

Seatown Regeneration Project – Feasibility Study
Coastal Heritage Revival Fund
Meeting 2 – 10 February 2016 Chideock Village Hall 11:00
Summary Notes of Meeting

The meeting was hosted by the Chideock Society and was attended by 45 people comprised of stakeholder organisations and members of the local community who had responded to a general invitation for all to attend.

Present:

24 members of the public.

SRP. Stakeholders and Landowners:

Simon Williams Consultant; Philip Dyke Architect; Richard Edmonds Geologist; Nigel Wraxall Beach Owner; Paul Wiscomb landlord Anchor Inn, representing Palmers Brewery; Martin Cox West Dorset Leisure Holidays; Henry Middleton WDDC Engineer; Dawn Atkin DCC Highways; Daryl Turner Dorset County Councillor; Clive Bath Car Park Covenant holder; Rob Rhodes National Trust; Richard Brown Dorset AONB; Robert Duke Seatown Management Committee; Roger Carey Chideock Parish Councillor; Elizabeth Grant Chideock Parish Council Chair; Sal Robinson Chideock Society Treasurer; Kate Geraghty Chideock Society Secretary; Professor Paul Simpson Chideock Society Communications; Sally King World Heritage Site Visitor management; Elizabeth Brunnsden representing Professor Brunnsden.

Apologies received from: West Dorset District Councillor Simon Christopher; Professor Denys Brunnsden; Maureen Jackson Bridport Local Area Partnership; Keith Baylis Seatown Management Committee.

Kate Geraghty welcomed those present and expressed the hope that they had all read the information about the SRP Feasibility Study, as it had been delivered to every household through the Chideock News and featured on the Chideock / Seatown Website and in the local press, and that today's meeting was a progress report of the project so far. Residents' opinions, ideas, suggestions and comments were sought by email, phone call or in writing using suggestion boxes provided in the village shop and pubs. As deadlines set for the completion of the Study are tight, there would be another public meeting for those unable to attend during the week at 11 am on Saturday 12th March for another progress report prior to the final presentation of the Study.

Introduction by the Project Team; Simon Williams; Richard Edmonds; Philip Dyke followed by stakeholder organisations, then a general review of the progress of the project was provided. This included:

- Brief background to Coastal Heritage Revival Fund, the Bid & Project [*For those who may be attending this, but not the last meeting*]
- A summary of the last meeting together with the public engagement opportunities that had been provided, to invite comments on the information that had been widely circulated within the local community.

This was followed by a presentation that illustrated and provided an update on different projects that were being considered, as part of the Feasibility Study.

It was emphasised that at this stage, these were simply ideas that had developed as a result of:

- Discussions with local people, landowners and businesses
- Empirical site survey and analysis of the issues facing Seatown
- The Strengths, Weaknesses, Opportunities and Threats analysis that had been completed at the last meeting on 13 January
- Experience and comparison with similar environments on the Jurassic Coast and more widely.

An update summary of the different projects was reported as follows:

- **Provision of passing places on Sea Hill Lane between Chideock and Seatown.**
Potential for 3-4 passing places to accommodate 4 cars in each location. Costs provided by Dorset CC Highways vary depending on extent of engineering works required. Subject to landowner support.

- **Provision of pedestrian walkways within fields adjacent to Sea Hill Lane.**
Informal footway alongside highway within fields, subject to landowner support. Costs provided by Dorset CC Highways vary depending on extent of engineering works required and precise nature of surfacing.
- **Provision of pedestrian walkways within field adjacent to the concrete Bridleway Number 18 that extends from Seatown to Mill Lane Chideock**
As above, but query whether path alongside Sea Hill Lane would be needed as well as this, alongside bridleway, which will improve access to and from Chideock for pedestrians to Seatown generally and which would be safer in the evening/when dark compared with Sea Hill Lane.
- **Improved Signing for Safety, Information & Interpretation & Public footpath and Bridleway Signing**
Essential improvement required to be implemented in a coordinated manner with broad partnership support for content and also for funding. Potential for some improved signing as a 'Quick Win' subject to partners agreement and some funding

A separate presentation was provided by Richard Edmonds on signing opportunities and options to meet expectations, with a strong emphasis on wide partnership to provide the best possible information and interpretation about the range of subject matters that need to be addressed, in a coordinated manner.

- **Pedestrian Refuge/ Footway**
On the road to the turning head to provide improved and a safe pathway for pedestrians to access the seafront area/beach, and also to prevent parking on double yellow lines and road access being impaired. Proposed bollards to be used in summer period only; May-October, and removed in winter.
- **Provision of a new vehicular turning head at the southern end of the highway, with appropriate seaward protection**
Improved turning facility, but requires use of part of concrete apron and some sea defence support e.g. stone gabions. Removes traffic from existing small turning area.
- **Improvements to Existing Turning Area and Public Conveniences.**
Reduces vehicle/pedestrian conflict & provides more space for interpretation boards and improved setting and safety for those using public conveniences
- **Land Adjacent to and behind the rock armour sea defence**
Opportunity to provide some improved protection to the concrete apron, a number of design solutions identified which are to be assessed by an independent engineer, as part of the Feasibility Study.
- **Car Park Opening times/restrictions**
Potential to examine this option and opportunity to enable earlier and later visits to Seatown & car park by local people and visitors, which is difficult at present due to lack of other parking areas/spaces; notably in summer when demand is greatest.
- **Car Park Charging Regime**
Greater flexibility through pay and display with hourly charges, rather than single 'all day' charge, that currently is a disincentive to many people; locals and visitors. Maximum benefit if implemented in conjunction with extended hours of operation.
- **Overspill Car Park**
3 options considered; 2 along Sea Hill Lane which are on land that is sloping with access difficulties and one which would be adjacent existing car park, which means it would be more apparent as an 'overspill' area and would facilitate better management and links between the 2 car parks, even though areas are in different ownership.

- **General Aesthetics and Materials**

Overall improvement in quality of signing, material and other infrastructure needed to enhance the local environment for residents and visitors

- **Park and Ride Service from Chideock**

Theoretical option but major project, not able to be assessed in detail as part of this study. Difficulty in identifying a suitable car parking site in Chideock and other issues.

- **Variable Message Signing Board on A35 for Car Park Capacity**

Potential Highways England concerns, as could result in driving uncertainty and changing mind at short notice which could cause safety issues. Telemetry required to link car park with signs. May not be required if overspill car park provided. Meeting between CPC and Highways England planned, when this option will be raised

Potential Implications of each project for different groups

The table below aims to demonstrate the implications of the above projects to the various interest groups.

1	Project Implications for.....	Local Residents	Visitors	Businesses/Landowners
2	Sea Hill Lane Passing Places	Reduced congestion and hold ups	Improved access to Seatown	Speedier access for customers and deliveries
3	Pedestrian walkways within fields	Improved safety when walking from Chideock to Seatown via Sea Hill Lane	Improved safety when walking from Chideock to Seatown via Sea Hill Lane	Land needed to be dedicated to enable path to be provided
4	Pedestrian walkways within field adjacent to the concrete bridleway	Improved safety when walking from Chideock to Seatown via Mill Lane / BW18	Improved safety when walking from Chideock to Seatown via Mill Lane / BW18	Land needed to be dedicated to enable path to be provided
5	Improved Signing for Safety, Information & Interpretation	Visual improvements compared with current situation and better information	Enhanced information and understanding of the area – better experience	Landowner required to permit provision of signs on land
6	Pedestrian Refuge/ Footway	Reduction in unauthorised parking on yellow lines and so less congestion & disruption	Clearer understanding of where parking is permitted or not. Less opportunity for unauthorised parking	N/A
7	New vehicular turning head	Easier access and turning at the end of the road, less conflict for local people walking	Easier access and turning at the end of the road, less conflict for people walking	DCC as Highway Authority required to agree standards for and ultimately adopt new turning area
8	Improvements to Existing Turning Area	Less conflict with traffic for pedestrians	Less conflict with traffic for pedestrians Improved provision of interpretation and information about the area	Agreement required to amend the highway and relinquish this area

9	Land Adjacent to and behind the rock armour	Greater protection over future storm events due to additional armour	More attractive local environment	Land needed to be made available but more secure protection for longer term
10	Car Park Opening times	Greater flexibility in use of car park	Greater flexibility in use of car park	Some concession required to permit greater flexibility is opening times
11	Car Park Charging Regime	Far more flexibility in use of car park, notably for short stay. Reinstatement of Season Tickets for genuine residents.	Far more flexibility in use of car park, notably for short stay, resulting in Seatown being more welcoming and less frustration caused by 'all day' parking fee only, so enhanced experience overall.	Additional capital set up costs for machinery but possible additional revenue depending upon whether short stay income exceeds previous long term parking fees
12	Overspill Car Park	Less traffic returning up Sea Hill Lane due to car park being full, so less congestion and general disturbance in holiday season and on busy days	Improved and additional parking on busy days in summer, so less frustration and improved overall experience	Potential for additional income due to in visitors being accommodated and having a positive experience at Seatown with potential additional income expenditure
13	General Aesthetics and Materials	Overall environment improvement and Seatown being a more attractive location	Overall environment improvement and Seatown being a more attractive location	Overall environment improvement and Seatown being a more attractive location
14	Park and Ride Service	Less vehicular traffic accessing Seatown via Duck Street and Seahill lane.	Potential benefit in service but only if reasonably priced and easy to access	Capital cost in setting up. Land & route need to be identified. Viability issues due to limited period of operation.
15	Variable Message Signing	Potentially less traffic entering Sea Hill Lane, but HE potential issues about its provision. Improved air quality in a high AQMA.	Greater certainty over availability of car parking spaces	Greater certainty over availability of car parking spaces, so less frustrated customers