast & Glens marketing campaign. This includes a website (www.visitcausewaycoastandglens.com), social media pages and visitor guides. The guides include a Causeway Coastal Route brochure, a general visitor guide, accommodation directory and scenic driving route booklet which is published under the Sperrins Partnership. The Visit Causeway Coast and Glens Facebook page boasts c. 60,000 followers and the Instagram page c. 25,000 followers.

The Council is partnered with Tourism Ireland's Global Marketing Strategy 2025. This is a joint oversees marketing campaign to 13 overseas markets[1].

[1] https://causewaycoastandglens.gov.uk/news/tourism-ireland-launches-2025-marketing-plans

6.1.1.2 Recommendations

1. Existing destination plans & itineraries as advertised by www.visitcausewaycoastandglens.com should incorporate information regarding the availability for use of marine assets.
2. Linkages between the Destination Team and Harbour team should be strengthened to develop facility specific tourism development plans.
3. A performance monitoring plan to be developed for each facility. A marina visitor survey should be maintained and incorporated into an annual report of harbours and marinas usage.
4. Existing work in supporting groups and clubs promoting water sports activities including sailing should be augmented, formalised and promoted.

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6.1.2 Assessment of the viability of cruise ship business

There are 3 main streams of cruise visit, turnaround calls, port visits and tender visits. Turnaround calls refer to docking of the cruise ship to check in and out passengers to the ship. A port visit entails the docking of the ship to mainly facilitate day tripping and excursions for the passengers. As part of a tender visit, the ship will remain at anchor and passengers will be shuttled to and from the shore by smaller vessels.

The Cruise ship passenger Expenditure Survey (Fáilte Ireland, 2019) surveyed 1142 passengers and crew. The study focused on visitors to Dublin & Cork across a full range of demographics and vessel sizes. The study considered port visits and turnaround calls. It further looked at the effect of pre-payments and their contribution to the economy, citing only 13% of pre-payments going toward local tour guide companies and 63% going back to the ship. It cites the following total expenditure figures exclusive of prepayments as €196 (c. £170) per turnaround passenger and €52 (c. £45) per port call passenger. The European Commission Report on Tourist facilities in Ports (Policy Research Corporation, 2009) notes an expenditure of €170 (£157) for overnight stays and €45 (£40) for day visits.

A recent Belfast D3 Cruise Terminal Community Consultation Report (Belfast Harbour, 2025) cited a proposed £90M investment into a new dual purpose deepwater cruise terminal. This investment will bring an estimated £20-25m additional annual tourism revenue to the area. The investment sits within an existing Port Management and organisational structure servicing cargo vessels in addition to the seasonal cruise business. Given Belfast's proximity to Causeway Coast & Glens and its infrastructural linkages, it is unlikely that the Council can compete with Belfast for turn around visits.

The target market will therefore remain as smaller cruise liners (<400 Pax). Such cruise liners currently berth off Ballycastle/Rathlin, Portrush and at Londonderry Port. A purpose-built facility to cater for a vessel of c. 130m to 150m in length could be expected to require an investment in the order of £20-30M. The level of public investment would not provide sufficient return for the area. The Cruise Consultation Report (Dublin Port Company, 2020) revealed that cruise operators were unlikely to contribute significantly to upfront costs of cruise infrastructure.

In 2025 fees equating to approximately 2,040 passengers were collected by the Council. In 2025, this represents a contribution to the economy of approximately £102,000. Such a contribution is unlikely to satisfy a business case for major public expenditure. Efforts should therefore focus on the further improvement of multipurpose tender facilities at Ballycastle,

Rathlin and Portrush. There is also high variability in annual revenues from cruise passengers, this may be improved through increased service provision and increased marketing.

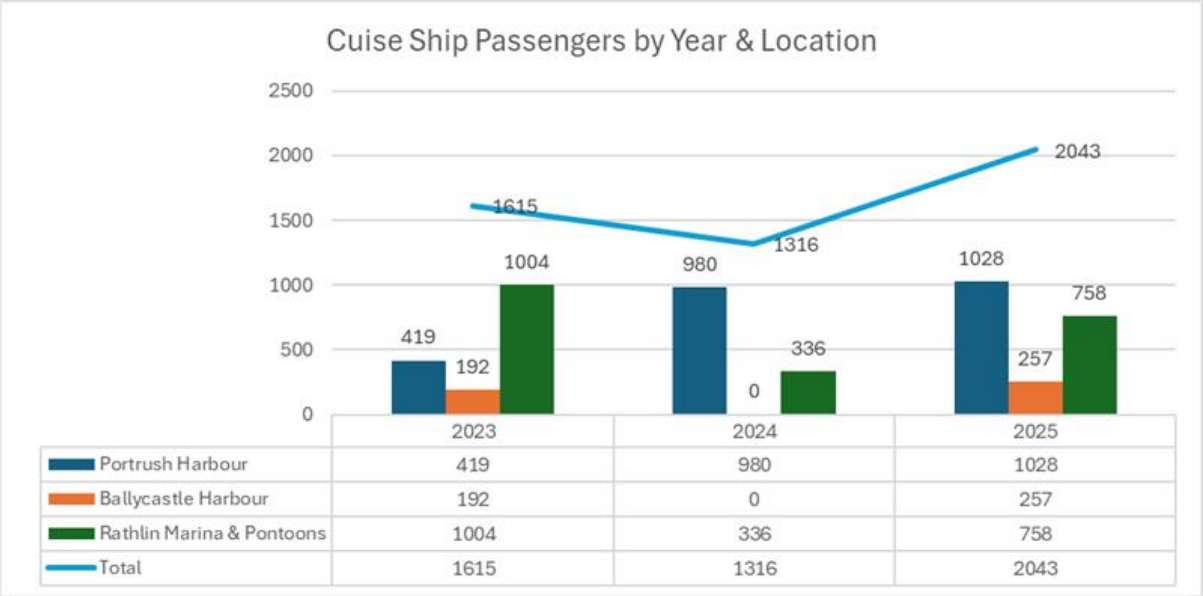


Figure 6-1 CC&GBC Cruise ship passenger numbers 2023-2025.

6.1.2.1 Recommendations

1. A cruise survey should be carried out to benchmark the current satisfaction level of cruise operators and passengers.
2. A capital investment programme should be reviewed to further provide for existing and future cruise business. This may target multipurpose infrastructure which supports tendering vessels.
3. Investigate marketing and networking opportunities such as Cruise Ireland and Cruise Britain.

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6.1.3 Review of the introduction of new recreational water-based activities

Through public consultation and review of advertised facilities, it was possible to gain a general understanding of current water-based activities. There was no comprehensive list of existing recreational facilities.

Sea tours were advertised throughout several facilities. These being the most suitable and highly sought locations for same. This included motorboat cruises, sailing, fishing trips and kayaking. Such activities are licenced by CC&GBC.

In comparable facilities, marinas have encouraged the use of floating saunas, floating glamping pods and inflatable water parks. These facilities are typically offered on a concession basis, and each require sheltered conditions. Inflatable water parks require a large, sheltered area segregated from vessel traffic with good access to the shore, there is no such location given current use and layout of the marinas and harbours. Floating glamping pods would improve occupancy if there were vacant berths. Pods are most successful when placed in vibrant marinas, such as Ballycastle and Portrush. They do however bring safety concerns and given the high occupancy rates at the marinas may not currently be suitable. Floating or land-based saunas with appropriate safe bathing areas can provide high usage throughout the year with high throughputs of people. They can be built to take the footprint of a single berth and may provide both increased vibrancy and fee income.

Measures to increase participation in sailing and boating, particularly youth participation and water safety and education should be promoted to safeguard the future of the marinas.

6.1.3.1 Recommendations

1. Spatial and safety assessment to be completed on each facility for the viability of additional recreation water-based activities.
2. It is recommended that CC&GBC promote water safety education initiatives, and low infrastructure activities such as kayaking, rowing and dinghy sailing. This may be best suited through the incentivisation of clubs through engagement and/or financial support.

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6.1.4 Review of infrastructure servicing Ballycastle to Rathlin Ferry

6.1.4.1 Ballycastle

Ballycastle provides well sheltered berthing with good landward facilities including parking, Harbour Office and Check in office. The check in office is owned by CC&GBC but included as part of the Ferry concession. Vehicle entry to the laydown area on the slip is controlled via camera to the check in desk. Passengers queue alongside the slip before traversing across the slip to the awaiting vessel.

The operator has highlighted a lack of suitable storage for small goods which may be held for upcoming ferries. The laydown and passenger approach areas can introduce conflicts between pedestrians and vehicles and between vehicles. It is recommended that these layouts be reviewed and the need for additional line-marking and signage assessed. Otherwise, the infrastructure can be described as good-fair.

6.1.4.2 Rathlin

Rathlin Island is more restricted; operators have installed additional bollards South of the pier within the rock armoured revetment to provide additional mooring security. Laydown areas are ad-hoc. Access to the island is via narrow shared accessway which requires pedestrians to precariously stand into the side of the road to let traffic by. The infrastructure can be described as fair.

The pontoon servicing the Kintra Ferry is a bespoke system to fit the ferry berth into a congested berth alongside fishing vessels. The pontoon was in need of repair at the time of inspection. The design life of such floating infrastructure is limited. An asset life extension programme should be considered in the medium term. Consideration should be given in the longer-term to the segregation of commercial and leisure activities within the harbour.

6.1.4.3 Recommendations

1. Review of waymarking and passenger control at Ballycastle embarkation areas.
2. Conduct a review of access to and from the ferry area at Rathlin.
3. Review possibility to have a designated ferry area of the harbour which segregates the ferry from working parts of the harbour.

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6.1.5 Fee benchmarking & financial viability

Commercial performance of the facilities must be discussed alongside the socio-economic role of the facilities in fulfilling the Council's broader policy objectives. CC&GBC reports an annual operating deficit averaging £66,913 over the past 4 years with an additional capex of £607,464. Over this period, it has welcomed an average of 1658 cruise passengers, 1308 visiting craft, supported multiple blue economy enterprises, towns, villages, tourism and supported essential infrastructure for Rathlin Island. The socio-economic gain of the Harbours & Marinas can be challenging to fully quantify and appreciate though the gain is clear.

6.1.5.1 Socioeconomic

6.1.5.1.1 Tourism

The Annual Tourism Statistics for Northern Ireland (Northern Ireland Statistics and Research Agency, 2025) for the 2024-year reports 4.7 million overnight trips and associated expenditure of £1.1 billion and 10 million day trips with associated expenditure of £703 million. This equates to £234 per overnight trip and £70 per day trip. The Northern Ireland Statistics and Research Agency (NISRA), 2024 Local Government District Summary Report shows CC&GBC to be the most important tourism destination outside of Belfast. Attracting 1.1M trips, 3.2M overnights and a total spend of £210.4M, representing 19% of the total tourism spending across Northern Ireland.

Tourism Northern Ireland Visitor Attitude Survey 2014 (Millward Brown) showed that 61% of visitors were influenced to come to CC&GBC owing to the Causeway Coastal Route with coastal destinations representing 5 of the top 8 attractions visited, The Giants Causeway being the top-rated attraction. Ballintoy Harbour was listed by 24% of visitors as an attraction that influenced their decision to visit the region.

Based on an average of 3.3 passengers per visiting vessel 4,317 visits were made by sea. Figures for tourists visiting CC&GBC harbour assets by land are limited.

6.1.5.1.2 Businesses that operate out of, or benefit from the assets

A large part of socioeconomic gain is the third-party commercial effects from the presence of the assets. This can be large scale business that operate from/use the asset or local shops that sell life vests to leisure users of the facility. Each of the assets considered have a different and unique relationships to the wider commercial communities. The table below attempts to illustrate this. The table below indicates comparative volume of businesses.

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Table 6-1 Comparative volume of businesses operating out of or benefitting from the facility.

	Rating	Fishing	Island Connection	In facility Businesses	Nearby Businesses	Tourism
Coleraine Marina	M	X		X	X	X
Portstewart Harbour	M			X	X	X
Portrush Main Harbour and Pontoon	H	X		X	X	X
Portrush, Portandoo Harbour	L				X	X
Portballintrae Harbour	M	X		X	X	X
Ballintoy Harbour	M			X		X
Rathlin Island Harbour	H	X	X	X	X	X
Ballycastle Marina & Harbour	H	X	X	X	X	X
Red Bay Harbour	M	X		X	X	
Dalriada Slipway	L					
Waterford Slipway	H			X	X	X
Christie Park, Coleraine	L					

6.1.5.1.3 Clubs and social groups that operate out of each facility

The table below attempts to indicate the volume of clubs and social groups that operate out of or rely on each facility. These are not businesses that are dealt with above. These clubs and groups may not be commercial operations but remain users of the facility which gives considerable gain to the local and wider community. The table below indicates a comparative volume of user groups.

Table 6-2 Volume of clubs and social groups operating out of each facility.

	Volume
Coleraine Marina	L
Portstewart Harbour	L
Portrush Main Harbour and Pontoon	H
Portrush, Portandoo Harbour	M
Portballintrae Harbour	M
Ballintoy Harbour	M
Rathlin Island Harbour	M
Ballycastle Marina & Harbour	H
Red Bay Harbour	L
Dalriada Slipway	M
Waterford Slipway	H
Christie Park, Coleraine	L

It is recommended that a detailed social impact report be completed for each facility to accurate represent the societal gain each facility brings. This will require significant statistical data to be collected as part of the study.

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6.1.5.2 *Fee benchmarking*

A comprehensive fee structure is provided by CC&GBC. This provides contract and casual pricing structures for marina berths, quayside berths and moorings for various periods. Furthermore, it offers discounts for commercial operators and discounts for berth holders to visit other CC&GBC harbours. The fee structure is not available online. The fee structure differs across the facilities, for instance Coleraine, Portrush & Portstewart offer a tiered fee structure different to the other facilities which do not.

In comparing fee structures with other facilities, fee structures may differ and are therefore not always directly comparable. Where rate bands exist, the rate quoted is for an 8.0m vessel. Additionally, each facility may offer different services and service levels and have differing demand which may alter pricing structures. A conversion value of €1=£0.85 was used to compare Republic of Ireland facilities.

The following below listed were used as comparable facilities owing to their similar location, size and/or offerings. They include both private and public facilities. Where a rate is blank, the tariff is not publicly offered by the facility.

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Table 6-3 Table of Berthing rates

Marina	Annual Berth £/m	Overnight £/m	Annual Quayside Berth £/m	6-monthly summer £/m	Short 0-2hrs
Ballycastle Marina	£294.50	£3.70			£5.50
Ballycastle Harbour			£156	£114	
Coleraine Marina	£294.50	£3.30		£206.00	£5.50
CC&GBC Harbours/quay	£89.50	£3.10	£89.5		£5.50
CC&GBC Pontoons		£3.30			£5.50
Rathlin Island		£3.10	£91.00	£67.00	£5.50
Bangor	£363	£3.70		£195.60	£15.00*
Carrickfergus	£319	£3.75		£226.50	£11.50*
Coleraine Harbour Comm.	£210			£175	
Glenarm	£244.5	£3.75	£98.50		
Carlingford	£297.50	£3.72		£221.00	£8.50
Malahide	£423	£3.90			
Dún Laoghaire Marina	£483.65	£4.08		£359.55	
Seaton's Coleraine	£167				
Troon Yacht Haven	£473	£4.00		£405.00	
Campbeltown	£370	£3.00		£200.00	£6.00

6.1.5.2.1 12-month marina contracts

Ballycastle and Coleraine are the only CC&GBC marinas within this study which offer a 12-month contract on serviced pontoons. Marina fees also include wintering/hard standing. Rathlin marina offers a 6-monthly summer permit appropriate to its exposed location.

Coleraine Marina is comparable with Seaton's Marina as an inland facility with pontoon access. Coleraine Harbour is comparable in location, its offering within a commercial setting. Whilst the offering at Coleraine Marina is more tailored toward the leisure berth holder, its pricing is substantially more than the private operator and considerably higher than Coleraine Harbour Commissioners.

Ballycastle is lower priced compared to facilities at Carrickfergus and Bangor and substantially less than premium facilities at Dún Laoghaire & Troon. It is considered that Ballycastle is underpriced relative to other marinas and its current range of services.

6.1.5.2.2 Overnight charges

The typical rate charged at CC&GBC is £3.10/m with £3.30 charged at Portrush Pontoon and £3.70 charged at Ballycastle Marina. It is considered that Rathlin Marina is competitively priced. Ballycastle and quayside facilities are appropriately priced relative to the region.

6.1.5.2.3 12-month quayside contracts

Ballycastle is the highest priced facility. The offering at Red Bay Harbour and Rathlin Harbours is lower than that at Ballycastle but substantially higher than other facilities at Portballintrae and Ballintoy. Consideration should be given to a revision of this pricing. Any increases should be cognisant of the objectives of the Rathlin Island Action Plan.

6.1.5.2.4 6-monthly summer permit

CC&GBC offer a summer marina permit for 6 months at Rathlin and Coleraine. Such rates offerings are less frequent in the market, where offered they are typically offered at 70-80% of the annual berth charge. The 6-monthly Rathlin Marina rate competitively priced against reference facilities. It is noted that Rathlin cannot offer an annual rate given its exposed nature.

6.1.5.2.5 Slipway annual permits

CC&GBC offer a portfolio pass, offering use of all Council slipways for an annual fee of £165. Given its multi-site applicability, its value is to those who avail of slipways at multiple sites but may deter those who are users of just one site. This may represent a barrier to usage and lack of compliance.

It is recommended that the appropriateness of a single facility pass be investigated.

6.1.5.2.6 Incentives

The following incentives are currently also offered:

- 45% discount for commercial fishing boats
- Free short stay berthing at a limited area in Ballycastle for Rathlin Berth holders.
- Free short stay (<3 nights) berthing at Rathlin for any CC&GBC berth holder.
- 50% discount on berthing fees for CC&GBC berth holders in any other CC&GBC harbour facility, limited to 3 nights.

The incentives offered aim to promote transit between facilities, promoting vibrancy and providing additional visitor space when berths are free. The commercial discount supports the troubled fishing sector. Consideration should be given to widening the discount scheme to

other facilities and the making available discounts for tourism/charter services. It is further recommended that a fee structure for dinghy sailing be investigated.

6.1.5.3 Financial viability

Operating costs for the previous 4 years have been provided and summarised in Table 6-4. These figures have been adjusted to remove one accountancy charges (previous building impairment allowances).

In order to plan for the maintenance and progression of these facilities a clear definition of the Departments role in providing subsidised public service assets must be defined relative to that of Leisure & Development. This must then be the funded accordingly. An annual average operating deficit of £66,913 is shown.

Over the same period an average £607,464 per annum has been invested in capital expenditure projects necessary for the continued operation of the harbours.

Table 6-4 Financial summary (2022-2025)

	2025	2024	2023	2022
Income	£ 524,718	£ 483,070	£ 496,940	£ 495,025
Expenditure	£ 511,756	£ 634,566	£ 560,958	£ 560,125
Net margin	£ 12,962	-£ 151,496	-£ 64,019	-£ 65,099

Income is dominated by permanent (58%) and seasonal (19%) moorings and berth related ancillary income such as slipway fees, storage and cranage (12%). 90% of all revenue is berth related.

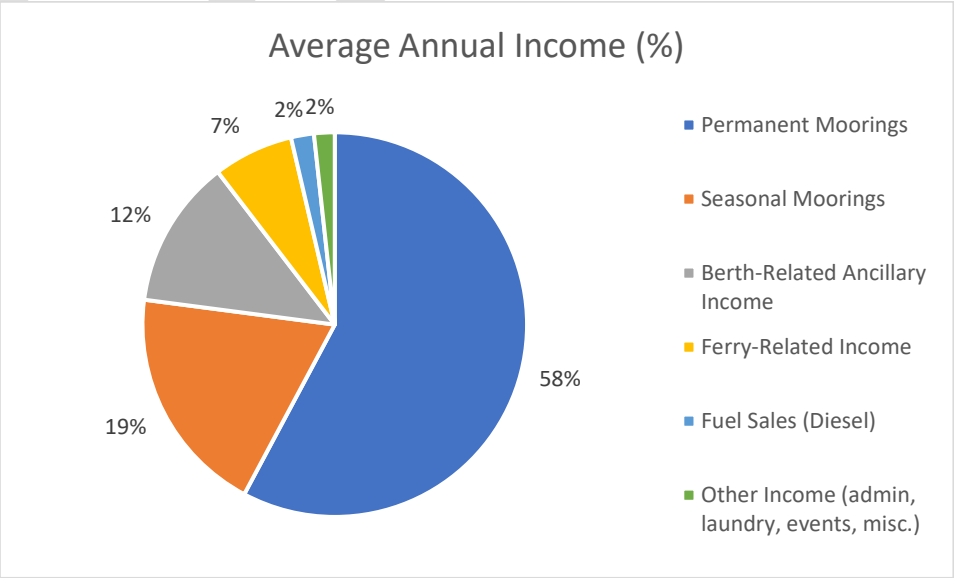


Figure 6-2 Income streams (4-year average)

Expenditure is driven primarily by Staffing costs (39%), Berth operating costs (30%), Site/property costs (26%) & Professional costs (5%).

Many of the sites do not generate a site-specific income. The top performing sites are Ballycastle, Coleraine and Portrush where the pontoon offering is of the highest standard. Rathlin Ferry Company is also an important income stream.

Table 6-5 Site specific 4-year financial summaries (excl. building impairment charge reversals)

	Average revenue	Average expenditure	Total
Ballycastle Harbour & Marina	£ 218,779	£ 113,188	£ 105,591
Rathlin Ferry Company	£ 50,792	£ -	£ 50,792
Coleraine Marina	£ 83,009	£ 37,397	£ 45,613
Portrush Harbour	£ 97,960	£ 60,017	£ 37,943
Portballintrae Harbour	£ 7,623	£ 2,279	£ 5,345
Red Bay Harbour	£ 3,502	£ 3,233	£ 269
Portandhu Harbour	£ -	£ 110	-£ 110
Portstewart Harbour	£ 7,791	£ 8,664	-£ 873
Slipways and Jetties	£ -	£ 1,225	-£ 1,225
Dunseverick Harbour	£ -	£ 1,390	-£ 1,390
Harbours & Marinas General	£ 25,235	£ 28,884	-£ 3,649
Ballintoy Harbour	£ 1,654	£ 5,683	-£ 4,029
Cushendall Harbour	£ -	£ 4,230	-£ 4,230
Magilligan Ferry Terminal	£ 3,143	£ 15,108	-£ 11,965
Portnagree House	£ -	£ 12,713	-£ 12,713

In comparison to the industry average reported by The Yacht Harbour Association, 2023, the average yield per berth is approximately £3,551 per annum. This figure represents all yields including berthing fees and ancillary services such as lift in/out, slippage fees, storage etc. CC&GBC facilities compare poorly relative to this average. Measures to increase this may include repair and provision of ancillary services such as boat hoist, fuelling and welfare. Given that berth occupancy is at saturation, the attraction of visiting touring vessels to the facilities would improve berth income.

Table 6-6 Average yield per berth

Marina	Berths	Permanent	Seasonal	Total	Yield/berth
Ballycastle	74	£ 134,765	£ 45,878	£ 180,643	£ 2,441
Coleraine	59	£ 68,972	£ 18,415	£ 87,387	£ 1,481
Portrush	62	£ 58,670	£ 11,891	£ 70,561	£ 1,138
Rathlin	40	£ 6,975	£ 17,850	£ 24,826	£ 621

General costs relative to the berth provision are high. This is in large part due to the nature of public assets being managed, as many of the assets have limited fee income from berths currently. This may be improved through the addition of more income generating berths across the portfolio.

6.1.5.4 Recommendations

1. Fee structure including incentive schemes should be made available online.
2. Consideration providing a clearer, more concise pricing structure.
3. Consideration given to the cost of the annual slipway pass.
4. Consideration given to issuance of a lower cost, single site annual slipway pass.
5. Explore the opportunity to review rates in Rathlin, in compliance with Rathlin Island Policy and Action Plan.
6. Review waiting lists for Rathlin, in compliance with Rathlin Island Policy and Action Pla.
7. A fee structure to promote dinghy sailing should be investigated to stimulate younger persons to get on the water.
8. Ancillary services such as lift out, fuel supply, maintenance, winter storage should be leveraged to improve the yield per berth.
9. Consideration given to the provision of concessions where CC&GBC are not in a position to undertake services directly. Such as boat maintenance, lift out etc.
10. Consideration given to the expansion of berth capacity at each facility where such a business case is justifiable.

6.2 Individual asset appraisals

6.2.1 Coleraine Marina

6.2.1.1 Assessment of existing leisure craft infrastructure

The facility offers 59 marina berths of 1-2.5m draft, up to 20m on concrete deck pontoons secured on piled restraints. Several pontoons, including the larger hammerhead require maintenance and were taped off at time of survey.

Secure fob access and CCTV is provided. Water and power facilities are available on site. Welfare, fuel & hoist infrastructure is available on site but have been out of order for an

extended period. Temporary welfare facilities are provided on site. Pump out is facilitated on request by mobile unit provided by the Harbour team.

It is entirely subscribed with a waiting list of over 50 applicants. The facility is managed by the harbourmaster's team from other facilities, pending recruitment of permanent Harbourmaster.

6.2.1.2 Attraction of leisure charter craft provision

An existing full-time charter and multiple seasonal charters operate from this site.

The pontoon facility is located close to Coleraine town and accessible via public transport with on-site parking. Secure hardstanding is available on site for customer parking and mustering. It is noted that lift out & fuel is currently out of service. Opportunities for eco-tourism exist upstream and downstream of the marina. Scenic cruising grounds in the Atlantic can be accessed via the bar mouth which is maintained and dredged by Coleraine Harbour Commissioners.

The absence of harbour office, waste handling, fixed pump-out, Wi-Fi, and staffed services may reduce its attractiveness to charter providers.

Notwithstanding the unavailability of berths and current condition of the asset, the location, river setting, and proximity to town amenities provide a strong basis for charter activity if facilities are upgraded.

6.2.1.3 Attraction of touring visiting craft

Touring visiting craft will be attracted to it near town location, public transport links and safe berthage. Welfare, fuel & hoist infrastructure is available on site but have been out of order for an extended period. Temporary welfare facilities are provided on site. It is noted that there is a restaurant located on site.

Navigation to the facility is 4.5nm from the mouth of the estuary (approx. 1-1.5hrs transit). The facility is located just downstream of the opening Translink bascule bridge. Fixed bridges upstream limit air draft to approximately 4m. There are opportunities for connectivity with other facilities on the Bann, along the Northern Coast and western Scotland including the Council's own facility at Drumaheglis.

The harbour is staffed from the Portrush Harbour team with a visiting presence. This may make the coordination of visiting and permanent vessels challenging.

6.2.1.4 Landward facilities

The facility boasts a large land side area of approximately 0.5ha including a 0.3ha boat yard area. This landward area host parking, picnic benches and greenspace. A services building

appeared largely out of use. This is located within a larger area of Council owned land including the main Council offices.

Landward welfare facilities at the facility are noted to be out of commission at time of writing.

6.2.1.5 Small craft

A small craft, low freeboard pontoon is offered on site. A slipway is located at the upstream end of the site with space for dinghy park. The site is part of the Lower Bann Canoe Trail (access point 15).

6.2.1.6 Assessment of existing vibrancy

The facility boasts full occupancy, on site restaurant, Council office and garden and close to Coleraine Town.

6.2.1.7 Operational futureproofing with respect to Climate Change

Blue-green algae have been noted in the river during previous summers. Algae blooms have caused Waterways Ireland to issue notices to mariners to advise against immersive activities for humans or pets in the watercourse.

The current condition of the asset may limit its ability to cope with increased flood impacts, debris loading and weather events.

6.2.1.8 Summary of appraisal

Table 6-7 Coleraine appraisal scoring

	Coleraine Marina
Existing leisure craft infrastructure	3
Attraction of leisure charter craft provision	4
Attraction of touring visiting craft	4
Landward facilities	3
Small craft	4
Vibrancy	3
Operational futureproofing with respect to climate change	4

6.2.2 Portstewart Harbour

6.2.2.1 Existing leisure craft infrastructure

The facility provides for shallow draft vessels with the outer harbour providing limited seasonal berthing. The inner harbour provides approximately 140m of quay wall, well used by existing vessels. Approximately 14 moorings exist within the harbour.

Bollards, lighting, ladders and quayside water are available on site.

6.2.2.2 Attraction of leisure charter craft provision

Two providers currently operate from this harbour although the harbour has few formal facilities to support leisure charter craft provision. It is highly accessible to scenic grounds and offers reasonable shore side space outside of peak demand.

6.2.2.3 Attraction of touring visiting craft

Given the shallow nature of the harbour, challenging navigation and lack of visitor space, it is less likely to be used by touring craft.

6.2.2.4 Landward facilities

There are no specific marina facilities on site. Wider landward facilities include access to public transport, beaches, parking, tourist office and extensive promenade including shops, cafes, restaurants and other recreational opportunities.

6.2.2.5 Small craft

Facilities for small craft include a slipway and inner harbour refuge. Jet skiing is noted as prohibited at the facility.

6.2.2.6 Vibrancy

The harbour is embedded in a vibrant tourism town with high footfall. There was evidence of recreational fishing, dive club operations and other marine uses on site. Youths were pier jumping at time of visit, although this is noted as a prohibited activity.

6.2.2.7 Operational futureproofing with respect to climate change

The harbour is exposed to westerly swell. Increased storm activity may heighten overtopping issues and lessen protections offered by the current infrastructure.

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6.2.2.8 Summary of appraisal

Table 6-8 Portstewart appraisal scoring

	Portstewart Harbour
Existing leisure craft infrastructure	2
Attraction of leisure charter craft provision	3
Attraction of touring visiting craft	3
Landward facilities	2
Small craft	3
Vibrancy	3
Operational futureproofing with respect to climate change	3

6.2.3 Portrush Main Harbour and Pontoon

6.2.3.1 Existing leisure craft infrastructure

Portrush Harbour provides one of the most developed leisure offerings and boasts full occupancy with a waiting list. Leisure moorings are restricted to seasonal swing moorings with all vessels off their moorings by 31st October each year.

The local Coleraine & Portrush Yacht Clubs offer a vibrant leisure boating community with year-round schedules of events, on site welfare and food and drink options. The Harbour offices are manned and provide showers, toilets, disabled WC and laundry. Shore side vessel services are limited to power and water at the visitor pontoon.

6.2.3.2 Attraction of leisure charter craft provision

Portrush is well suited for charter craft owing to strong operational facilities including secure landing pontoons, harbour offices and visitor facilities. The towns infrastructural linkages including train station and proximity of regional and international airports are an added advantage. The harbour is well-located to access scenic cruising grounds in Northern Ireland, Donegal and Scotland.

Pump out facilities are offered on request by mobile unit; fuel is available for commercial customers at the harbour.

1.1.1.1 Attraction of touring visiting craft

This is a longstanding popular destination for touring leisure craft with good accessibility to prime local attractions such as Giant's Causeway and Dunluce Castle. Its location within the town is highly amenable to visiting craft. The landing pontoon provides good access for loading

and unloading and may be used for visitor berthing. Punt/dinghy arrangements in the inner harbour warrant improved access provision.

The harbour has facilitated cruise ship tendering from smaller adventure type cruise ships (<~400pax).

1.1.1.2 Landward facilities

Portrush provides good landward facilities within the local town and neighbouring area including beaches, hotels, cafes, restaurants etc. However, there is little by way of boat maintenance options or chandlery.

1.1.1.3 Small craft

There is an active dinghy park at the existing slipway. Sailing is promoted through the local Portrush and Coleraine Yacht Clubs with recreational fishing and diving all taking place. Jet skis can launch from the slipway. There are limited facilities for mooring of small craft.

1.1.1.4 Vibrancy

The harbour benefits from the highly vibrant town and promenade with good natural segregation of activities between the beach outside the breakwater and commercial operations inside. The local sailing club demonstrated a highly active membership with year-round events. Some commercial fishing is ongoing. There is a strong presence from the RNLI on site with an all-weather and D class lifeboat on station.

Portrush has hosted The Open Championship three times (1951, 2019 & 2025) and proven itself as a highly vibrant event location.

1.1.1.5 Operational futureproofing with respect to climate change

The harbour is relatively sheltered though suffers from littoral drift from nearby beaches and associated siltation issues. A planned scheme to carry out structural repairs to the south breakwater is noted. The north breakwater will likely be subject to increased wear and potential overtopping due to climate change. However, the harbour does not appear highly susceptible to the effects of climate in the near future.

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6.2.3.3 *Summary of appraisal*

Table 6-9 Portrush appraisal scoring

	Portrush Main Harbour and Pontoon
Existing leisure craft infrastructure	4
Attraction of leisure charter craft provision	4
Attraction of touring visiting craft	4
Landward facilities	4
Small craft	4
Vibrancy	4
Operational futureproofing with respect to climate change	4

6.2.4 Portandoo Harbour

6.2.4.1 *Existing leisure craft infrastructure*

Portandoo Harbour possesses very limited formal marine infrastructure:

- Approximately 30 meters of tidal quay, recently repaired.
- Slipway with restricted functionality
- No pontoons available
- No moorings present
- Anchorage is not available within the inlet; the nearest suitable anchorage is about 1 nautical mile east at a depth of 12.5 meters.
- Leading marks are positioned to the south, appear disused.
- An adjacent tidal paddling or dinghy pool exists but is reportedly no longer in use.

Safety features at the harbour include:

- Public lighting and lifebuoys
- No ladders, defibrillator, or secure access points

The overall condition indicates some recent repair work, but the alignment of the quay is unconventional, and the approach remains rocky and restricted.

6.2.4.2 *Attraction of leisure charter craft provision*

There are no facilities for charter leisure craft, nor would same be possible without significant investment.

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6.2.4.3 Attraction of touring visiting craft

There is little to attract visiting craft, other than the adventurous visitor who would go at anchor in the lee of Ramore Head and the Skerries and tender in. The preference would likely be Portrush Harbour on the west side of Ramore Head.

6.2.4.4 Landward facilities

The site is close to Portrush town and offers large parking and recreational facilities immediately next to the harbour. Portrush town is well connected by public transport and within 2 hrs of public and international airports.

6.2.4.5 Small craft

The harbour and waters are ideal for smaller craft. The existing slipway and pier provide reasonable access to the water for smaller vessels. However, there is no other supporting infrastructure currently in place.

6.2.4.6 Vibrancy

This is a highly active urban coastal setting with a strong pedestrian presence, green space and hospitality, particularly during summer months. However, the is little marine vibrancy evident.

6.2.4.7 Operational futureproofing with respect to climate change

The existing deck levels are likely to prove lower than desirable under climate change and sea level rise. As there are no pontoons or other such facilities, there is little by way of operational risk owing to climate change.

6.2.4.8 Summary of appraisal

Table 6-10 Portandoo Scoring summary.

	Portrush, Portandoo Harbour
Existing leisure craft infrastructure	0
Attraction of leisure charter craft provision	0
Attraction of touring visiting craft	1
Landward facilities	1
Small craft	3
Vibrancy	2
Operational futureproofing with respect to climate change	3

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6.2.5 Portballintrae Harbour

6.2.5.1 Attraction of leisure charter craft provision

There are few formal facilities for charter leisure craft however it is understood that a number of leisure excursions operate from the harbour. The harbour is well located with good opportunities for customer acquisition and close proximity to scenic grounds.

6.2.5.2 Attraction of touring visiting craft

Touring visiting craft would be limited to fair weather only owing to limited shelter and suitable berthage.

6.2.5.3 Landward facilities

This is a vibrant village setting during the summer months. Facilities include public toilets with disabled access, parking and playground. There are local beaches and the area is in close proximity to Bushfoot Golfclub. Portballintrae Boat Club and facilities are located at the pier.

6.2.5.4 Small craft

The harbour is ideally suited to small craft and water sports activities owing to its two slipways. There are limitations to safe water sporting owing to the exposed nature of the cove. Slipway crowd management is known to be a concern during busy periods.

6.2.5.5 Vibrancy

This is a vibrant holiday village and the quay benefits from regular visitor presence and water sports usage. This can be in conflict with regular leisure and commercial usage.

6.2.5.6 Operational futureproofing with respect to climate change

The cove exhibits active coastal erosion with groynes and reinforced embankments already present owing to existing erosion issues. The exposure to northerly swell and steep embankments poses additional concerns owing to climate change, associated storm intensity and sea-level rise.

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6.2.5.7 Summary of appraisal

Table 6-11 Portballintrae scoring summary.

	Portballintrae Harbour
Existing leisure craft infrastructure	2
Attraction of leisure charter craft provision	3
Attraction of touring visiting craft	3
Landward facilities	2
Small craft	3
Vibrancy	4
Operational futureproofing with respect to climate change	3

6.2.6 Ballintoy Harbour

6.2.6.1 Existing leisure craft infrastructure

120m of quay wall of generally good condition complete with bollards and mooring posts in a number of locations offers a novel destination albeit highly tidal. There are no pontoons, fenders or other such marina facilities. Step access where provided is worn. Depths within the harbour are quite limited and less than 2m. A slipway is provided at the upper end of the harbour.

6.2.6.2 Attraction of leisure charter craft provision

Whilst tidal and remote the facility does cater for existing seasonal charter tours. Given the popularity of the harbour from tourists, it offers good opportunities for customer acquisition although noted that parking demand for same during summer months may be challenging.

6.2.6.3 Attraction of touring visiting craft

The harbour has low suitability to visiting craft except for short-stay craft during calm weather.

6.2.6.4 Landward facilities

Landward facilities include a hireable artist retreat at Ballintoy Boathouse, nearby café, beach and major tourist attractions such as Carrick-a-Rede, Dunseverick Castle, Kinbane Castle and the Giant's Causeway. There is parking and welfare facilities on site. The site is on the Ulster Way Walking Trail.

6.2.6.5 Small craft

The harbour supports an active small craft scene with a number of operators working from the harbour, this includes Kayaking, SUP-boarding, recreational fishing. It is understood that these are not currently working under licence by CC&GBC.

6.2.6.6 Vibrancy

This is a high vibrancy tourist destination with strong seasonal activity and a very highly visited coast location.

6.2.6.7 Operational futureproofing with respect to climate change

The harbour is significantly exposed. There is a 1970's breakwater wall protecting the inner harbour which may be under risk of increasingly inclement weather and sea level rise. The quay wall height may be susceptible to sea level rise.

6.2.6.8 Summary of appraisal

Table 6-12 Ballintoy Scoring Summary

	Ballintoy Harbour
Existing leisure craft infrastructure	3
Attraction of leisure charter craft provision	3
Attraction of touring visiting craft	2
Landward facilities	3
Small craft	4
Vibrancy	4
Operational futureproofing with respect to climate change	2

6.2.7 Rathlin Island Harbour

6.2.7.1 Existing leisure craft infrastructure

Rathlin Island Harbour offers one of the most comprehensive leisure infrastructure packages within the borough. Key elements include modern marina pontoons with a central spine and finger berths equipped with power, water and lighting, a ferry berth pontoon, multiple piers providing additional mooring options, and four slipways distributed throughout the harbour. Depths range from 1–2.5 m within the marina to ~2 m at the main ferry berths. The facility benefits from service bollards, extensive quayside infrastructure, and well-maintained access ladders, steps and fendering.

6.2.7.2 Attraction of leisure charter craft provision

The harbour is well positioned to support leisure charter operations owing to its sheltered environment, high-quality berthing, and strong tourism appeal, especially eco-tourism. The presence of ferry services, guided tours and island-based operators establishes an existing commercial framework, while the marina infrastructure provides secure berthing for charter vessels and access/egress for customers.

6.2.7.3 Attraction of touring visiting craft

Rathlin Island is a well-established destination for visiting leisure vessels. The harbour provides secure and sheltered berthing, rafting capacity during busy periods, marina pontoons and an attractive visitor environment. Navigation into the harbour is well marked, and visitor facilities—including water, power, showers, disabled WC and waste facilities are provided. The harbour is noted as a safe haven and short trip destination for local harbours and those transiting to and from Scotland to Ireland and Northern Ireland.

6.2.7.4 Landward facilities

The harbour benefits from a tourist office, café, shops, restaurant, picnic areas, playground and coastal walking routes. A small harbour office is located within the marina itself. The harbour is located within short walking distance of key island attractions, including the visitor centre and scenic headlands. Public lighting, parking, and accessible toilet facilities are provided, while the adjacent village supports a seasonal tourism economy driven by ferry day-trippers and coastal tours.

6.2.7.5 Small craft

There are a number of slipways which are in use for a range of activities including small craft. The beach is also a useful launching location. Notwithstanding the tidal flows around Rathlin Island and ferry operations, the harbour and wider area can provide safe small craft and water sport amenity.

6.2.7.6 Vibrancy

The harbour demonstrates high levels of vibrancy particularly during the tourist season. The harbour is the epicentre of daily activities and the focal point for visitors and the community. A number of events are run by the community throughout the year including the Rathlin Sound Festival.

6.2.7.7 Operational futureproofing with respect to climate change

Protections to the harbour are provided primarily by the two breakwaters running north-south and east west. The latter is the lower of the two and has been noted to frequently overtop. This leaves the harbour prone to inclement weather and sea level rise.

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6.2.7.8 Summary of appraisal

Table 6-13 Rathlin scoring summary

	Rathlin Island Harbour
Existing leisure craft infrastructure	4
Attraction of leisure charter craft provision	4
Attraction of touring visiting craft	5
Landward facilities	4
Small craft	4
Vibrancy	4
Operational futureproofing with respect to climate change	3

6.2.8 Ballycastle Marina & Harbour

6.2.8.1 Existing leisure craft infrastructure

Ballycastle is a flagship marina for leisure activities. A 74-berth marina of up to 3m draft is oversubscribed with associated waiting list. There are a number of slipways used for launching small craft. Fuel facilities are available but understood to be under maintenance for an extended period of time. Quayside and pontoons are equipped with power and water.

6.2.8.2 Attraction of leisure charter craft provision

The harbour is well suited to leisure craft provision benefitting from sheltered berths, on site harbour offices and shoreside services. Some further investment would be required for fuelling infrastructure although access is provided for 3rd party refuelling. Maintenance facilities including lift out would be an added advantage.

Leisure charters are ideally suited to Ballycastle given its ease of access and proximity to areas of outstanding natural beauty. Existing activities include sea tours, diving operations and regular fast ferry service. A local operator recently took delivery of a 100-passenger ferry owing to the strong demand for tourist charter.

6.2.8.3 Attraction of touring visiting craft

This is a primary destination for touring visiting craft. The advantages include.

- Well-marked approach and accessible navigation
- Sheltered, serviced pontoon berths with water and power.
- Secure access & CCTV
- On site harbour management

6.2.8.4 Landward facilities

Ballycastle is a vibrant, high quality landward environment with immediate access to shops, restaurants, cafés and hotels. The local beach and the marina itself have Blue Flag status. There is tourist office in the town and playgrounds. There is an abundance of visitor attractions nearby including the Moyle Way.

6.2.8.5 Small craft

Small craft are supported through multiple slipways, a dinghy park area and a reasonably sheltered environment.

6.2.8.6 Vibrancy

The harbour benefits from strong vibrancy being located in the town centre, supported by.

- The town's busy tourism sector,
- The presence of cafés, restaurants and retail close to the waterfront,
- Regular leisure and ferry movements,
- Adventure sport activities and sea tours, and
- Public events and seasonal activity throughout the year.

6.2.8.7 Operational futureproofing with respect to climate change

The harbour is well protected by its breakwater system. However, the outer berths can be subject to onerous weather conditions which will be more frequent and more intense as a result of climate change. The existing 'wee pier' in the harbour centre is low for existing sea level and will flood more often because of sea level rise.

Overall, the harbour is well positioned to adapt for climate change.

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6.2.8.8 Summary of appraisal

Table 6-14 Ballycastle Scoring Summary

	Ballycastle Marina & Harbour
Existing leisure craft infrastructure	4
Attraction of leisure charter craft provision	5
Attraction of touring visiting craft	5
Landward facilities	5
Small craft	4
Vibrancy	4
Operational futureproofing with respect to climate change	3

6.2.9 Red Bay Harbour

6.2.9.1 Existing leisure craft infrastructure

The existing pier currently provides for commercial operations, however there are attributes which are advantageous for leisure craft including:

- Approximately 100m of quay wall incorporating masonry, open deck structures and pier head.
- Recently installed fendering and 30t bollards
- Sheet piled pier head installed c. 2024.
- Ladder access

6.2.9.2 Attraction of leisure charter craft provision

There are facilities suited to leisure tourism charter by way of ladder access and existing berths. However, there is a lack of fuel, water or shelter for same.

6.2.9.3 Attraction of touring visiting craft

The pier provides poor facilities for touring vessels with no pontoon, visitor mooring, welfare, services or on-site harbour office presence. There is little landward attraction for visitors.

6.2.9.4 Landward facilities

The pier is near Waterfoot village and beach which offers basic facilities. There are minimal landward facilities at the harbour.

6.2.9.5 Small craft

The facility is not well suited to small craft. Access to the water for such is via steps to the water. There is no slip access.

6.2.9.6 Vibrancy

The area is relatively quiet with a focus on commercial activity. There is a continuous site presence from an onsite fuel merchant. Waterfoot village is some distance from the pier. Vibrancy at the location is low.

6.2.9.7 Operational futureproofing with respect to climate change

The wave wall on the outer edge of the pier has been recently extended. It is noted that this wall is vertical and may be prone to overtopping. Berthage is exposed and may be further exposed owing to increasing storm frequency and intensity.

6.2.9.8 Summary of appraisal

Table 6-15 Red Bay Scoring summary

	Red Bay Harbour
Existing leisure craft infrastructure	3
Attraction of leisure charter craft provision	3
Attraction of touring visiting craft	3
Landward facilities	2
Small craft	2
Vibrancy	1
Operational futureproofing with respect to climate change	4

6.2.9.9 Existing studies

CC&GBC commissioned the report, Red Bay Pier – Economic Appraisal (Williamson Consulting, 2023). The study demonstrated that the existing uses of the pier were largely commercial, typically by two private commercial fishing companies, occasionally by Red Bay Boats and the RNLI. It highlighted that access to the pier was through a right of way and ownership of the surrounding ground was held privately. The proximity of the Waterfoot Conservation Zone was a major consideration. Major extension of the pier was not justified owing to the lack of significant recreation/leisure or further commercial use at the pier. Following the report, the Council invested to encapsulate the pier and raise the wave protection wall to protect and maintain the asset for the next 60 years.

6.2.10 Dalriada Slipway

6.2.10.1 Existing leisure craft infrastructure

Provision is minimal and centred on the slipway itself. Key characteristics include:

- A single concrete slipway providing access for small craft directly to the foreshore.

- No moorings or sheltered berthing.
- No marked navigation aids or quayside infrastructure.
- Manoeuvring space is limited and tidal conditions can affect launch and recovery.

The facility remains suitable for hand-launched or trailer-launched craft but does not support regular berthing or vessel servicing.

6.2.10.2 Attraction of leisure charter craft provision

Dalriada Slipway is not suitable for charter operations. The absence of defined berthing, passenger-handling areas, shelter, or marine services significantly limits commercial potential. While the coastal setting is attractive, the infrastructure does not support safe or convenient embarkation for paying passengers, and tidal exposure further restricts operational reliability.

6.2.10.3 Attraction of touring visiting craft

The open beach environment and lack of sheltered water mean the facility cannot be considered a destination for visiting leisure vessels. The slipway provides no accommodation for visiting touring craft. There are no pontoons, moorings or quay walls suitable for berthing, nor are services such as water, power or waste available.

6.2.10.4 Landward facilities

The landward environment is generally positive, benefiting from:

- Close proximity to Cushendall village and associated amenities (shops, cafés, recreation).
- Access to coastal walking routes and scenic viewpoints.
- Informal parking available adjacent to the slipway.
- Green area adjacent to the slipway

However, there are no dedicated marine-support facilities, such as toilets, showers, harbour office, storage or signage. Landward vibrancy enhances the attractiveness of the area but does not materially improve its marine functionality.

6.2.10.5 Small craft

Dalriada Slipway is primarily suited to:

- Kayakers
- Paddleboarders
- Small trailer-launched craft
- Swimmers

There is no dinghy park, no low-freeboard pontoons and no sail school activity. The facility serves as an informal launch point for recreational users rather than a structured small craft centre.

6.2.10.6 Vibrancy

The surrounding area experiences steady recreational footfall, walking, swimming and water sports contributing to local vibrancy. However, marine activity is limited and not concentrated at the slipway itself.

6.2.10.7 Operational futureproofing with respect to climate change

The facility is sensitive to climate related impacts as it is relatively exposed and frequently overtopped.

6.2.10.8 Summary of appraisal.

Table 6-16 Dalriada Scoring summary.

	Dalriada Slipway
Existing leisure craft infrastructure	0
Attraction of leisure charter craft provision	0
Attraction of touring visiting craft	0
Landward facilities	1
Small craft	3
Vibrancy	2
Operational futureproofing with respect to climate change	2

6.2.11 Waterford Slipway

6.2.11.1 Existing leisure craft infrastructure

Infrastructure is limited to:

- A concrete slipway
- A small pier/jetty
- Landward boat storage & parking
- Neighbouring Cushendall Sailing & Boating Club.

The slipway supports launch & recovery of small craft and day sailors. It is further used for the testing of vessels from the nearby Red Bay Boats Facility with multiple launches per day. Slipway management is a key issue with children, RNLI, day sailors, visitors and commercial operations competing for space. There are no safe bollards/mooring rings on the pier.

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6.2.11.2 Attraction of leisure charter craft provision

It is understood that one provider has recently commenced operations from Cushendall although the facility is not suited to leisure charter craft provision owing to the lack of sheltered berthing, marine infrastructure and lack of safe access/egress.

6.2.11.3 Attraction of touring visiting craft

Cushendall Sailing & Boating Club is a vibrant, thriving club and provides an attraction for touring visiting craft despite the lack of infrastructure. Vessels need to remain on anchor or borrow a private mooring and access land by tender. Anchorage would be highly weather dependent. Navigation is unlit.

6.2.11.4 Landward facilities

The facility is adjacent to the boat club and near to Cushendall village. A Council operated caravan park also exists on the site. Toilets, showers and welfare are available at the boat club. There is a large parking/turning area which is used for storage and manoeuvring.

6.2.11.5 Small craft

The slipway supports the launching of small craft. Dinghy storage is available within the boat club. Informal storage was further noted in the car park. The slipway has an irregular gradient for launching/recovery.

6.2.11.6 Vibrancy

The area was noted to be highly vibrant owing to the nearby boat club, RNLI and caravan park in addition to visiting users of the slipway. This vibrancy is likely to be highly seasonal.

6.2.11.7 Operational futureproofing with respect to climate change

Climate change impacts for this open-coast slipway include:

- Increased wave run-up affecting launch safety including RNLI operations.
- Overtopping during storm surge
- Increased risk to moorings

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6.2.11.8 Summary of appraisal

Table 6-17 Waterford Scoring Summary

	Waterford Slipway
Existing leisure craft infrastructure	3
Attraction of leisure charter craft provision	1
Attraction of touring visiting craft	2
Landward facilities	4
Small craft	5
Vibrancy	5
Operational futureproofing with respect to climate change	3

6.2.12 Christie Park, Coleraine

6.2.12.1 Existing leisure craft infrastructure

Existing infrastructure includes:

- 60 m of low-freeboard pontoons equipped with mooring cleats and a canoe step.
- Public lighting and life rings (with some missing)
- Onshore welfare facilities
- Multi-stage pontoon ramp arrangement designed to dry out on gabion platforms.

The pontoons show ageing, debris accumulation and grounding damage, and require maintenance.

6.2.12.2 Attraction of leisure charter craft provision

There are few facilities for leisure charter operations. The facility could suit for leisure tourist charter for smaller vessels, providing suitable access/egress and nearby parking and mustering area.

6.2.12.3 Attraction of touring visiting craft

The facility is known to provide a layby for masted vessels to step their masts prior to traversing further upriver but owing to draft limitations does not provide a regular visitor berth.

6.2.12.4 Landward facilities

Landward facilities include the town park setting, parking, café and pedestrian and cycle routes together with the amenities and connectivity of Coleraine Town.

6.2.12.5 Small craft

The facility provides for paddle sports and very small craft which can be launched by hand.

6.2.12.6 Vibrancy

The park forms part of the town centre environment with regular passing pedestrian and cyclist traffic. There was no evidence of marine vibrancy on site.

6.2.12.7 Operational futureproofing with respect to climate change

Maintenance issues may be exacerbated by increased river flows and debris impact owing to more intense weather conditions as a result of climate change.

6.2.12.8 Summary of appraisal

Table 6-18 Christie Park Scoring summary.

	Christie Park, Coleraine
Existing leisure craft infrastructure	1
Attraction of leisure charter craft provision	3
Attraction of touring visiting craft	0
Landward facilities	3
Small craft	3
Vibrancy	1
Operational futureproofing with respect to climate change	4

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6.3 SWOT

6.3.1 Coleraine Marina

Coleraine SWOT

Strengths	Weaknesses
Existing core infrastructure	Aging/deteriorating asset
Large land bank	Navigational constraints
Landward infrastructure	Siltation
Market demand	Environmental (Blue/green algae)
Sheltered location	Services out of order
Year-round operability	Lack of timetabled CCGBC presence
Strategic urban location	

Opportunities	Threats
Marina expansion	Competing ports/marinas
Improvement of ancillary services	River debris
Integrations with upstream and downstream facilities	Climate change
Expansion of tourism revenue	Siltation/dredging
Disposal of asset	Cyclical seasonal revenues
Training/education hub	Reputational risk from services gaps
Leisure/club boating growth	Funding competition
River events	Liabilities owing to failed assets
Strategic alignment with tourism marketing	
Strategic funding leverage	
Community rescue support role	

6.3.2 Portstewart Harbour

Portstewart SWOT

Strengths	Weaknesses
Rich maritime heritage	Challenging navigation
Strong landward vibrancy	Shallow berthage
Functional quayside infrastructure	Limited leisure/visitor appeal
Sheltered harbour	No CCGBC site presence
Community presence	Seasonal use
	Few shoreside facilities

Opportunities	Threats
Club & community engagement	Climate change
Integration with promenade	Safety risks
Heritage led tourism	Little scope for expansion
Dive support hub	
Concession based marine tourism (e.g. floating sauna)	

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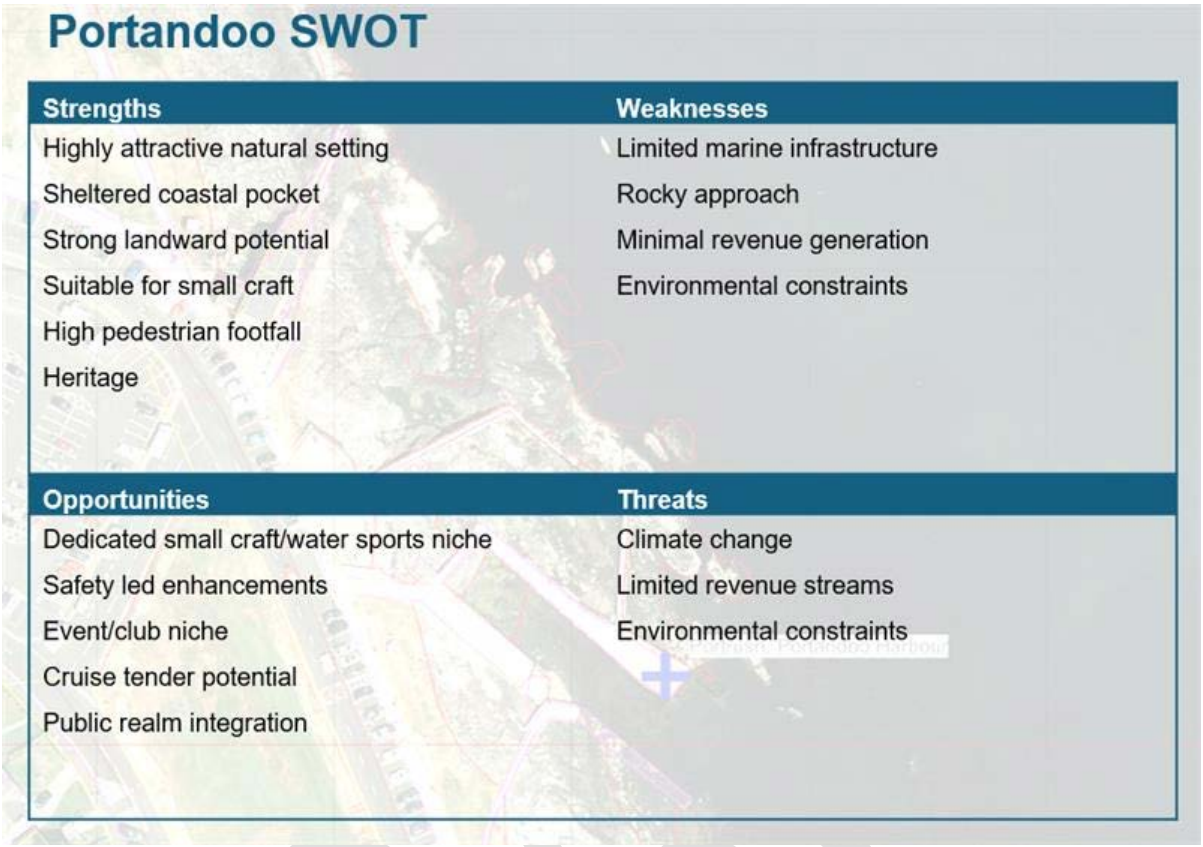
6.3.3 Portrush Main Harbour and Pontoon

Portrush SWOT

Strengths	Weaknesses
Strategic location	Seasonal berthing
High quality core infrastructure	Limited pontoon berthing
Established cruise tender capability	Limited capacity
Market demand	Operational congestion
Vibrant location	Dredging requirement
Diverse userbase	
Protected harbour	
Landward linkages	
Benefits from events	
Active sailing club on site	
Ease of navigation	
Existing masterplan	

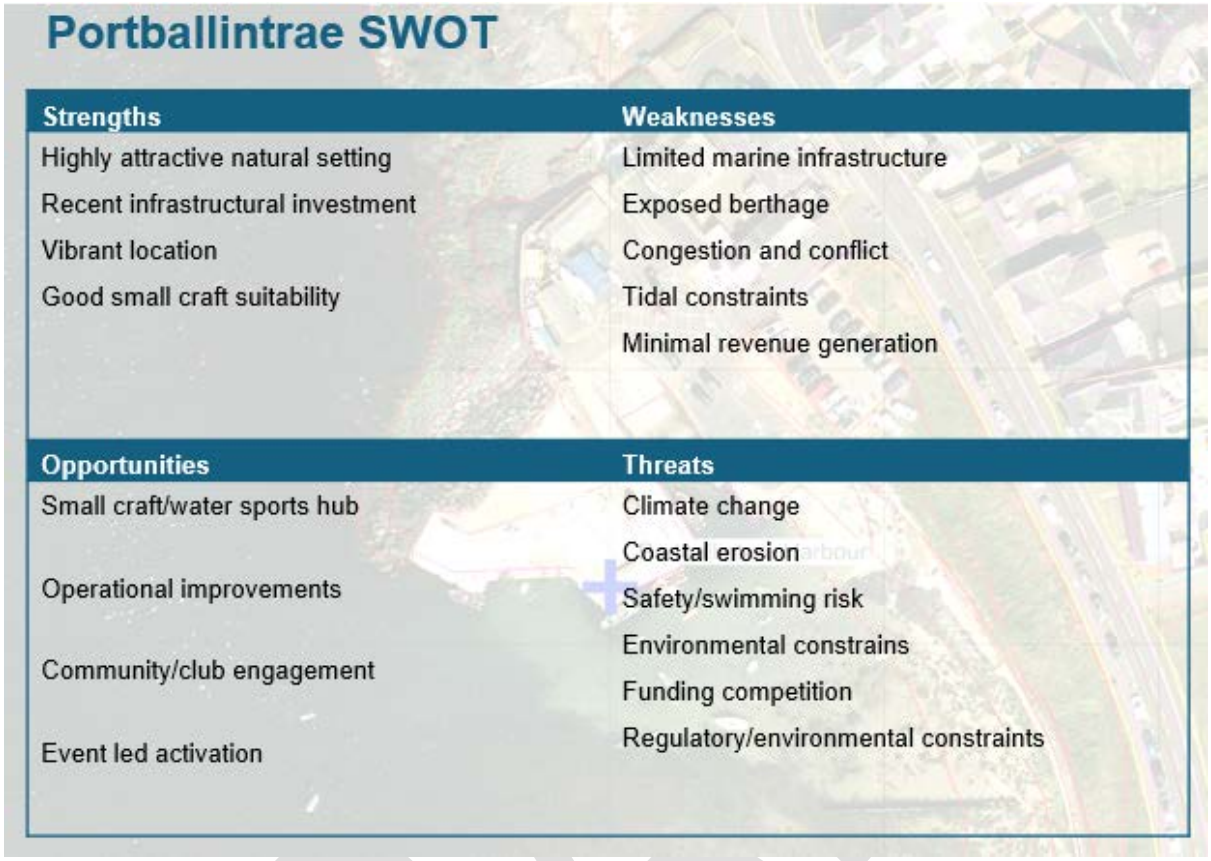
Opportunities	Threats
Premium visitor harbour	Climate change
Harbour expansion possibilities	Dredging
Cruise/excursion interface	Maintenance costs (moorings)
Public realm integration (i.e. heritage)	Operational risk concentration
Enhanced cruise tender offering	Regulatory/environmental constraints
Strategic alignment with tourism marketing	
Strategic funding leverage	
Concession based marine leisure (e.g. floating sauna)	
ORE industry linkages	

6.3.4 Portrush, Portandoo Harbour



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6.3.5 Portballintrae Harbour



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6.3.6 Ballintoy Harbour

Ballintoy SWOT

Strengths	Weaknesses
Iconic coastal setting	Challenging navigation
High tourism draw	Shallow berthage
Substantial basic quay infrastructure	Limited leisure/visitor appeal
Active small craft use	No CCGBC site presence
Seasonal vibrancy	Seasonal use
Recent landside infrastructure upgrades	Few shoreside facilities
	Little revenue stream
	Congestion of landside and approaches
	Tidally dependant
	Dredging demand

Opportunities	Threats
Formalise adventure/small craft role	Climate change
Safety enhancements	Safety risk (high visitor numbers)
Partnership with operators (concessions)	Infrastructure strain owing to landward visitor numbers
Concession based marine tourism (e.g. floating sauna)	Environmental
Gaining revenue from landward foot fall	Film-induced tourism experiencing demand fatigue
Possible revenue from parking	

6.3.7 Rathlin Island Harbour

Rathlin Island SWOT

Strengths	Weaknesses
High quality core infrastructure	Exposed winter berthage
Critical transport linkage	Congestion and conflict landward & seaward
Sheltered location	Low revenue generation
Desirable cruising location	Limited facilities
Integrated/concentrated visitor environment	Operational conflicts
Strong seasonal vibrancy	Seasonal revenue
Diverse userbase	Aging assets
Active events calendar	

Opportunities	Threats
Optimisation of existing assets	Climate change
Targeted ancillary services	Maintenance costs
Cruise tender provision	Environmental constraints
Community & skills development	Funding competition
Strategic funding leverage	Shoreside access

6.3.8 Ballycastle Marina & Harbour

Ballycastle Marina & Harbour SWOT

Strengths	Weaknesses
Flagship marina	Berth capacity
Strategic location	Landward services
Market demand	Aging asset
Vibrant location	Operational congestion
Diverse userbase	
Protected harbour	
Landward linkages	
Critical transport hub	

Opportunities	Threats
ORE support	Exposure of outer berth
Marina expansion	Regulatory environmental constraints
Utilisation of land areas	Competing ports/marinas
Utilisation of vacant properties	Climate change
Expansion of tourism revenue	Funding competition
Improved public realm interactions	Reputational risk from facility gaps
Improvement of ancillary services	
Strategic alignment with tourism marketing	
Strategic funding leverage	
Concession based marine leisure (e.g. floating sauna)	
Recommencement of Scotland Ferry	

6.3.9 Red Bay Harbour

Red Bay SWOT

Strengths	Weaknesses
Attractive natural setting	Limited leisure infrastructure
Recent infrastructural investment	Exposed berthage
Functional commercial pier	Low revenue generation
	Ownership/access constraints
	Low vibrancy
	Operational congestion
	No marine tourism
Opportunities	**Threats**
Consolidation as working pier	Climate change
Targeted operational enhancements	Limited revenue streams
RNLI support role	Environmental constraints
Increase commercial activity	Operational redundancy risk
Possible ORE support	

6.3.10 Dalriada Slipway

Dalriada Slipway SWOT

Strengths	Weaknesses
Strong recreational setting	No safe berthage
Community swim use	Tidally dependant
Direct access	Limited safety provision
Slipway infrastructure	No revenue generation
Dual function with pumping station	

Opportunities	Threats
Formalise as recreational access point	Climate change
Low-cost safety enhancements	User safety risk
Water safety/education initiatives	
Integration with walking/tourism trails	
Possible concession area for coastal leisure	

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6.3.11 Waterford Slipway

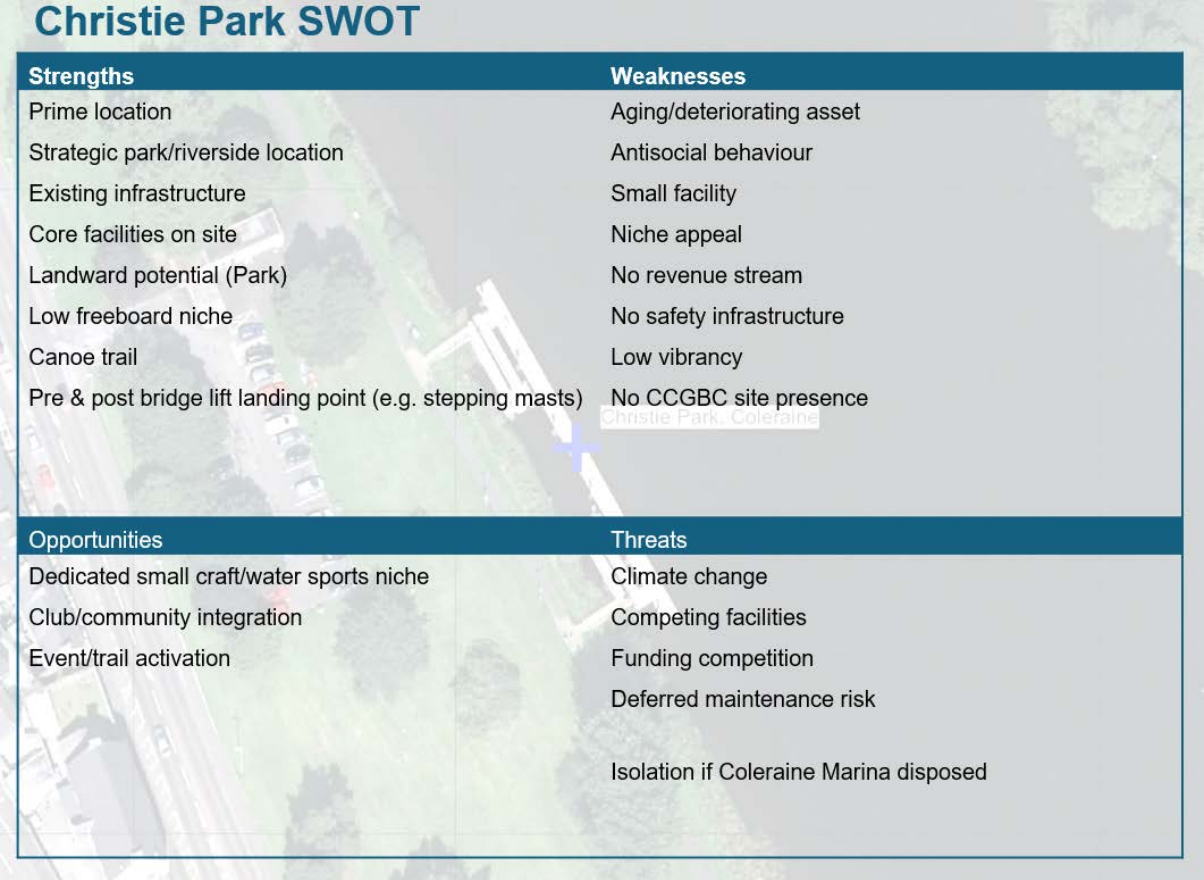
Waterford Slipway SWOT

Strengths	Weaknesses
Highly vibrant club & community	Little shelter
Community desire to progress	Challenging access
Highly vibrant small craft hub	Congestion at slipway
RNLI presence	Limited capacity
Good landward facilities	Minimal direct revenue
High value to infrastructure ratio	
Adjacent caravan park	
Active event location	
Training hub	
Supports boat manufacture (an export business)	

Opportunities	Threats
Formal recognition as sailing centre	Climate change
Youth training/water safety	Funding competition
Targeted safety led upgrades	Isolation from other facilities
Integration with tourism	Asset degradation
Existing masterplan for site	Safety liability
Continued community support	

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6.3.12 Christie Park, Coleraine



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6.4 Summary of appraisal

6.4.1 Summary of overall general condition

The rating system in Table 6-19 has been assigned to each facility after site visits conducted in summer 2025 in Table 6-20.

Table 6-19 Scoring system for overall condition.

5	Very good	No visible defects
4	Good	Minor wear requiring monitoring/routine maintenance
3	Fair	Significant maintenance required in medium term
2	Poor	Significant deterioration requiring short term intervention
1	Very poor	Structural or operational risk requiring immediate intervention
0	Unsafe	Immediate changes to operating practices and/or closure

Table 6-20 Overall condition rating of facilities

Site	Issues	Rating
Coleraine Marina	Pontoon system has a number of defects including current failure on outer berths. Welfare, hoist and fuel facilities out of order at time of visit.	2
Portstewart Harbour	Infrastructure is basic but in good state of repair	4
Portrush Harbour	Well maintained facility. Access issues at inner harbour in need of modernisation Maintenance being carried out on breakwaters. MDO dock in need of intervention.	4
Portrush, Portandoo Harbour	Irregular access for slipway use. Lifesaving equipment missing/damaged. Ladders not present	4
Portballintrae Harbour	Basic infrastructure but generally in good state of repair. Coastal erosion in surrounding cove.	4
Ballintoy Harbour	Basic infrastructure but generally in good state of repair. Routine maintenance dredging planned.	4
Rathlin Island Harbour	Well maintained facility. Some age-related maintenance required on pontoons. Ferry pontoon in need of maintenance. Settlement evident in middle pier.	3
Ballycastle Marina & Harbour	Central pier awash in high tide. Heavy corrosion of Outer Breakwater piles	4
Red Bay Harbour	Recently refurbished. Fender modification works ongoing at time of visit. Functional harbour with few services Some redundant infrastructure	4
Dalriada Slipway	Basic infrastructure. Suffers from overtopping. Some degradation of concrete which has undergone recent remedial work.	4
Waterford Slipway	Degradation of breakwater. Slipway profile sub-optimal. Lacking safety equipment.	3
Christie Park, Coleraine	Blue/green algae issues noted on site. Significant damage to pontoons on site. Safety equipment lacking	3

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6.4.2 Summary of individual asset appraisal

Table 6-21 Summary of individual asset appraisal

	Existing leisure craft infrastructure	Attraction of leisure charter craft provision	Attraction of touring visiting craft	Landward facilities	Small craft	Vibrancy	Operational futureproofing with respect to climate change
Coleraine Marina	3	4	4	3	4	3	4
Portstewart Harbour	2	3	3	2	3	3	3
Portrush Main Harbour and Pontoon	4	4	4	4	5	4	4
Portrush, Portandoo Harbour	0	0	1	1	3	2	3
Portballintrae Harbour	2	3	3	2	3	4	3
Ballintoy Harbour	3	3	2	3	4	4	2
Rathlin Island Harbour	4	4	5	4	4	4	3
Ballycastle Marina & Harbour	4	5	5	5	4	4	3
Red Bay Harbour	3	3	3	2	3	1	4
Dalriada Slipway	0	0	0	1	3	2	2
Waterford Slipway	3	1	2	4	5	5	3
Christie Park, Coleraine	1	3	0	3	3	1	4

6.4.3 Summary of financial performance

The CC&GBC harbour portfolio has a small number of marinas generating the majority of operating income while many harbours and slipways appropriately operate at a deficit in order to deliver essential socioeconomic gain. The portfolio delivers significant socioeconomic value to the region through tourism, connectivity, employment and wellbeing. Within the marina portfolio, berth yields are substantially below average representing lost revenue opportunities in ancillary services. Capital expenditure averages approximately £600,000 per annum to maintain the facilities at their current working standard.

In order to plan for the maintenance and progression of these facilities a clear definition of the Departments role in providing subsidised public service assets must be defined relative to that of Leisure & Development. This must then be the funded accordingly.

Table 6-22 Average financial performance of each facility

	Average revenue	Average expenditure	Total
Ballycastle Harbour & Marina	£ 218,779	£ 113,188	£ 105,591
Rathlin Ferry Company	£ 50,792	£ -	£ 50,792
Coleraine Marina	£ 83,009	£ 37,397	£ 45,613
Portrush Harbour	£ 97,960	£ 60,017	£ 37,943
Portballintrae Harbour	£ 7,623	£ 2,279	£ 5,345
Red Bay Harbour	£ 3,502	£ 3,233	£ 269
Portandhu Harbour	£ -	£ 110	-£ 110
Portstewart Harbour	£ 7,791	£ 8,664	-£ 873

Slipways and Jetties	£	-	£	1,225	-£	1,225
Dunseverick Harbour	£	-	£	1,390	-£	1,390
Harbours & Marinas General	£	25,235	£	28,884	-£	3,649
Ballintoy Harbour	£	1,654	£	5,683	-£	4,029
Cushendall Harbour	£	-	£	4,230	-£	4,230
Magilligan Ferry Terminal	£	3,143	£	15,108	-£	11,965
Portnagree House	£	-	£	12,713	-£	12,713

6.4.4 Recommendations

6.4.4.1 Summary of recommendations from the overarching appraisal.

1. Existing destination plans & itineraries as advertised by www.visitcausewaycoastandglens.com should incorporate information regarding the availability for use of marine assets.
2. Linkages between the Destination Team and Harbour team should be strengthened to develop facility specific plans.
3. A performance monitoring plan to be developed for each facility. A marina visitor survey should be maintained and incorporated into an annual report of harbours and marinas usage.
4. Existing work in supporting groups and clubs promoting water sports activities including sailing should be augmented, formalised and promoted.
5. A cruise survey should be carried out to benchmark the current satisfaction level of cruise operators and passengers.
6. A capital investment programme should be reviewed to provide for existing and future cruise business. This would focus on supports for tendering vessels which would be multipurpose.
7. Investigate marketing and networking opportunities such as Cruise Ireland and Cruise Britain.
8. Spatial and safety assessment to be completed on each facility for the viability of additional recreation water-based activities.
9. It is recommended that CC&GBC promote water safety education initiatives, and low infrastructure activities such as kayaking, rowing and dinghy sailing. This may be best suited through the continued incentivisation of clubs through engagement and/or financial support.
10. Review of waymarking and passenger control at Ballycastle embarkation areas.
11. Conduct a review of access to and from the ferry area at Rathlin.

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12. Review possibility to have a designated ferry area of the harbour which segregates the ferry from working parts of the harbour.
13. Fee structure should be made available online.
14. Fee discounts should be clearly noted online.
15. Consideration should be given to a providing a clearer, more concise pricing structure.
16. Consideration should be given to issuance of a lower cost, single site annual slipway pass.
17. Promotions to stimulate younger persons to get on the water.
18. Ancillary services such as lift out, fuel supply, maintenance, winter storage should be leveraged to improve the yield per berth.
19. Consideration should be given to the provision of concessions where CC&GBC are not in a position to undertake services directly. Such as boat maintenance, lift out etc.
20. Consideration should be given to the expansion of berth capacity within existing facilities where feasible.
21. It is recommended that a detailed social impact report be completed for each facility. This will require significant statistical data to be collected as part of the study.
22. Formalise consultations with key stakeholders such as local blue economy enterprises and the RNLI.
23. Confirm and state primary purpose(s) of each facility and optimise offering to suit.
24. There is a significant potential for all sites for collaboration and investment owing to the proximity of ORE site.

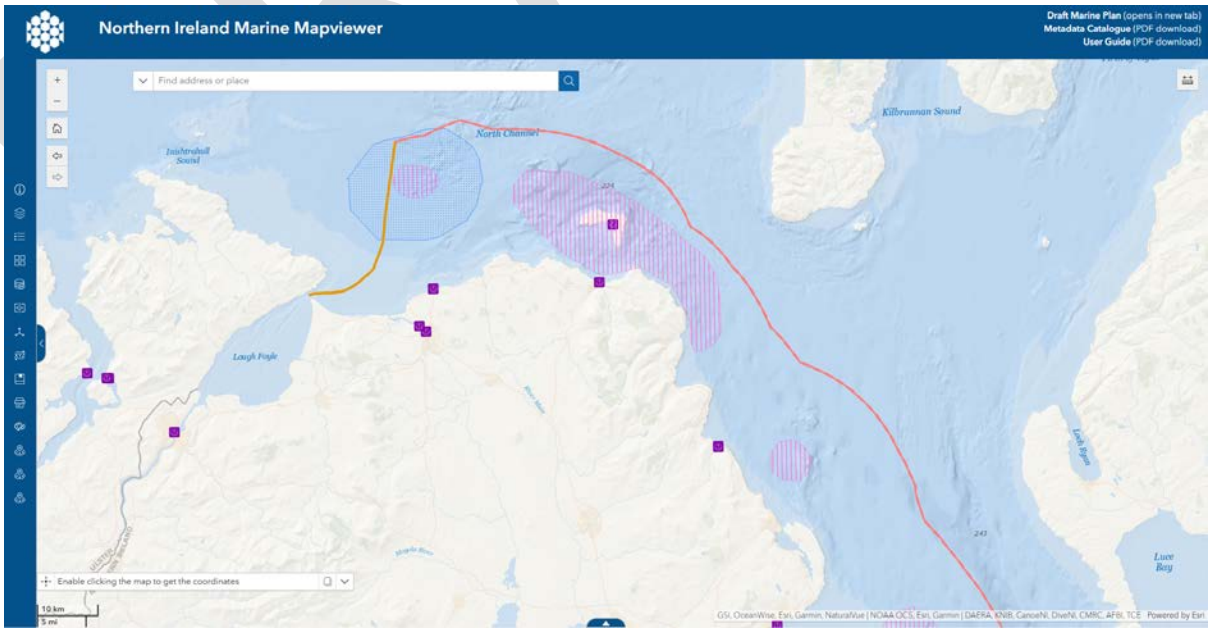


Figure 6-3 Extract of Marine Plan Map Viewer

6.4.4.2 *Summary of recommendation for the Specific Asset Appraisals.*

6.4.4.2.1 Coleraine Marina

25. A condition assessment of the pontoon structure to take place and out of service pontoons brought back into service.
26. A cost benefit analysis undertaken regarding introduction or reintroduction of ancillary services.
27. A review undertaken of manning requirements in consultation with berth holders.
28. Welfare facilities to be brought back into service.
29. Facility should be reviewed from a flood/climate risk perspective.
30. Linkages with other facilities should be explored including the Council owned facility at Drumaheglis.

6.4.4.2.2 Portstewart

31. Consolidate use of asset & optimise accordingly.
32. Investigate possibilities to harness vibrancy potential.

6.4.4.2.3 Portrush Main Harbour and Pontoon

33. Investigate opportunities to provide ancillary services such as fuelling, pump-out, onsite maintenance/wintering.
34. Review access arrangements for inner harbour.
35. Investigate opportunities to expand heavy duty pontoons.
36. Investigate opportunities to provide small craft landing pontoons.

6.4.4.2.4 Portandoo

37. Investigate opportunity to consolidate as small craft access point.
38. Investigate opportunity to improve vessel accessibility.
39. Review previous optioneering against current conditions.

6.4.4.2.5 Portballintrae

40. Measures to be put in place to reduce conflict between vessels and swimmers.
41. Measures to be put in place to reduce conflict between beachgoers and slipway users.
42. Adjacent coastal erosion to be monitored.

6.4.4.2.6 Ballintoy

43. Investigate opportunities to regularise licencing of small craft operators and stalls.
44. Include breakwater wall in regular asset monitoring.

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6.4.4.2.7 Rathlin Island Harbour

45. Monitor overtopping and condition of breakwaters.

6.4.4.2.8 Ballycastle

46. Review ancillary services and bring back into use.
47. Investigate opportunities to offer further boat maintenance services.
48. Investigate opportunities to extend heavy duty pontoons.
49. Investigate opportunities to raise 'wee pier' owing to sea level rise.
50. Investigate cost benefit of the reintroduction of Scotland ferry link.

6.4.4.2.9 Red bay

51. Confirm focus of asset commercial/leisure & optimise to suit.
52. Investigate the possibility of visitor pontoon.

6.4.4.2.10 Dalriada Slipway

53. Consolidate use of asset & optimise accordingly.
54. Investigate opportunity to consolidate as small craft access point or designated bathers only destination.

6.4.4.2.11 Waterford Slipway

55. Carry out condition assessment of the asset.
56. Review slipway infrastructure including access, gradient and wave run.
57. Review mooring provisioning on pier.
58. Review traffic management on landside.
59. Carry out a review of optioneering assessments of expansion possibilities against current conditions.

6.4.4.2.12 Christie Park

60. Test market for concession blue economy businesses to operate from facility.
61. Review disability access provision. `
62. Schedule maintenance of existing facility
63. Review measures for protection from river debris.

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6.4.5 Conclusion

The actions and recommendation identified in the appraisal will be brought forward into the Strategic Goals and Actions.

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7 Strategic goals and actions

7.1 Strategic Goals and Actions

1. To maintain safe working harbours and provide high quality infrastructure and facilities.
2. To strengthen relationships with harbour users and stakeholders and work in partnership to achieve common goals.
3. To be a premium vibrant destination by supporting existing and developing leisure, tourism, and commercial sectors, making a significant contribution to the local and blue economy.
4. To have a balanced budget whilst building the ability for investment and new initiatives into the harbours.
5. To celebrate each harbour's natural and cultural heritage by integrating the harbours into the community and linking with the wider natural and cultural offering.
6. To protect CC&GBC's natural capital by operating best practice in environmental management of the harbours.

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7.2 To maintain safe working harbours and provide high quality infrastructure and facilities.

It is vital that the harbours are safe places for people to live, work and visit and there are a number of ways to maintain and improve safety including following the Port Marine Safety Code which sets out the national standard for Port Marine Safety. It is essential to help maintain and improve safety by ensuring the infrastructure is safe, through the maintenance and delivery of CC&GBC Asset Management Plans and working in partnership to ensure infrastructure is resilient to the impacts of climate change and the marine environment. Having appropriately trained harbour staff with clear roles and responsibilities is essential for the safety and the provision of good infrastructure and facilities throughout the seasons. It is important that the harbours are safe and accessible to all.

Action point	Description	Location	Deadline
1.01	Carry out PMSC/MCA Port Safety Audits, annually.	All	2026
1.02	Implement an asset management tool including the documentation of existing operational plans such as dredging & maintenance plans	All	2026
1.03	Investigate increased provision of disability access.	All	2026
1.04	Investigate provision of landing stages and pontoons where not currently provided	All	2027
1.05	Provide safe refuelling options for leisure and commercial vessels	All	2026
1.06	Review of waymarking and passenger control at Ballycastle embarkation areas.	Ballycastle	2026
1.07	Conduct a review of access to and from the ferry area at Rathlin.	Rathlin	2026
1.08	Review the current operation and citing of the pontoon berth.	Rathlin	2026

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1.09	Review possibility to have a designated ferry area of the harbour which segregates the ferry from working parts of the harbour.	Rathlin	2028

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7.3 To strengthen relationships with harbour users and stakeholders and work in partnership to achieve common goals.

A key part of harbours being at the heart of the communities is the relationships they have with their communities and key stakeholders. Improvement in stakeholder engagement and consultation, both through the consultative groups, harbour users and within the wider community is essential going forward. There needs to be consistency in approach to providing high quality customer service across the harbours with all users to build excellent working relationships. Working across CC&GBC services will help to integrate solutions to a range of issues which affect the harbours but sit outside of the management remit. The harbours will continue to work in partnership with key stakeholders and align with local, regional, and national plans and policies to achieve common goals.

Action point	Description	Location	Deadline
2.01	Disseminate byelaws and safe operating procedures to harbour users	All	2026
2.02	Formalise and extend existing Harbour users' meetings and include local stakeholders and businesses.	All	2027
2.03	Develop issue reporting and case management tools	All	2027
2.04	Investigate the issuance of an annual communication circular to highlight planned and implemented schemes.	All	2027
2.05	Publish fee structures including incentives online.	All	2027
2.06	Publish waiting list reports for future berth holders.	All	2027
2.07	Promote opportunities to improve communications between facilities and user groups.	All	2026-2036
2.08	Strengthen collaboration with existing tourism campaigns	All	2026

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2.09	Linkages between the Destination Team and Harbour team should be strengthened to develop facility specific tourism development plans.	All	2027
2.10	A performance monitoring plan to be developed for each facility including a marina visitor survey should be maintained and incorporated into an annual report of harbours and marinas usage.	All	2028
2.11	Existing work in supporting groups and clubs promoting water sports activities including sailing should be augmented, formalised and promoted.	All	2026-2036
2.12	A cruise survey should be carried out to benchmark the current satisfaction level of cruise operators and passengers.	All	2027
2.13	A capital investment programme should be reviewed to provide for existing and future cruise business. This may target multipurpose infrastructure which supports tendering vessels.	All	2028
2.14	Investigate marketing and networking opportunities such as Cruise Ireland and Cruise Britain.	All	2027
2.15	Fee structure including incentive schemes should be made available online.	All	2028
2.16	Consideration providing a clearer, more concise pricing structure.	All	2027
2.17	Further integration with the Northern Ireland Marine Plan currently being developed.	All	2028

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7.4 To be a premium vibrant destination by supporting existing and developing leisure, tourism, and commercial sectors, making a significant contribution to the local and blue economy.

To support the Harbours and Marinas and their users to thrive it is essential to be responsive to different sector needs but also understand the contribution all harbour activities make to local and blue economic prosperity. Supporting existing sectors and helping developing sectors is essential as well as being responsive to new development opportunities. It is the aim that all assets shall be premium destinations for leisure and work and the strong individual identities will be built upon.

Action point	Description	Location	Deadline
3.01	Publish requirements for hosting new enterprises and events.	All	2028
3.02	Investigate opportunities for the reuse of vacant buildings to support fishing economy or leisure.	All	2027
3.03	Investigate linkages with regional universities and schools to promote use of the facilities for research and recreation.	All	2026-2036
3.04	Investigate local public transport links and marketing opportunities.	All	2028
3.05	Investigate the advantages of a concession-based ferry from Ballycastle to Scotland.	Ballycastle	2030
3.06	Investigate linkages with other tourism strategies such as Coastal Routes.	All	2028
3.07	Investigate further trail linkages between facilities	All	2028
3.08	Investigate synergies which may exist between Leisure & Development Dept. & Environmental Services	All	2026-2036

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3.09	CC&GBC investigate promotion of water safety education initiatives, and low infrastructure activities such as kayaking, rowing and dinghy sailing. This may be through the incentivisation of clubs through engagement and/or financial support.	All	2026-2036
3.10	Consideration given to the cost of the annual slipway pass	All	2028
3.11	Consideration given to issuance of a lower cost, single site annual slipway pass	All	2028
3.12	A fee structure to promote dinghy sailing should be provided to stimulate younger persons to get on the water.	All	2028

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7.5 To have a balanced budget whilst building the ability for investment and new initiatives into the harbours.

This is a challenging goal. While the value of socioeconomic benefits is difficult to quantify and monetise, it is intended for the harbours to become operationally financially self-sufficient and be able to manage any reserves to ensure that the harbours see reinvestment to support the strategic goals.

Action point	Description	Location	Deadline
4.01	Fully utilise grants for support of fishing and blue economy.	All	2026-2036
4.02	Improve fee intake from unmonitored facilities through technology	All	2029
4.03	Ancillary services such as lift out, fuel supply, maintenance, winter storage should be leveraged to improve the yield per berth.	All	2030
4.04	Agree socioeconomic role of department and associated funding.	All	2028
4.05	Investigate increased partnerships for concession-based start-ups and blue economy industries	All	2030
4.06	Consideration given to the provision of concessions where CC&GBC cannot undertake services directly. Such as boat maintenance, lift out, marine based tourism (e.g. floating saunas) etc.	All	2026-2036
4.07	Consideration given to the expansion of berth capacity within existing facilities where feasible.	All	2036
4.08	Explore possible ORE linkages	All	2036

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7.6 To celebrate each harbour's natural and cultural heritage by integrating the harbours into the community and linking with the wider natural and cultural offering.

Each harbour has a unique history, character and community and we want the harbours to be a place where their natural and cultural heritage is celebrated and inclusive. Any developments should align or work with local and regional cultural initiatives and activities where possible. They will also align with relevant plans and policies throughout the towns and across CC&GBC. Working more closely with the community to celebrate the individuality of the harbours and linking into the wider natural and cultural offer throughout the borough is essential going forward.

Action point	Description	Location	Deadline
5.1	Identify, revive and conserve maritime heritage and architecture across the harbours and marinas.	All	2026-2030
5.2	Improve linkages with Leisure & Development Department to better communicate the rich maritime heritage and develop a Heritage & Conservation Strategy.	All	2026-2030
5.3	Incentivise community-based conservation of maritime heritage and architecture.	All	2026-2030

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7.7 To protect CC&GBC's natural capital by operating best practice in environmental management of the harbours.

Protecting and enhancing the harbours natural capital will be achieved through aligning with key national, regional, and local plans and policies and proactively engaging in opportunities to enhance and protect it. We will assess the environmental impact of harbour activities, both direct and indirect and work in partnership to implement mitigation measures. We want to work closely with key stakeholders and communities to raise awareness of environmental issues and encourage best practice within our harbour communities.

Action point	Description	Location	Deadline
6.1	Provide safe refuelling options for vessels	All	2026
6.2	Implement the recommendations of the Climate Change Action Strategy	All	2026-2036
6.3	Formalise and advertise mobile pump-out services at key locations	All	2026
6.4	Develop biosecurity strategy.	All	2027

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8 Monitoring and indicators

This is a ten-year strategy, published in Spring 2026, due for renewal prior to 2036. It will be reviewed on a regular basis by the CC&GBC Team taking into consideration operational, technological and policy changes to ensure continued relevance.

Detailed individual business plans as set out in Strategic Goal 4 will present a performance framework and Key Performance Indictors (KPIs) for each harbour. Management and development can be assessed against the framework, providing opportunities to adapt to changing circumstances and trends to ensure continued improvements and development of the strategic goals.

The Team will update the CC&GBC periodically on operational matters all of which will relate in one way or another to the strategy objectives. However, it is proposed that there will be a specific annual review of the Strategy and how it is being delivered.

Part of this review will also include regular consultation and engagement with harbour users through the proposed forums. Other relevant groups and recreational clubs and committees will continue to be invited to contribute views on future improvements to deliver the strategic goals.

Communications and engagement with the various levels of harbour management will be outlined in a Communications Plan for each harbour and will set out ways that harbour users and interested parties can share their views with CC&GBC, the Harbour Master and the wider Harbour teams.

For further information or enquiries about the CC&GBC Harbours and Marinas Strategy please contact the Harbours & Marinas Office as per below.

harbours@causewaycoastandglens.gov.uk

07803 505084

DRAFT

SUBMISSION 1

Section 1: About You

Which of the following best describes your connection to the harbour and marina facilities?

- Business Owner (Charter/Commercial Fishing/Ferry Services etc.)

Section 2: General Views on the Strategy

Have you read the read Draft Harbour & Marina Strategy?

- Yes – Fully

Overall, how would you rate the Draft Harbour & Marina Strategy?

- Neutral

Please explain your answer.

- There are recommendations and strategic goals for harbours and marinas, but no vision. The Blue Economy represents a fantastic opportunity for CCG to exploit its AONB designation for marine tourism from visiting boats, marine and wildlife tours, and an expansion of water based activities. By providing safe and accessible infrastructure, the council can act as a catalyst for a Blue Economy focused on jobs, growth and increasing the wellbeing of locals and visitors alike.

How clearly does the strategy explain the Council's long-term vision and priorities for harbours and marinas?

- Fairly Clearly

Please explain your answer.

- It clearly articulates how the Council can improve service delivery and outreach. It doesn't, however, frame a vision that could excite and inspire entrepreneurship and growth.

Do you think the strategy appropriately addresses the future management and development of the harbour and marina assets?

- Neither Agree nor Disagree

Please explain your answer.

- It advocates for better coordination between departments in the council with a shared ownership of the overlapping priorities and opportunities. That is an internal approach to better management that may have positive outcomes in terms of development.

Do you think the asset appraisal process, scoring criteria, and resulting assessments of harbour and marina asses are clear, fair, and evidence based?

- Neither agree nor disagree

Please explain your answer.

- Not for us to comment on methodology; however, quantifying the potential of each site seems absent. Opportunities for growth seem to be limited to 'space' for growth rather than 'access' to growth led by a vision of what this coastline can be.

Do you agree with the recommendations set out in the strategy?

- Agree

Do you agree that the strategic goals and objectives are appropriate and achievable?

- Agree

Are there any important issues, opportunities or challenges that you feel are missing from the strategy?

- Ambition. Vision. Global thinking. Our coastline is unique. It has sustained a tourism industry for decades, and the family businesses that rely on that trade. Now imagine the same vision applied to the same coastline but from the perspective of the sea rather than the land. There is great opportunity here for sensitive development of our coastline as a blue economy zone where marine business activities and services are clustered and developed.

Section 3: Equality and Inclusion

Do you think the draft strategy takes account of the needs of people from different backgrounds (e.g. age, disability, rural communities etc.)

- Not sure

Are there any barrier that might prevent people from participating in or benefiting from the strategy's actions (e.g. due to accessibility, income, transport access, language etc.)

- Not sure

What could the Council do to improve equality, accessibility and inclusion in delivering the strategy?

- Not Sure

Section 4: Final Comments

Do you have any additional comments or suggestions for improving the strategy or its delivery?

- N/A

Would you be interested in being involved in future harbour and marina engagements or consultation activities?

- Yes

Please leave contact details if willing.

- [redacted]

[redacted]

SUBMISSION 2

Section 1: About You

Which of the following best describes your connection to the harbour and marina facilities?

- Resident

Section 2: General Views on the Strategy

Have you read the read Draft Harbour & Marina Strategy?

- Yes - Fully

Overall, how would you rate the Draft Harbour & Marina Strategy?

- Very Positive

Please explain your answer.

- Comprehensive in all aspects of public scrutiny in satisfying equality regulation. Thorough in analysis of these great resources that we have along our coast and inland and consideration given to how best to improve to meet better use and create greater awareness of water-based resources for recreation and pleasure. Liked, in particular, the use of SWOT analysis.

How clearly does the strategy explain the Council's long-term vision and priorities for harbours and marinas?

- Very Clearly

Please explain your answer.

- The documentation is well structured and detailed with regard to each of the identified Coastal and Marina resources.

Do you think the strategy appropriately addresses the future management and development of the harbour and marina assets?

- Agree

Please explain your answer.

- I think further consideration could have been given to development of Fishing industry. Great emphasis was placed on visitor and recreational tourism which I appreciate, but as someone living locally, it would be good to see people being attracted to the area for its seafood and relevant number of seafood restaurants availing of fresh supply.

Do you think the asset appraisal process, scoring criteria, and resulting assessments of harbour and marina asses are clear, fair, and evidence based?

- Strongly agree

Please explain your answer.

- Yes, this is an extensive aspect of the consultative process

Do you agree with the recommendations set out in the strategy?

- Agree

Please explain your answer.

- Yes, the recommendations reflect the informed evaluations

Do you agree that the strategic goals and objectives are appropriate and achievable?

- Agree

Please explain your answer.

- Yes, as long as the right structures are in place in order to have ongoing sustainability. Once everything is in place and communication is improved, positive public response will facilitate economic balance.

Are there any important issues, opportunities or challenges that you feel are missing from the strategy?

- Just as stated above with regard to restoration of fishing

Section 3: Equality and Inclusion

Do you think the draft strategy takes account of the needs of people from different backgrounds (e.g. age, disability, rural communities etc.)

- Yes

Please explain your answer.

- Documentation indicates that this is the case

Are there any barrier that might prevent people from participating in or benefiting from the strategy's actions (e.g. due to accessibility, income, transport access, language etc.)

- Nothing stands out from the document that would be inhibiting.

What could the Council do to improve equality, accessibility and inclusion in delivering the strategy?

- As stated, I think all efforts have been made for inclusivity

Section 4: Final Comments

Do you have any additional comments or suggestions for improving the strategy or its delivery?

- Only what is stated previously

Would you be interested in being involved in future harbour and marina engagements or consultation activities?

- Maybe

Please leave contact details if willing.

[redacted]

[redacted]

SUBMISSION 3

Section 1: About You

Which of the following best describes your connection to the harbour and marina facilities?

- Resident
- Community/Voluntary/Charity Organisation

Section 2: General Views on the Strategy

Have you read the read Draft Harbour & Marina Strategy?

- Partially

Overall, how would you rate the Draft Harbour & Marina Strategy?

- Neutral

How clearly does the strategy explain the Council's long-term vision and priorities for harbours and marinas?

- Not at all Clearly

Do you think the strategy appropriately addresses the future management and development of the harbour and marina assets?

- Disagree

Do you think the asset appraisal process, scoring criteria, and resulting assessments of harbour and marina asses are clear, fair, and evidence based?

- Neither agree nor disagree

Do you agree with the recommendations set out in the strategy?

- Disagree

Do you agree that the strategic goals and objectives are appropriate and achievable?

- Disagree

Are there any important issues, opportunities or challenges that you feel are missing from the strategy?

- Coleraine Harbour not mentioned and the eyesore of the scrapyard

Section 3: Equality and Inclusion

Do you think the draft strategy takes account of the needs of people from different backgrounds (e.g. age, disability, rural communities etc.)

- No

Please explain your answer.

- I did not see any reference to any of the above

Are there any barrier that might prevent people from participating in or benefiting from the strategy's actions (e.g. due to accessibility, income, transport access, language etc.)

- All of the barriers mentioned are relevant particularly to lower income families

What could the Council do to improve equality, accessibility and inclusion in delivering the strategy?

- Strategy seems to be aimed at tourism, and whilst I appreciate this is important for the local economy, there does not appear to be any consideration given to how the Council could encourage and support local residents in the use of these facilities

Section 4: Final Comments

Do you have any additional comments or suggestions for improving the strategy or its delivery?

- Engagement with local groups/clubs, particularly youth club/youth workers and community groups

Would you be interested in being involved in future harbour and marina engagements or consultation activities?

- No



SUBMISSION 4

Section 1: About You

Which of the following best describes your connection to the harbour and marina facilities?

- Resident
- Leisure Boating User

Section 2: General Views on the Strategy

Have you read the read Draft Harbour & Marina Strategy?

- Partially

Overall, how would you rate the Draft Harbour & Marina Strategy?

- Very Negative

How clearly does the strategy explain the Council's long-term vision and priorities for harbours and marinas?

- Not at all Clearly

Do you think the strategy appropriately addresses the future management and development of the harbour and marina assets?

- Strongly Disagree

Do you think the asset appraisal process, scoring criteria, and resulting assessments of harbour and marina asses are clear, fair, and evidence based?

- Strong disagree

Do you agree with the recommendations set out in the strategy?

- Strong disagree

Do you agree that the strategic goals and objectives are appropriate and achievable?

- Strong disagree

Are there any important issues, opportunities or challenges that you feel are missing from the strategy?

- Ballycastle needs more marina spaces, a majority of spaces seem to be taken up by static boats that never move, blocking up the marina for people who would actually use it. Also ballycastle has no facilities for boat maintenance and or storage or launching/hauling assistance. It needs a proper boat yard, prices are too expensive, I'd argue marina fees in rathlin are cheaper and they have better facilities

Section 3: Equality and Inclusion

Do you think the draft strategy takes account of the needs of people from different backgrounds (e.g. age, disability, rural communities etc.)

- No

Are there any barrier that might prevent people from participating in or benefiting from the strategy's actions (e.g. due to accessibility, income, transport access, language etc.)

- Lots of links to the survey, no links to the draft.

What could the Council do to improve equality, accessibility and inclusion in delivering the strategy?

- Probably nothing

Section 4: Final Comments

Do you have any additional comments or suggestions for improving the strategy or its delivery?

- Just as before, Ballycastle needs more marina spaces, or free up existing spaces by removing non active users. Also need a boat maintenance area with associated facilities, and perhaps some sort of deal if you pay fees to more than one Marina for example Rathlin and Ballycastle

Would you be interested in being involved in future harbour and marina engagements or consultation activities?

- No



Do you consider yourself to have a disability or long-term condition that affects your daily activities?



SUBMISSION 5

Section 1: About You

Which of the following best describes your connection to the harbour and marina facilities?

- Community/Voluntary/Charity Organisation

Section 2: General Views on the Strategy

Have you read the read Draft Harbour & Marina Startegy?

- Yes - Fully

Overall, how would you rate the Draft Harbour & Marina Startegy?

- Very Positive

Please explain your answer.

- Very comprehensive and welcome report

How clearly does the strategy explain the Council's long-term vision and priorities for harbours and marinas?

- Very Clearly

Do you think the strategy appropriately addresses the future management and development of the harbour and marina assets?

- Agree

Do you think the asset appraisal process, scoring criteria, and resulting assessments of harbour and marina asses are clear, fair, and evidence based?

- Agree

Do you agree with the recommendations set out in the strategy?

- Agree

Do you agree that the strategic goals and objectives are appropriate and achievable?

- Agree

Are there any important issues, opportunities or challenges that you feel are missing from the strategy?

- No, in reading the strategy - I think it covers all or most queries our communities would have. it is very detailed. The challenges will always be financial, which is unfortunate as ALL our harbours, slipways and marinas deserve equal looking after and maintained to a safe standard. As an Island we rely on Tourism, but in living in a costal area, we all enjoy the sea.

Section 3: Equality and Inclusion

Do you think the draft strategy takes account of the needs of people from different backgrounds (e.g. age, disability, rural communities etc.)

- Yes

Are there any barrier that might prevent people from participating in or benefiting from the strategy's actions (e.g. due to accessibility, income, transport access, language etc.)

- Transport has always been an issue in rural areas and visiting boats/crafts are then restricted to facilities in the immediate area. Shoreside facilities as well can also be limited.

What could the Council do to improve equality, accessibility and inclusion in delivering the strategy?

- --

Section 4: Final Comments

Do you have any additional comments or suggestions for improving the strategy or its delivery?

- No

Would you be interested in being involved in future harbour and marina engagements or consultation activities?

- No



SUBMISSION 6

Section 1: About You

Which of the following best describes your connection to the harbour and marina facilities?

- Visitor/Tourist
- Community Campaigner & Consultant

Section 2: General Views on the Strategy

Have you read the read Draft Harbour & Marina Strategy?

- Yes - Fully

Overall, how would you rate the Draft Harbour & Marina Strategy?

- Neutral

Please explain your answer.

- Forefront focus on Traditional Architecture is required.

How clearly does the strategy explain the Council's long-term vision and priorities for harbours and marinas?

- Fairly Clearly

Please explain your answer.

- N/A

Do you think the strategy appropriately addresses the future management and development of the harbour and marina assets?

- Agree

Please explain your answer.

- Traditional Architecture succeeds on strong economic, ecological and environmental grounds.

Do you think the asset appraisal process, scoring criteria, and resulting assessments of harbour and marina asses are clear, fair, and evidence based?

- Neither agree nor disagree

Please explain your answer.

- N/A

Do you agree with the recommendations set out in the strategy?

- Neither agree nor disagree

Please explain your answer.

- N/A

Do you agree that the strategic goals and objectives are appropriate and achievable?

- Agree

Please explain your answer.

- N/A

Are there any important issues, opportunities or challenges that you feel are missing from the strategy?

- Authentic Traditional Architecture (TA) Design Codes for new construction Placemaking Principles Greenery Proposals, such as Mass Tree Planting along Arterial Road and Commuter Routes; Hedgerow Planting at Homes Authentic Period-Style Cast Iron street furniture, such as Bins, Planters, Lamp Posts, signage, etc Carbon Capacity Case (Embodied Carbon) of Old Builds with appropriate Retrofitting Free Car Parking en masse to stimulate economic activity Supply Chains of Physical Skills & Raw Materials supported Ban on Demolition of Old Builds constructed prior to 1950 Authentic Reconstruction of lost buildings using Specialist Architects so said buildings can be repurposed Blue & Green Tourism utilising natural and oceanic landscapes to generate revenue Incentives for Commercial Civic Restorers (CCRs) that pursue the above approaches

Section 3: Equality and Inclusion

Do you think the draft strategy takes account of the needs of people from different backgrounds (e.g. age, disability, rural communities etc.)

- Yes

Please explain your answer.

- N/A

Are there any barrier that might prevent people from participating in or benefiting from the strategy's actions (e.g. due to accessibility, income, transport access, language etc.)

- Inability to upload PDF Documents and associated research and having full named representations published online that would encourage others to participate.

What could the Council do to improve equality, accessibility and inclusion in delivering the strategy?

- Engage with Specialist Traditional Architects that can collaboratively improve Supply Chains of Physical skills and Raw Materials making new housing a viability for all key stakeholders where actual practical and requested construction is being facilitated.

Section 4: Final Comments

Do you have any additional comments or suggestions for improving the strategy or its delivery?

- Utilise Authentic Traditional Architecture (TA) for new construction as this will mitigate challenges encountered by the LA and all key stakeholders including applicants and old and new residents and businesses. Utilise Authentic Traditional Vernacular Architecture Design Codes for new construction whilst simultaneously protecting the Built Historic

Environment with a ban on demolition of Old Builds constructed prior to 1950. [Improve Supply Chains of Raw Materials which will in turn provide improved Supply chains of Physical Skills through utilising specialist Traditional Architects that can manage correct quantities of raw materials where originals are required so that authentic replicas may also be permitted to ease accessibility concerns.]

Would you be interested in being involved in future harbour and marina engagements or consultation activities?

- Yes

Please leave contact details if willing.

[redacted]

[redacted]

SUBMISSION 7

Section 1: About You

Which of the following best describes your connection to the harbour and marina facilities?

- Resident
- Leisure Boating User
- Water Sport User
- Community/Voluntary/Charity Organisation
- Member of Cushendall Sailing and Boating Club

Section 2: General Views on the Strategy

Have you read the read Draft Harbour & Marina Startegy?

- Yes - Fully

Overall, how would you rate the Draft Harbour & Marina Startegy?

- Very Positive

Please explain your answer.

- Detailed review, highlights the need for an inproved Safe water access and bearthing facitity at Waterford Slip.

How clearly does the strategy explain the Council's long-term vision and priorities for harbours and marinas?

- Fairly Clearly

Please explain your answer.

- need linkage with funding streames as an infarstructure project

Do you think the strategy appropriately addresses the future management and development of the harbour and marina assets?

- Agree

Please explain your answer.

- yes but lacking in hoe it will be implemented

Do you think the asset appraisal process, scoring criteria, and resulting assessments of harbour and marina asses are clear, fair, and evidence based?

- Agree

Please explain your answer.

- detail is accurate for our local area

Do you agree with the recommendations set out in the strategy?

- Agree

Please explain your answer.

- Yes but need time lines and realastic budget figures included with in a 10 year programme

Do you agree that the strategic goals and objectives are appropriate and achievable?

- Agree

Are there any important issues, opportunities or challenges that you feel are missing from the strategy?

- There is lack of marina capacity especially for safe habours on the North Antrim coast. Red bay has over 26 summer moorings, all of with are unsafe in strong easterally winds. Travel around Fair head to Rathlin or Ballycastle and beyond can be very problematic expecially for small craft. if the jounery north can not be completed, vessals have to return to Glenarm as the nearest saft port.

Section 3: Equality and Inclusion

Do you think the draft strategy takes account of the needs of people from different backgrounds (e.g. age, disability, rural communities etc.)

- Yes

Please explain your answer.

- yes but with an aging population continuing to use the facilities better safer access needs inproved

Are there any barrier that might prevent people from participating in or benefiting from the strategy's actions (e.g. due to accessibility, income, transport access, language etc.)

- improve Safe access to and from the water

What could the Council do to improve equality, accessibility and inclusion in delivering the strategy?

- Better consultation with community groups using the facilities. Focused meeting in the communities

Section 4: Final Comments

Do you have any additional comments or suggestions for improving the strategy or its delivery?

Provision of facitilites should be approperate to the specific need of a proposed facility. options should be explored for certain sites where site conditions are important and impact on cost. ie projects should be delived in Phased where approperate.

Would you be interested in being involved in future harbour and marina engagements or consultation activities?

Yes



SUBMISSION 8

Section 1: About You

Which of the following best describes your connection to the harbour and marina facilities?

- Resident

Section 2: General Views on the Strategy

Have you read the read Draft Harbour & Marina Startegy?

- Yes - Fully

Overall, how would you rate the Draft Harbour & Marina Startegy?

- Positive

Please explain your answer.

- I live in Cushendall and there is a fantastic potential to support local business with Maritime tourism by developing proper berthing facilities at Waterford slipway.

How clearly does the strategy explain the Council's long-term vision and priorities for harbours and marinas?

- Fairly Clearly

Please explain your answer.

- The Red Bay Area badly needs better facilities, Red Bay Pier is so inter utilised and there is no access for boats to support tourism or pleasure users. It is not currently accessible after the money spent by the council it needs to be available to the wider community.

Do you think the strategy appropriately addresses the future management and development of the harbour and marina assets?

- Neither Agree nor Disagree

Please explain your answer.

- With Golf tourism firmly on the radar for Cushendall, we need to be able to attract the opportunity of linking with Scotland so we can develop local businesses and new aqua businesses to support the local area

Do you think the asset appraisal process, scoring criteria, and resulting assessments of harbour and marina asses are clear, fair, and evidence based?

- Neither agree nor disagree

Do you agree with the recommendations set out in the strategy?

- Agree

Please explain your answer.

- Please don't ignore the glens area.

Do you agree that the strategic goals and objectives are appropriate and achievable?

- Agree

Are there any important issues, opportunities or challenges that you feel are missing from the strategy?

- Red Bay is a natural anchorage and recognised as a safe boating area but badly lacks berthing facilities and needs to be addressed. Waterford slipway doesn't even have disability access for boating or a proper berthing facility. There is a massive opportunity to link boating opportunities to the wider area from here to enhance opportunities for everyone.

Section 3: Equality and Inclusion

Do you think the draft strategy takes account of the needs of people from different backgrounds (e.g. age, disability, rural communities etc.)

- Partly

Please explain your answer.

- The Red Bay Area is lacking facilities

Are there any barrier that might prevent people from participating in or benefiting from the strategy's actions (e.g. due to accessibility, income, transport access, language etc.)

- No

What could the Council do to improve equality, accessibility and inclusion in delivering the strategy?

- Inclusion needs to better for all rate papers across the council area when people can live, work and enjoy the local area.. The Cushendall area has a massive potential for inclusive boating facilities due to the coastal area. It badly needs supported by council to create jobs and opportunities.

Section 4: Final Comments

Do you have any additional comments or suggestions for improving the strategy or its delivery?

- This survey of strategy is not widely known in the Glens area, there is an opportunity to speak with local businesses such Red Bay Boats, RNLI, Grow the Glens Ltd etc in Cushendall.

Would you be interested in being involved in future harbour and marina engagements or consultation activities?

- Yes

Please leave contact details if willing.

[redacted]

Equality Monitoring

[redacted]



SUBMISSION 9

Section 1: About You

Which of the following best describes your connection to the harbour and marina facilities?

- Resident
- Leisure Boating User

Section 2: General Views on the Strategy

Have you read the read Draft Harbour & Marina Startegy?

- Yes - Fully

Overall, how would you rate the Draft Harbour & Marina Startegy?

- Positive

Please explain your answer.

- Seems fairly comprehensive and forward looking

How clearly does the strategy explain the Council's long-term vision and priorities for harbours and marinas?

- Fairly Clearly

Do you think the strategy appropriately addresses the future management and development of the harbour and marina assets?

- Neither Agree nor Disagree

Do you think the asset appraisal process, scoring criteria, and resulting assessments of harbour and marina asses are clear, fair, and evidence based?

- Agree

Do you agree with the recommendations set out in the strategy?

- Agree

Do you agree that the strategic goals and objectives are appropriate and achievable?

- Strong disagree

Please explain your answer.

- Lack of funding will resultm in non action

Are there any important issues, opportunities or challenges that you feel are missing from the strategy?

- Community input

Section 3: Equality and Inclusion

Do you think the draft strategy takes account of the needs of people from different backgrounds (e.g. age, disability, rural communities etc.)

- No

Please explain your answer.

- Provision for disabled access

Are there any barrier that might prevent people from participating in or benefiting from the strategy's actions (e.g. due to accessibility, income, transport access, language etc.)

- access

What could the Council do to improve equality, accessibility and inclusion in delivering the strategy?

- Develop clear plans

Section 4: Final Comments

Do you have any additional comments or suggestions for improving the strategy or its delivery?

- Involve the local community in its delivery

Would you be interested in being involved in future harbour and marina engagements or consultation activities?

- Yes

Please leave contact details if willing.





SUBMISSION 10

Section 1: About You

Which of the following best describes your connection to the harbour and marina facilities?

- Resident
- Leisure Boating User
- Community/Voluntary/Charity Organisation

Section 2: General Views on the Strategy

Have you read the read Draft Harbour & Marina Strategy?

- Yes - Fully

Overall, how would you rate the Draft Harbour & Marina Strategy?

- Neutral

Please explain your answer.

- The Initial tender document had fundamental gaps in what it asked for. An example of this is the CC&CGBC as "Duty Holder" responsibilities as laid down in the Port Marine Safety Code is not included in the tender and therefore not in the report. Therefore all of the assessments relating to safe operations and equipment at the facilities for whatever sector are potentially and substantially flawed. This must be addressed if this report is to be used in away to inform a future Strategy.

How clearly does the strategy explain the Council's long-term vision and priorities for harbours and marinas?

- Not at all Clearly

Please explain your answer.

- The RNIA clearly states " The Objectives of the Draft strategy • To maintain safe working harbours and good quality infrastructure and facilities in harbours and marinas. " For the reasons previously identified it does not achieve this

Do you think the strategy appropriately addresses the future management and development of the harbour and marina assets?

- Strongly Disagree

Please explain your answer.

- Looking at this Strategy purely through a socio-economic lens as stated in the tender document and subsequent report underplays the substantial investment required today to maintain let alone improve the facilities. So no, I do not believe it achieves the question asked

Do you think the asset appraisal process, scoring criteria, and resulting assessments of harbour and marina asses are clear, fair, and evidence based?

- Not sure

Please explain your answer.

- I think the process as laid down in the report is clear. However the premise on which it was written is flawed.

Do you agree with the recommendations set out in the strategy?

- Neither agree nor disagree

Please explain your answer.

- Broadly I think the recommendations are close to what they should be however they are based on what I believe to be incomplete assessment criteria. I therefore cannot fully support them. It is also missing recommending that Waterford slipway could be improved to meet the needs of tendering Passenger vessels when weather conditions at the other ports are out of limits, or as a preference given the available shore side space.

Do you agree that the strategic goals and objectives are appropriate and achievable?

- Disagree

Please explain your answer.

- No I do not. The commercial operating Model to support the necessary investment is not achievable. It most certainly need to be reformed and given my knowledge of the Marine operations , I cannot understand the lack of income from commercial activities at Red Bay pier. To show no income from slipways is a damming indictment of the councils operations of some its facilities and an abdication of its responsibilities. so in this context why would I think the objective are achievable.

Are there any important issues, opportunities or challenges that you feel are missing from the strategy?

- As mentioned there is inappropriate consider to what "Safe" means The consultation is inaccurate, Waterford slip way meets all the criteria in table 6-1 all be it fishing and Island Connection are on an infrequent basis. The strategy promotes the use of the water, yet it is silent on the need to ensure that facilities exist to have the necessary infrastructure to support search and rescue provision.

Section 3: Equality and Inclusion

Do you think the draft strategy takes account of the needs of people from different backgrounds (e.g. age, disability, rural communities etc.)

- No

Please explain your answer.

- Chronic underinvestment, enhanced H&S provision, incompetent management of existing assets, excludes some or most of the facilities from meeting the needs of everyone.

Are there any barrier that might prevent people from participating in or benefiting from the strategy's actions (e.g. due to accessibility, income, transport access, language etc.)

- as above

What could the Council do to improve equality, accessibility and inclusion in delivering the strategy?

- address the underlying and systematic failures of how these assets are managed and appraised.

Section 4: Final Comments

Do you have any additional comments or suggestions for improving the strategy or its delivery?

- It is clear that some of the assets within the councils responsibilities are no longer viable and should be closed. thereafter the assets should be considered as commercial, leisure, or both and tourist attractions, or essential as with Rathlin. this should inform how to prioritise an up keep and investment strategy.

Would you be interested in being involved in future harbour and marina engagements or consultation activities?

- Yes

Please leave contact details if willing.

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