

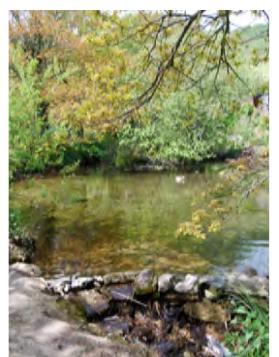
Abbotsbury



Fleet



Langton Herring



Portesham

# Chesil Bank Parish Plan

2010

## **THE PARISH**

The Chesil Bank Parish is bordered on the seaward side by the geographical phenomenon known as the Chesil Bank, from which the parish takes its name. The Chesil Bank forms a section of the World Heritage Site commonly known as the Jurassic Coast. The Fleet lagoon, a tidal waterway that runs between the land and the Chesil Bank on the parish's southern boundary is a waterway of extreme importance, providing a wetland environment of special scientific interest. The parish itself is designated A.O.N.B (area of outstanding natural beauty) as well as being within a conservation area. Historically, there are a plethora of archaeological sites as well as there being a significant number of Grade 2 listed properties within the parish, many of which are also in the Queen's Commission of Historic Buildings register.

The Chesil Bank Parish consists of a group of four parishes; Fleet, Langton Herring, Portesham and Abbotsbury. Each of these parishes have individual requirements and expectations, dictated in the main by both their historical and geographical locations. This has been taken into consideration when compiling the Chesil Bank parish plan.

A map showing the boundaries of the 4 parishes can be found in the centre pages of this document.

## **CONTENTS**

Introduction to the questionnaire .....	1
Abbotsbury Parish .....	2
Fleet Parish.....	3
Langton Herring Parish .....	4
Portesham Parish .....	5
Community (Social, Domestic, Leisure) .....	6
Transport.....	9
Healthcare Services.....	11
Public Services .....	12
Communications.....	13
Parish Map .....	14-15
Crime Prevention .....	17
Housing.....	18
Education .....	19
Environmental.....	20
Roads & Safety .....	21
Commercial.....	22
Action Plan.....	24-27
Appendix.....	28-29

# Chesil Bank Parish Plan

## **PARISH PLAN QUESTIONNAIRE & RESPONSES**

The parish plan questionnaire survey conducted at the end of 2008 produced a total of 492 responses. The questionnaire consisted of 58 primary questions that when permuted meant that this report is based on over 109,000 replies. The responses to the questionnaire have been categorised into the following section headings: community, transport, health care services, public services, communication, crime prevention, housing, education, environmental, commercial, roads and road safety. These categories, reflecting the questions and their responses, are detailed below together with any requirement where applicable. An action plan based on the requirements deduced is included with this report.

When analysing the responses to the questions, it has to be taken into consideration that the four 'sub-parishes' of Fleet, Langton Herring, Portesham and Abbotsbury, together with their outlying hamlets inevitably have divergent levels of concern as well as alternative expectations, thus geographical variations have been highlighted where deemed appropriate. Over 30% of Chesil Bank Parish residents answered the parish plan questionnaire; these parishioners will be referred to in this report as the 'respondents'.

## **ABBOTSBURY PARISH**

Abbotsbury parish is the most western parish in the Chesil Bank group, lying between the Ridgeway hills and the Chesil beach. The parish includes the outlying settlements of Rodden, New Barn and Elworth.

The origins of the parish go back to 6000BC with the first evidence of hunters/gatherers around the Fleet lagoon. There are numerous Neolithic tumuli, a stone circle and long barrow on the Ridgeway above the village. In approximately 500BC the Iron Age hill fort was constructed on the hilltop to the north west of the present day village. There is a Roman signal post on this Celtic hill fort. The first documented evidence attributable to Abbotsbury is a charter dated 1023 when King Canute gave land, including Portesham and Abbotsbury to his 'huscarl', Orc. It was Orc who was responsible for building the Abbey in 1044 that he subsequently gifted to the Benedictine Order, together with his lands. Abbotsbury remained the property of the Abbey until the dissolution of the monasteries during the reign of King Henry VIII, after which the Abbotsbury estate was purchased by Sir Giles Strangways. The descendants of the Fox Strangways family, now the Earls of Ilchester, still own much of Abbotsbury village and surrounding lands to this day.

During the Civil War, Sir John Strangways and his retainers in Abbotsbury fought for the Royalists. In a fiercely contested battle, centred around the village church and the manor house that Sir Giles had built on the site of the destroyed Abbey, the manor house was fired and many of the historic Abbey documents were lost.

Many of the cottages in the village were built during the 17th/18thC from local stone, some of which have thatched roofs. The village has many significant buildings of note. The 14thC St. Catherine's Chapel on Chapel Hill above the village provides a landmark for sailors. The 14thC Grade 1 listed Great Tithe Barn is reputed to be the second largest tithe barn in Europe. The Grade 1 listed Abbey Gatehouse provided one of the gateways to the now demolished Abbey. 14thC St. Nicholas Church with suspected earlier origins shows bullet holes in the pulpit from the Civil War battle. The Granary and the old Dovecote together with Abbey House and Abbot's Walk provided evidence of the monastic settlement. The 17thC Ilchester Arms public house displays the arms of the Earl of Ilchester from the balcony. Other later buildings of note are the Old School House, the Strangways Hall, the Victorian reading room and the 19thC Congregational Chapel.

Historically, Abbotsbury residents were extremely industrious; fishing, farming, reed harvesting together with the making of nets, baskets, stockings, buttons and candles, providing a prosperous economy. Other more nefarious industries included smuggling and reputedly wrecking!

Abbotsbury today is still a thriving community with tourism and farming providing the mainstay economic wealth. There are three major tourist attractions centred around the village; the Sub-tropical gardens, great Tithe Barn children's farm and the historic Swannery, which in turn are supported by the many tea-rooms, shops and art and craft galleries. The village also has the benefit of a post office but like the other villages in the Chesil Bank group is disadvantaged by the lack of adequate public transport.

## FLEET PARISH

The small parish of Fleet is situated close to the Fleet lagoon and near to Weymouth.

Historically, Fleet was once one estate. Kelly's Directory of Dorsetshire published in 1889 lists the entire 1385 acres of the parish as owned by Lord of the Manor, Henry Charles Goodden, whilst Fleet House (now the Moon Fleet Manor Hotel) was at that time rented by Sir Henry Peto.

The name 'Moonfleet', often attributed to the village and parish of Fleet, is the title of a novel penned by J. Meade Falkner, first published in 1898. This fictional tale of smuggling is based in and around the village of Fleet and draws inspiration from real events. The Mahuns were real life residents and owners of Fleet around the middle of the last millennium, leading some to speculate that 'Moonfleet' is a confluence of the two names; Mahun and Fleet. It is the Mahun coat of arms that adorns the main gates to the village.

In the great storm of 1824 tidal waves surged up the Fleet, demolishing much of the village. The area around Butter Street and Laundry Cottage were badly affected and the old Parish Church almost totally destroyed. Today only the chancel remains. A replacement church was built in 1827 by the then incumbent Reverend George Gould. Henry Goodden and Sir Henry Peto provided an ornate, stained-glass window.

Other than independent wealth, farming and fishing were once the most important activities in Fleet. Dairy, arable and poultry farming have all been important employers, but in recent decades farming has suffered a substantial decline; four farms in the parish have ceased dairy production, two in the last decade.

The main uses of land and the main providers of employment in the parish are now arable and beef farming, equine businesses and tourism. In addition to the hotel in the parish, there are also four licensed camping parks, providing over 1,100 pitches for visitors to the area. This represents around 168,000 'visitor nights' through the six weeks of the main summer season.

Some parish residents now derive their income from work outside of the village whilst others have come to the parish to retire. Home working also plays a part, but distance is a barrier to broadband via landlines. The parish has no village hall and no public transport outside of the summer holidays. The nearest full-time shop, post office and school are outside of the parish, in Chickerell village.

## **LANGTON HERRING PARISH**

Langton Herring is a small village in close proximity to the Fleet lagoon. The earliest record of a settlement at Langton Herring records 'Langetone' to have been Saxon owned during the reign of Edward the Confessor (early 11thC). Sometime after the Norman conquest, the village belonged to the French Sarmunville family and became known as Langton Sarnville. Around 1269 a Philip Harang was granted land and the manor at Langton and by 1315 the village had become known as Langton Herring, as it is named today. In 1753 the manor and lands were sold to William Sparks of Dorchester and there are still descendants of the Sparks family in residence at the Manor House to this day.

Langton Herring has several buildings of note. The 13thC church underwent restoration during the 19thC, largely due to the Sparks family who also erected field walls, drainage ditches and the plantation. The Old Rectory is now in private hands. The 19thC school was given to the church in 1908 by Mr Sparks and after the school closed in 1943 it became the church hall and subsequently the current village hall. The 16thC Elm Tree public house fascinates with tales of smugglers and a bricked up cellar with a secret tunnel! At the junction to Langton Herring from the B3157 is Langton Cross, a 14thC stone cross believed to have been a resting place for pilgrims travelling to the abbey at Abbotsbury.

There is no war memorial in the village as, fortunately for the village people, they suffered no loss of service men during the two world wars. During WW2 the Langton Herring coastguards road offered access to the Fleet lagoon for Barnes Wallis to test the 'bouncing bombs' that later destroyed two major dams in Germany. This event was subsequently immortalised in the film 'The Dambusters'.

The centre of the village today remains largely unspoilt, many of the dwellings dating back to the 18thC. The village currently has a population of 121 adults and 18 children. Many of the residents are retired with the remainder mainly working in the nearby towns of Weymouth and Dorchester.

The main uses of land and the main providers of employment in the parish are from the parish's two farms, the recently re-opened village forge, holiday cottages and the public house. The village hall provides a thriving community centre that has immense resident support. The community also has the advantage of good support from neighbouring parishes and friends but is severely disadvantaged with regards to public services; there no longer being a village shop, post office or adequate public transport.

## **PORTESHAM PARISH**

The village of Portesham lies in a valley south of the Dorset Ridgeway about two miles from the sea. The parish includes the outlying settlements of Corton, Coryates, Shilvinghampton and Waddon.

The first documented mention of 'Porteshamme' comes from the Anglo Saxon charter of 1024; the name translated from the Old English means 'an enclosure belonging to a town'. The settlement of 'Old Possum' that used to be up on the top of the hill above the present day village, was described by the monk Nicholas of Guildford as a 'town' in the year 1250.

Archaeological excavations in 2000 at Manor Farm, just north of the village church, revealed human presence/activity on the site covering some 4,000 years from the Late Neolithic to the present; further evidenced by the numerous prehistoric sites scattered throughout the parish. Roman burials and pottery have also been found in the parish. The Manor Farm excavations further suggested that there may have been a Minster in Saxon Portesham pre-dating the existing medieval church; there was certainly a rare late 7th/early 8thC cemetery.

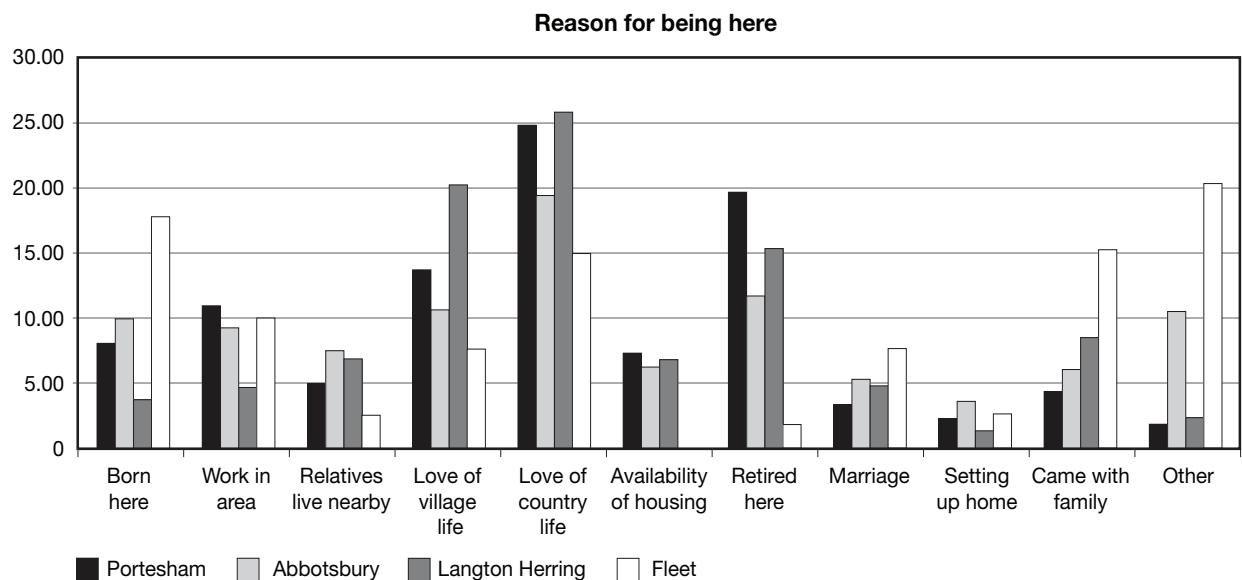
The Domesday Book (1086) lists Portesham as an estate of twelve hides belonging to Abbotsbury Abbey, which it held until the dissolution in 1539 after which it belonged to William Paulet. There was a mill on the stream on or close to the site of the current Millmead House near Malthouse meadows. From the hillside above Winter's lane, Purbeck limestone was quarried to build the medieval church and later the 18th - 19thC cottages which still form the historic core of the village. Notable buildings within the village include St. Peter's church, Methodist Chapel (1867) and schoolroom, Portesham House (once home of Admiral Sir Thomas Hardy), Trafalgar House and Temperance hall.

Farming, quarrying and home braiding of nets for the Bridport industries historically provided the economy of the village. Today many of the residents travel to work in neighbouring towns although farming still continues, albeit at a decreased level of employment opportunity.

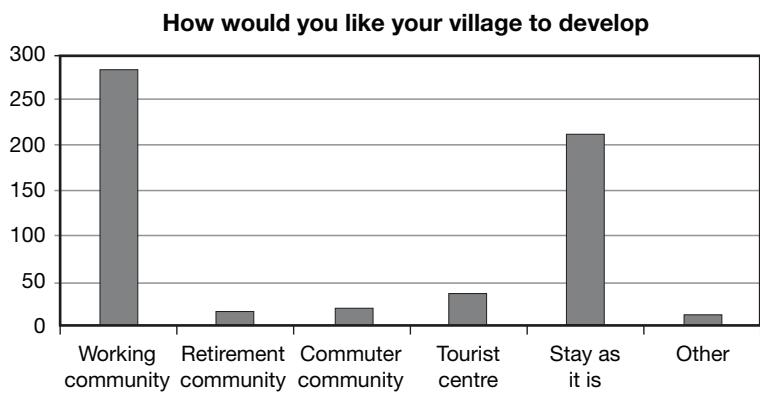
Portesham has the benefit of having the local village school and also the Doctors surgery in the village as well as a superb village hall, a public house and a garage. However services in the village are being eroded with the closure of the village shop and just recently the post office. The village is also disadvantaged by the lack of public transport to the main county town of Dorchester and lack of affordable housing for local families.

## COMMUNITY (Social, domestic, leisure)

**PARISH RESIDENTS:** Responses to the parish plan questionnaire from participating residents were as follows: 234 Portesham, 181 Abbotsbury, 51 Langton Herring and 26 Fleet. The highest proportion of young people responding was from Abbotsbury. Fleet and Abbotsbury respondents were well represented in the under forty four age group with Langton Herring and Portesham respondents tending to be older. The



length of time respondents had been living in their villages showed that the majority of Fleet respondents have been resident for 26-50 years, Abbotsbury and Portesham respondents resident between 6-15 years whereas Langton Herring respondents were more likely to have arrived in their villages within the last 5 years.



Respondents reported that one of their main reasons for living in the parish was to reside in the countryside. Other reasons cited were having been born in the parish, retirement, love of their village, being close to the sea and work opportunities. Being in proximity to friends and relatives or near a school was considered to be of less importance. There

was little support for villages to change from retirement, commuter or tourism centres. It was interesting to note that although Abbotsbury and Portesham seemed keen to see work opportunities, Portesham and Langton Herring were not keen to see changes made within their villages.

**Requirement: To preserve and conserve the rural environment.**

**YOUNG RESIDENTS:** There are a significant number of young people residing in the community, as is evidenced by the number of pupils attending Portesham school and Fleet children who attend Chickerell school, as well as older children attending schools in Weymouth and Dorchester and young adults attending local colleges. There are few activities available for young people to participate in and in recent years the playing of ball games in the streets has caused complaint from residents.

**Requirement: Facilities for young people including youth activities.**

**DISABLED RESIDENTS:** The majority of disabled respondents indicated them to be from Portesham and/or elderly.

**Requirements:** *Improve transport and access to medical services for the elderly and disabled .*

**RESIDENT'S ISSUES:** Respondents felt that the main community issues in order of ranking to be: public transport, local housing, dumped cars, mobile library, car service, pavements and geese.

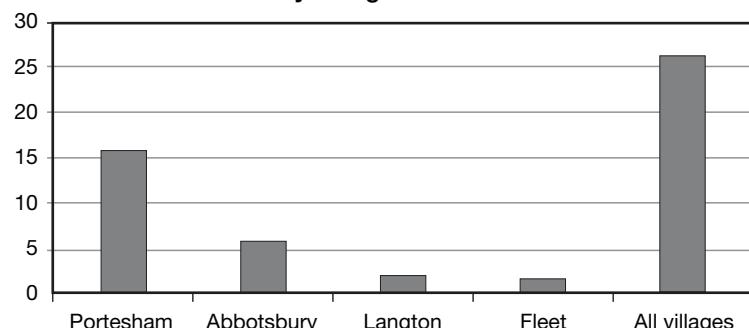
**Requirement:** *Analysis of these community issues by village.*

**RESIDENT'S CONCERNs:** Respondents reported their concerns in order of ranking to be as follows: road safety, dog fouling, litter, theft and anti-social behaviour. The geese in Portesham were perceived by several respondents as useful for traffic calming.

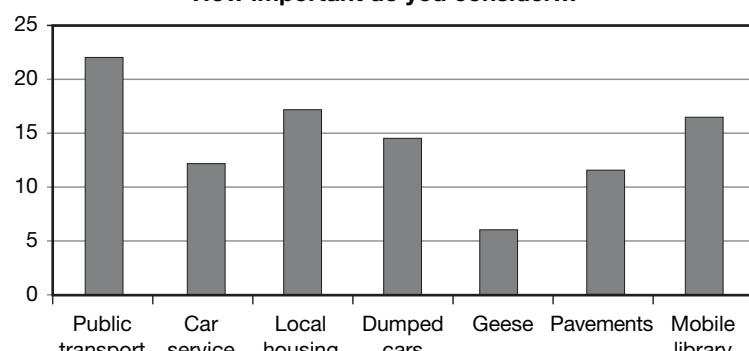
**PARTH CHURCHES:** 90% of respondents stated the importance of parish churches for the following reasons; historic buildings, religious ceremonies, community use, peace and quiet and Sunday worship.

**Requirements:** *Continued support/usage of parish churches.*

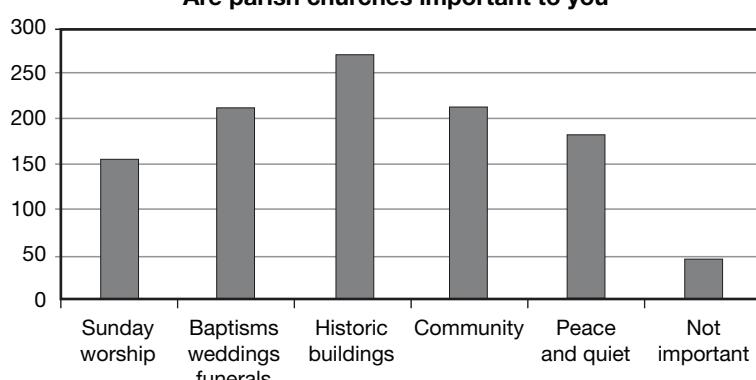
**Are you registered disabled**



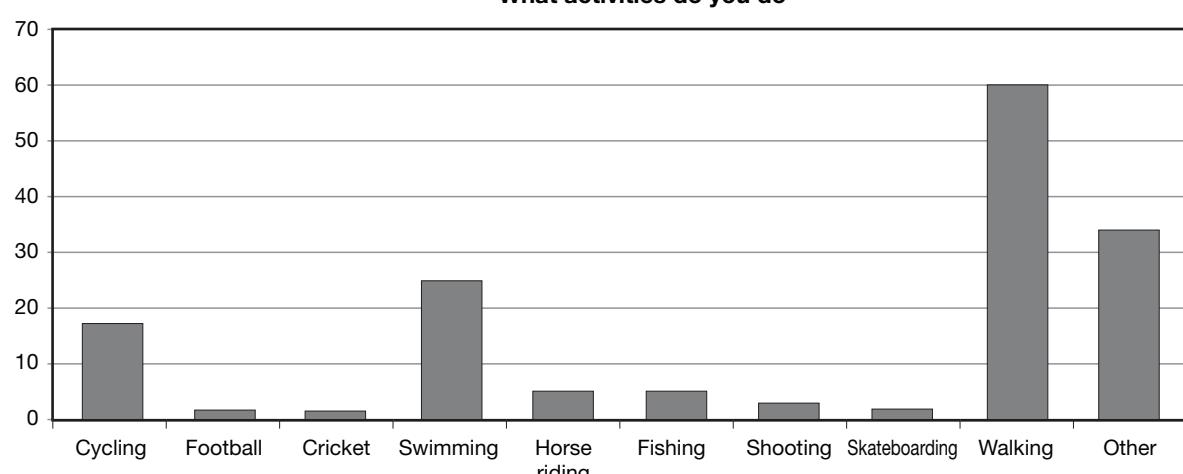
**How important do you consider...**

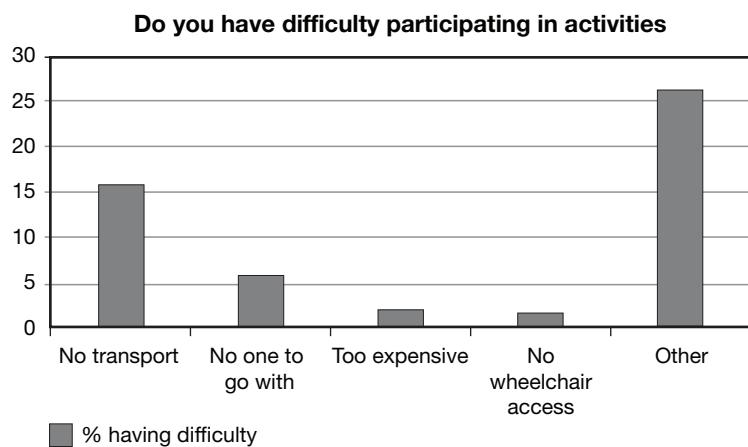


**Are parish churches important to you**



**What activities do you do**





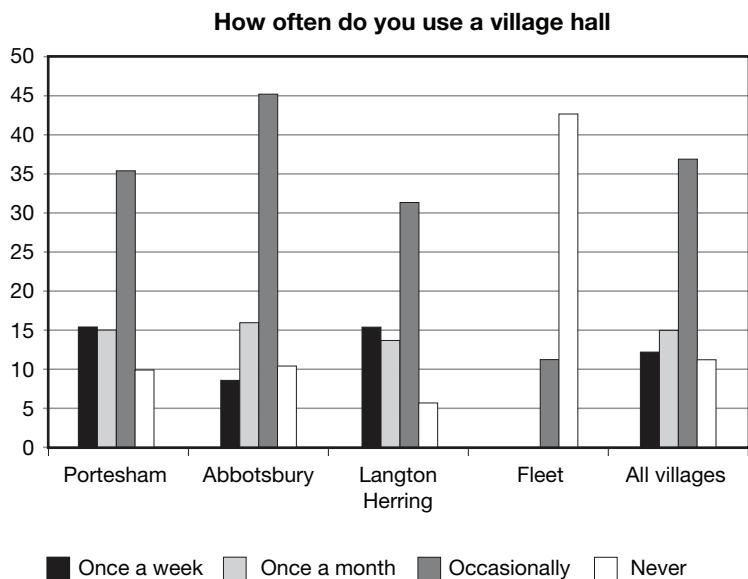
Approximately one third of respondents reported doing other activities, mainly participating outside of the parish, the majority travelling to Weymouth to pursue their activities although a significant number also travelled to Dorchester, Bridport or further away.

**Requirements:** *Maintenance of footpaths and cycle ways. Survey into youth activities. Improve access to transport, the majority of cyclists were under 21 and road safety needs to be prioritised.*

**VILLAGE HALLS:** 88% of respondents use their village hall for social events, leisure and community projects/affairs. Lack of transport and expense were considered to be the main difficulties when travelling to social events outside of the parish. Of the four parishes, Fleet has no village hall.

**Requirements:** *Continued support of village halls together with financial backing for village hall committees.*

**ACTIVITIES:** Walking, swimming and cycling were reported to be the most popular activities within the parish; 61% of respondents enjoy walking the footpaths at least once a week. Traditional country pursuits such as horse riding, hunting, shooting and fishing had lower priority, excepting in Fleet where there is a livery stables and racing stables. Football, cricket and skateboarding barely registered.



## TRANSPORT

**MEANS OF TRANSPORT:** The questionnaire revealed that many households within the parish had at least two and in some instances, three cars or more. The vast majority of respondents use the car as their main means of transport, whilst a small minority of Portesham and Abbotsbury respondents reported bus, train or motorcycle as being their main means of transport. It appears from the questionnaire that the majority of car drivers in the parish are between the ages of 45-74yrs. 100% of Fleet respondents stated that the car was their major means of transport.

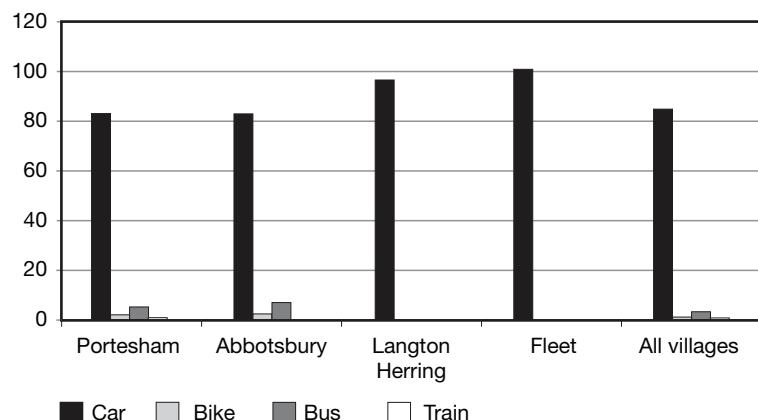
**Requirements:** *Improved public transport services; timetables and routes.*

**PUBLIC TRANSPORT:** Public transport was considered to be the most significant public service causing concern. Parish residents use the limited existing bus services for social, leisure and shopping but few people travel by bus in order to commute to their place of work. Fleet parish has no public transport service.

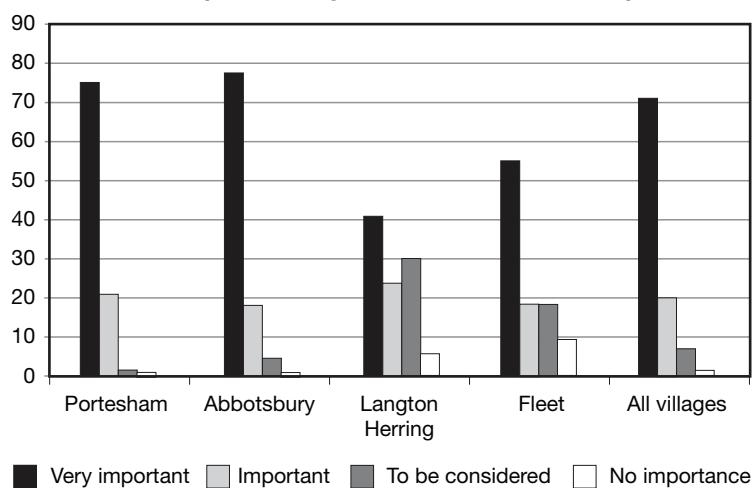
**Requirements:** *Improved bus timetables*

**NB:** Further analysis by age and village may suggest alternative bus routes also required.

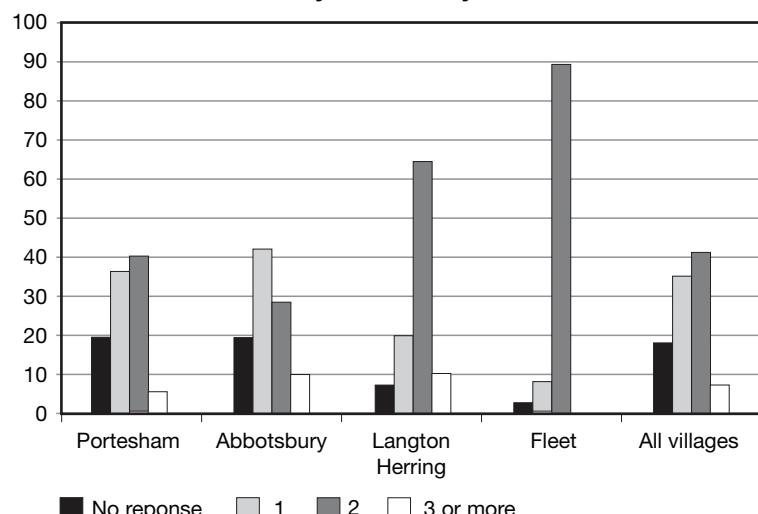
Which is your major means of transport



How important do you consider Public Transport



How many vehicles in your household



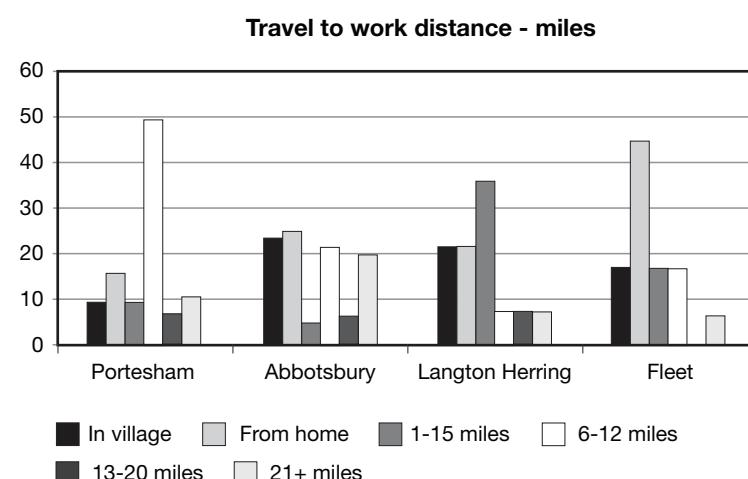
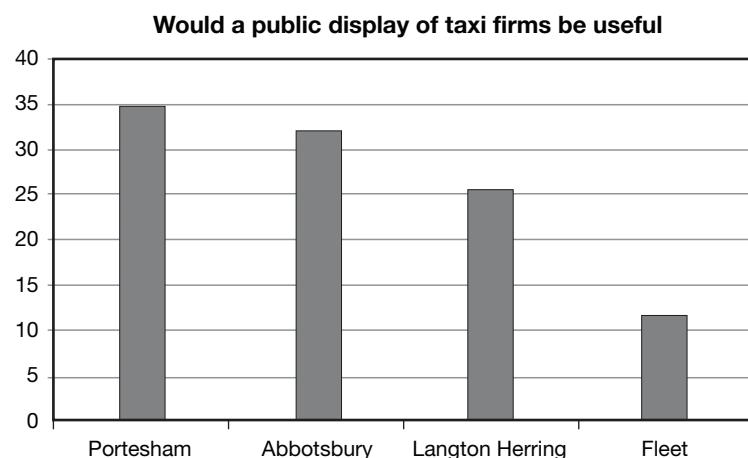
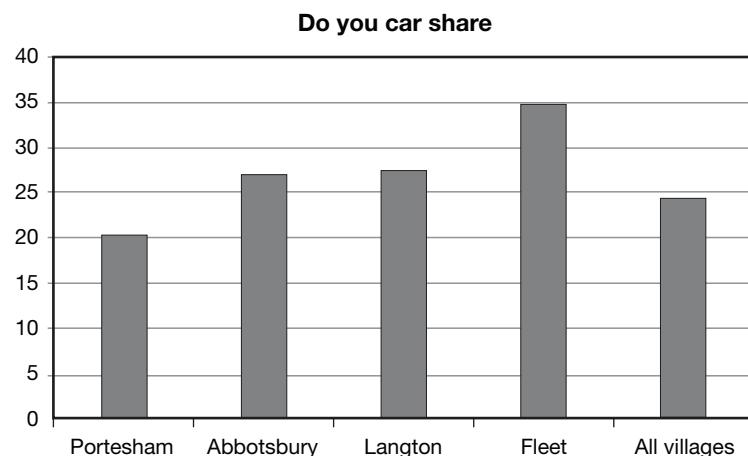
**CAR SHARE:** Approximately one third of Fleet, Langton Herring and Abbotsbury respondents car share with a slightly lower figure reported from Portesham.

*Requirements: To promote car share within the parish.*

**TAXI SERVICES:** Approximately one third of respondents would welcome public display information on taxi firms.

*Requirements: Taxi services being displayed on village notice boards and in the Chesil magazine.*

**TRAVEL TO WORK:** Portesham respondents showed a profile of mainly travelling between 6 and 12 miles to their place of work which suggests that they work in the neighbouring towns of Bridport, Weymouth or Dorchester, whereas the majority of Abbotsbury respondents worked either within their village or travelled further afield. Quite a significant number of respondents from all villages reported that they worked from home.



## HEALTH CARE SERVICES

**DOCTORS:** The vast majority of residents were satisfied with local medical care although with the doctor's surgery situated in Portesham, transport to the surgery from the other Chesil Bank villages can be an issue which improved public transport timetables/routes may help to resolve.

**Requirements:** *Continued support of local doctor's surgery. Investigation into possibility of weekly doctor's clinics in Fleet, Langton Herring and Abbotsbury.*

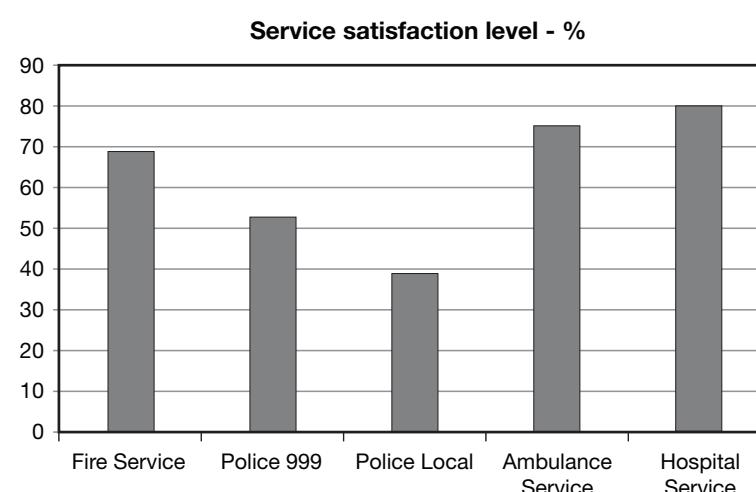
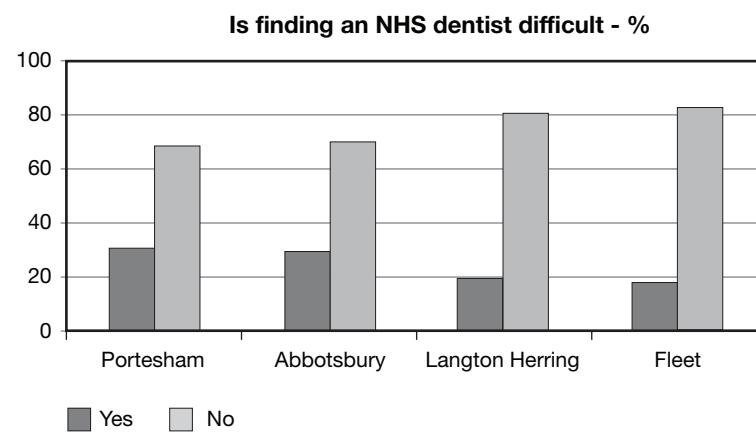
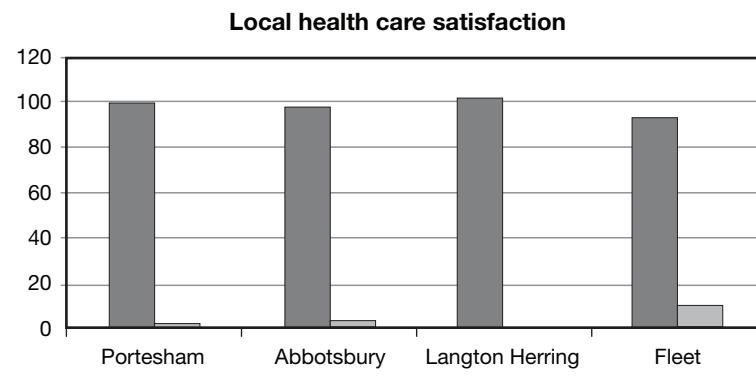
**DENTIST:** There does not appear to be any difference in difficulty finding a dentist by age, but there does seem to be a correlation with distance from the nearest conurbation.

**Requirements:** *More NHS dental services within the local area (ie Weymouth, Bridport, Dorchester)*

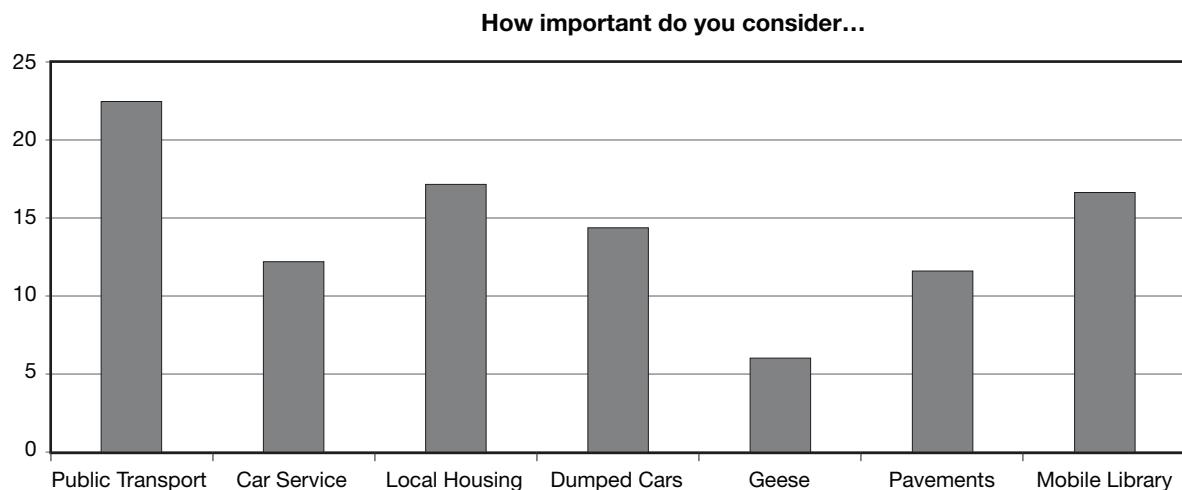
## HOSPITAL/AMBULANCE:

Respondents reported being satisfied with current level of service.

**Requirements:** *None identified.*



## PUBLIC SERVICES



**POLICE:** Concerns reported about policing of the area

*Requirements: Community police officers.*

**FIRE SERVICE:** Concerns reported about the ability of the fire service to provide a rapid response, especially should the service move away from the immediate area (ie Dorchester/Weymouth)

*Requirements: Support of our local fire service to keep it local.*

**POST OFFICE:** Since the parish plan questionnaire was completed the post office in Portesham village has closed, leaving the parish as a whole with only one remaining post office in Abbotsbury. The service provided by post offices is of paramount importance to the local community, as was evident from the survey. *See also 'commercial'.*

*Requirements: Provision of part-time post office facilities in Portesham.*

**MOBILE LIBRARY:** Mobile library service available.

*Requirements: To continue using the service in order to retain it.*

## COMMUNICATION

**DIGITAL TV RECEPTION:** At the time of the survey TV reception was not of major concern, however since the advent of the digital TV switchover, serious concerns have been brought to the attention of the parish council.

*Requirements: Continue to analyse service and lobby for improved reception.*

### PUBLIC TELEPHONES & MOBILE

**PHONE RECEPTION:** One male resident reported using public telephone box regularly; no persons under 25yrs reported using a public phone box. Home telephone lines were considered to be good although not in Fleet. Mobile phone reception was reported to be unacceptable.

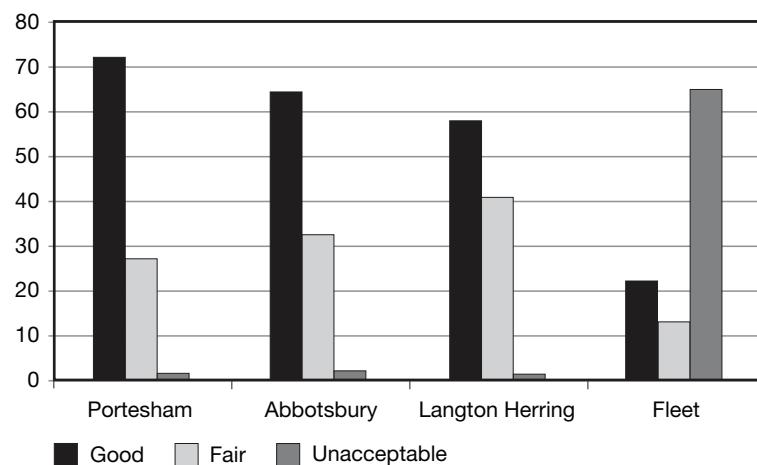
*Requirements: With mobile phone reception poor, or in many cases non-existent, it is essential that visitors to the area have access to emergency services via public phone boxes. The majority of residents completing the survey supported phone masts to increase mobile phone reception.*

### PROVISION OF LOCAL

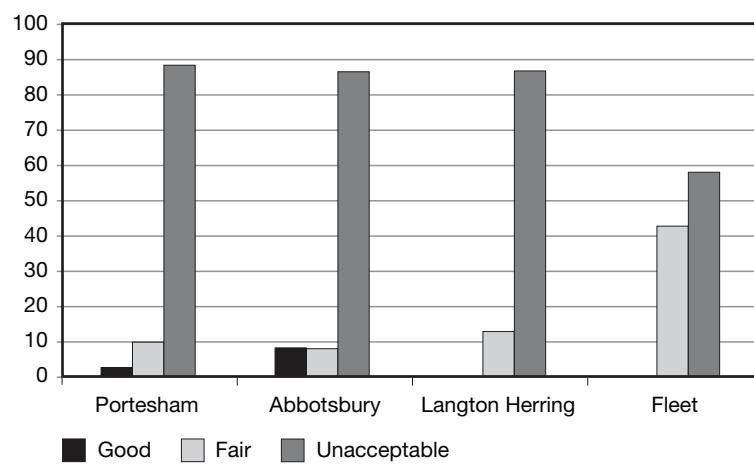
**INFORMATION:** The greatest provider of local information was reported to be the Chesil parish magazine and village notice boards. Respondents felt that good information was provided for health issues but information and/or help with regard to school problems, family problems, family planning, bullying and drug related problems seemed to be lacking.

*Requirements: To continue to support the parish magazine and to maintain village notice boards. There is possibly a requirement for social information clinics to be held locally.*

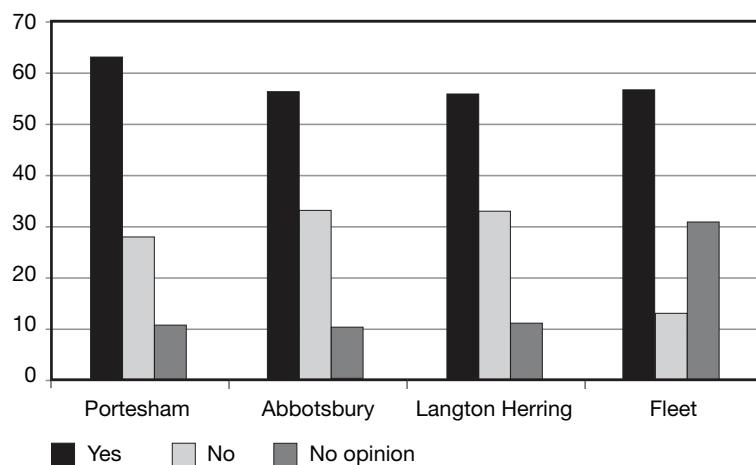
How do you rate telephone reception

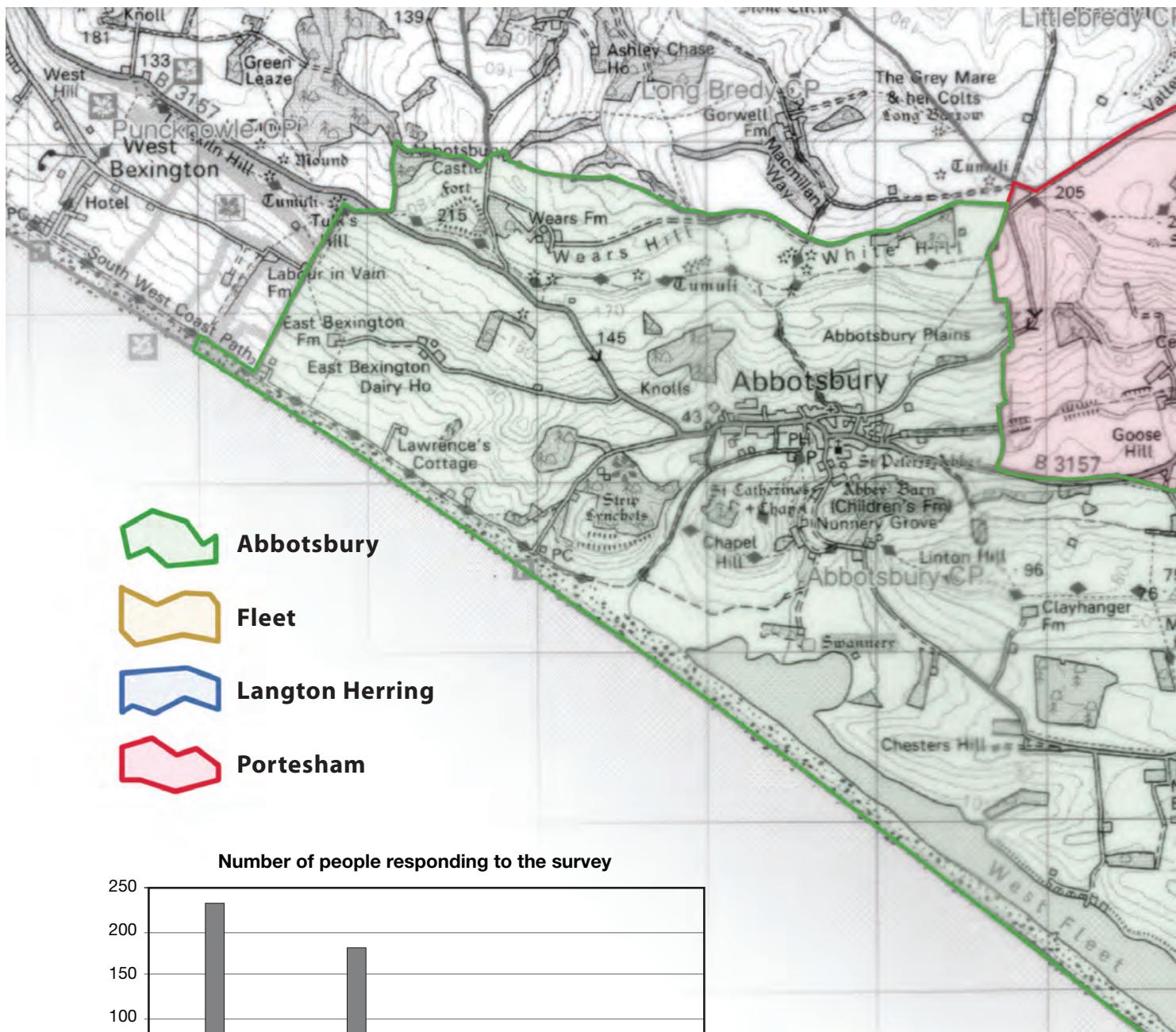


How do you rate mobile telephone reception

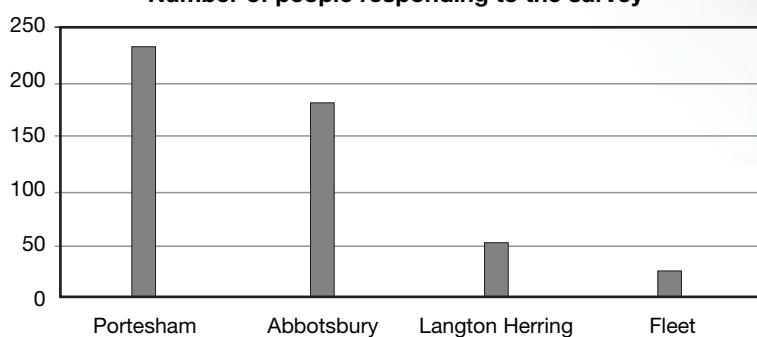


Would you agree to phone/TV masts

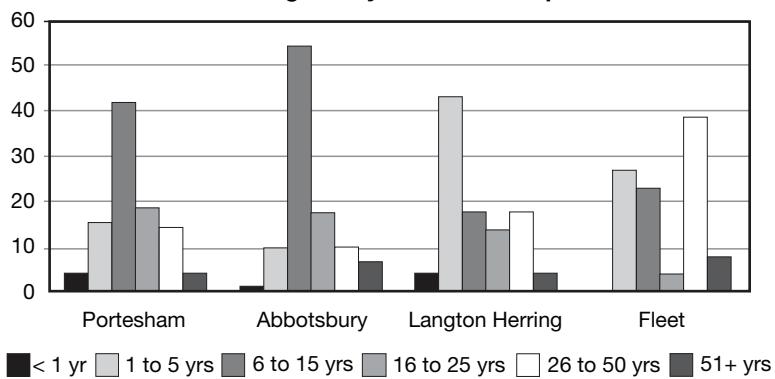


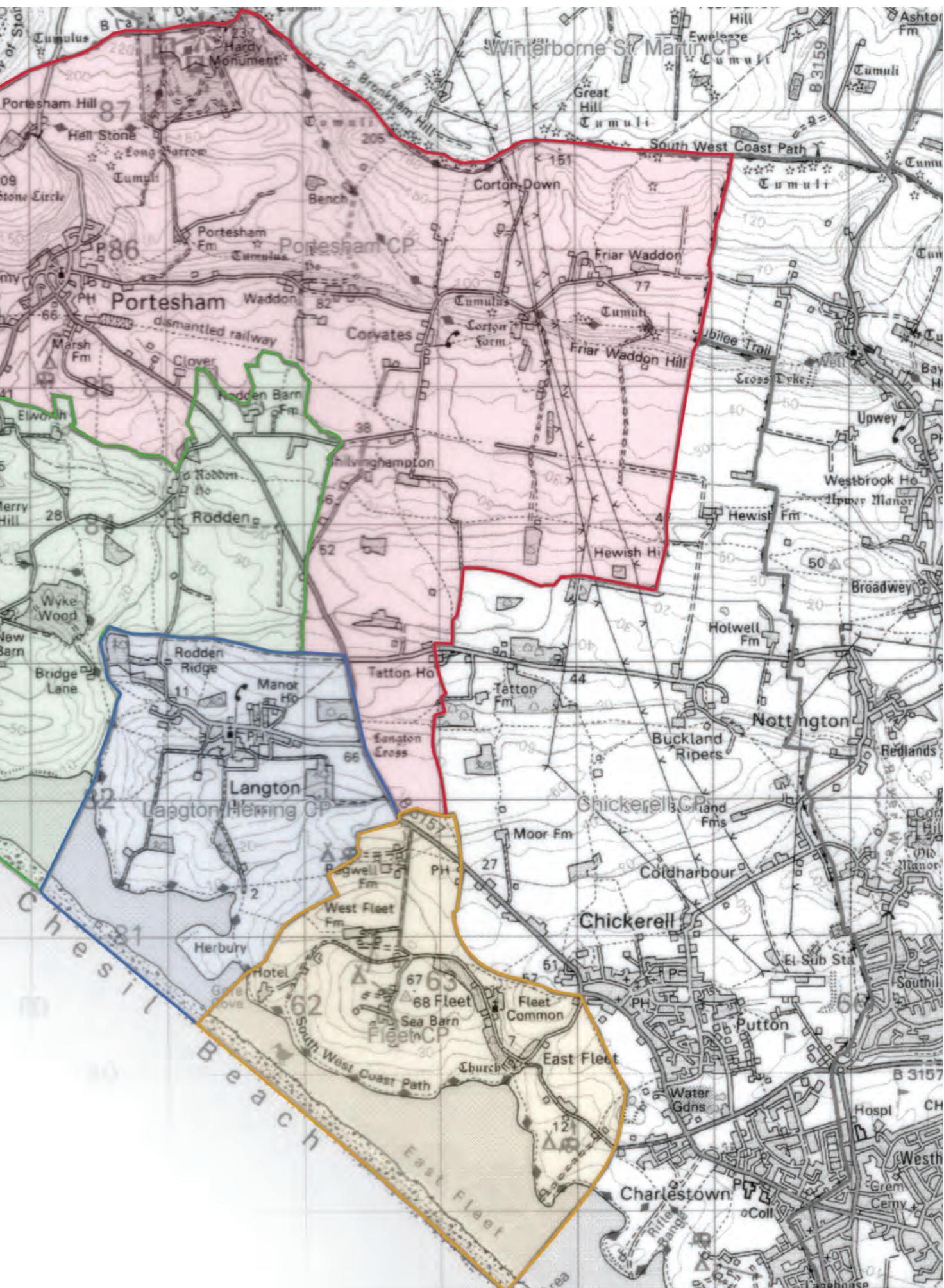


Number of people responding to the survey

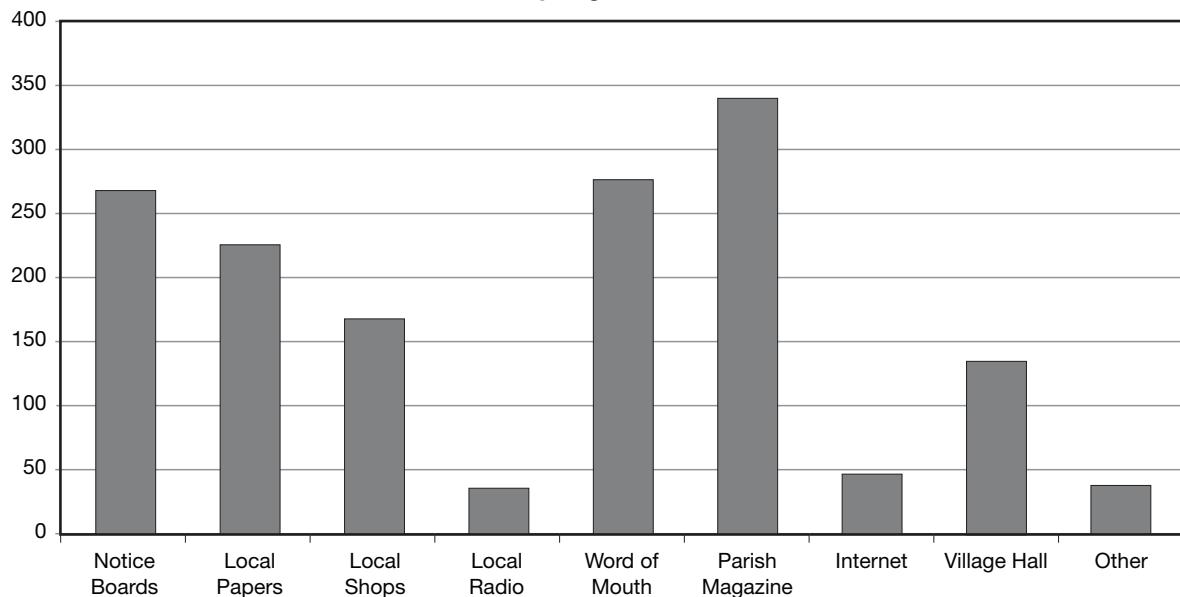


How long have you lived in the parish





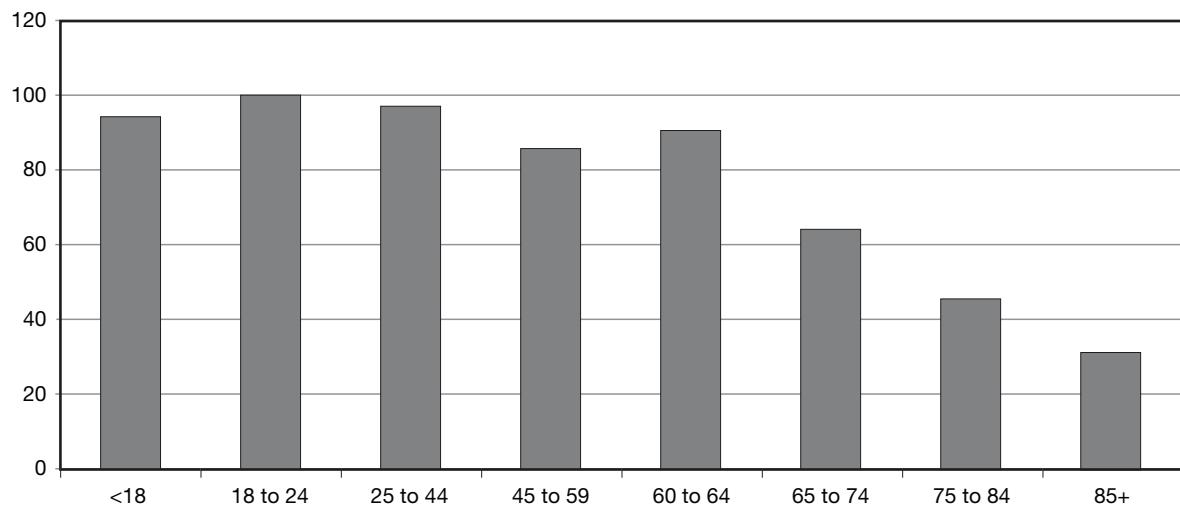
**Where do you get local information**



**INTERNET:** Nearly 100% of young people appear to have a computer at home, this percentage descending to 33% for people aged 85+.

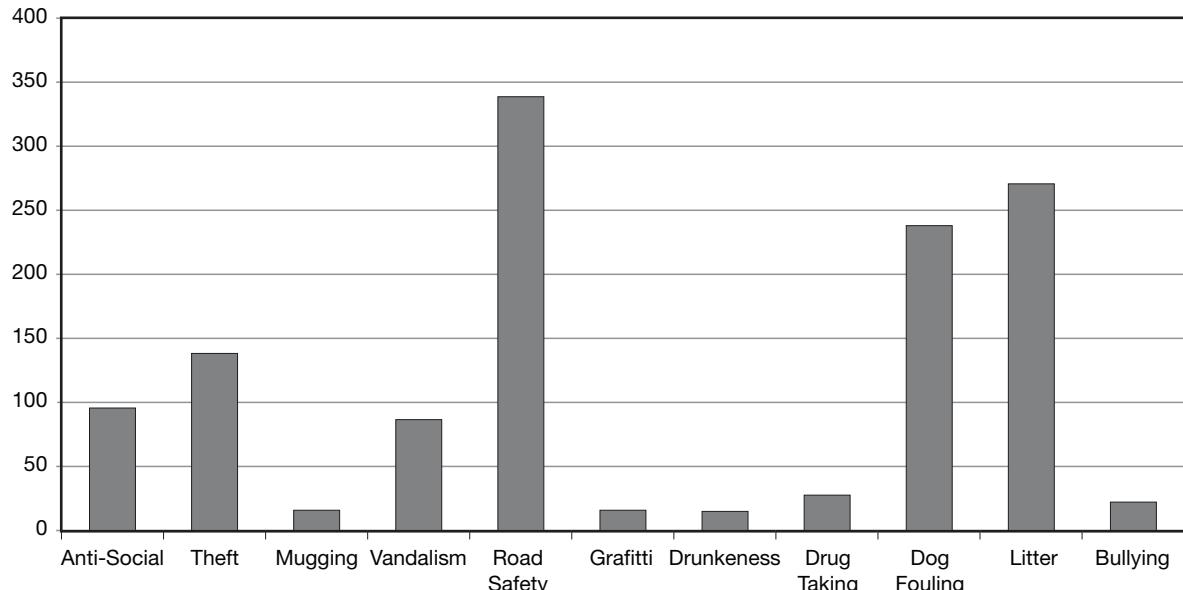
**Requirements:** Improved broadband services. Local internet points.

**Do you have a PC – By age – %**



## CRIME PREVENTION

**Which subjects are of concern**



**ANTI-SOCIAL BEHAVIOUR:** Respondents reported no major concern over mugging, graffiti, drunkenness, drug-taking and bullying. There was little support for drug/drink prevention programs and only moderate support for increased police involvement.

**Requirements:** *Promoting activities for youngsters was considered to be the most constructive way of dealing with anti-social issues.*

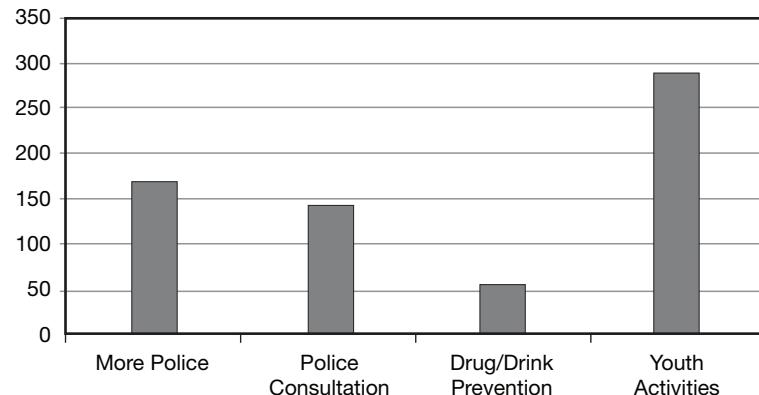
**THEFT:** 'Homewatch' schemes currently operate in Abbotsbury and Portesham.

**Requirements:** *To promote 'Homewatch' schemes in Langton Herring and Fleet and continue to develop existing 'Homewatch' schemes in Abbotsbury and Portesham.*

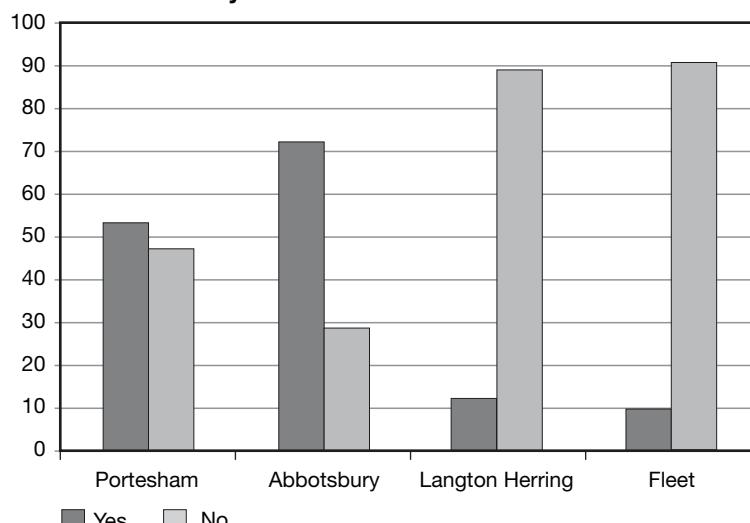
*The major concern expressed in the survey and in the open days was road safety.*

*This is discussed on page 21.*

**Which measures are needed**



**Are you aware of a HomeWatch Scheme**



## HOUSING

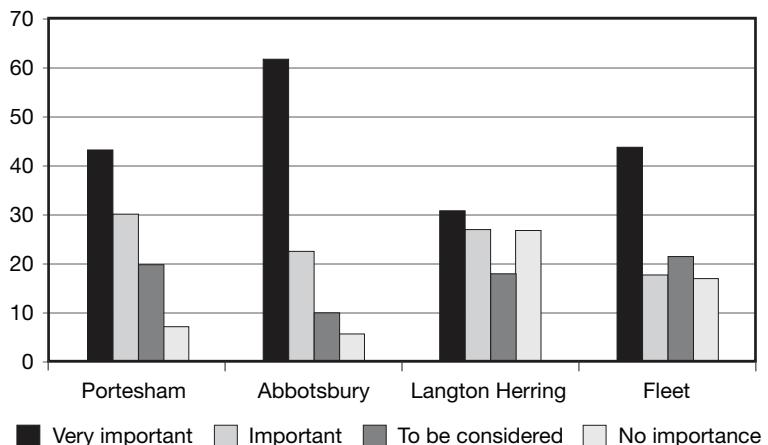
**AFFORDABLE HOUSING:** The price of property was considered to be a greater deterrent to property ownership than availability with 11% of respondents concerned as follows:

20% of Abbotsbury  
16% of Fleet  
5% of Portesham  
2% of Langton Herring

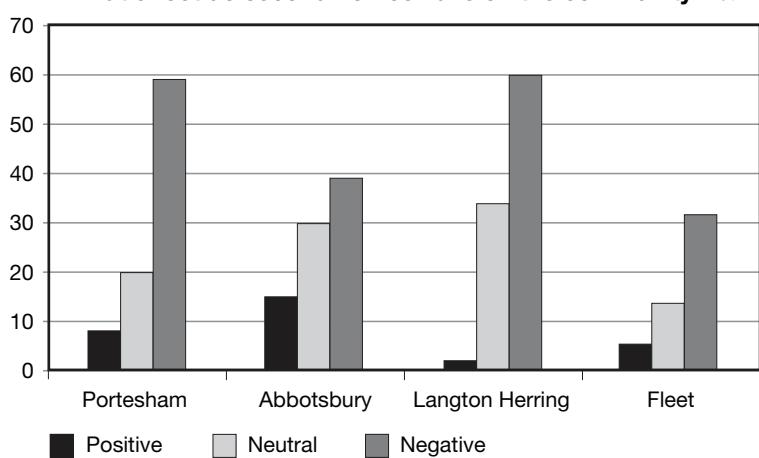
**SECOND HOMES:** The majority of respondents felt that second homes would have a negative/adverse impact on the community.

*Requirements: Planning restrictions on new build/improvement properties to facilitate purchase by local area residents.*

How important is local housing – %



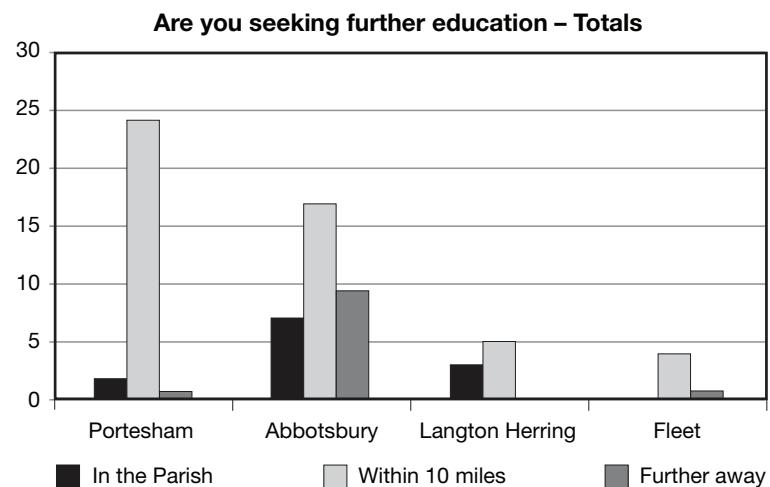
What effect do second homes have on the community – %



## EDUCATION

**SCHOOLS:** There is a local school in Portesham catering for 5-11yrs. The school currently has 78 pupils. Pupils from outside of Portesham arrive at school either by bus or by local taxi; travel funded by the LEA (ie County). Pupils over 11yrs have to travel to Weymouth by bus. Fleet children attend Chickerell primary school, outside of the parish boundary.

**Requirements:** *To continue to support local schools against current policy of village school closures and to maintain Local Authority provided school transport.*

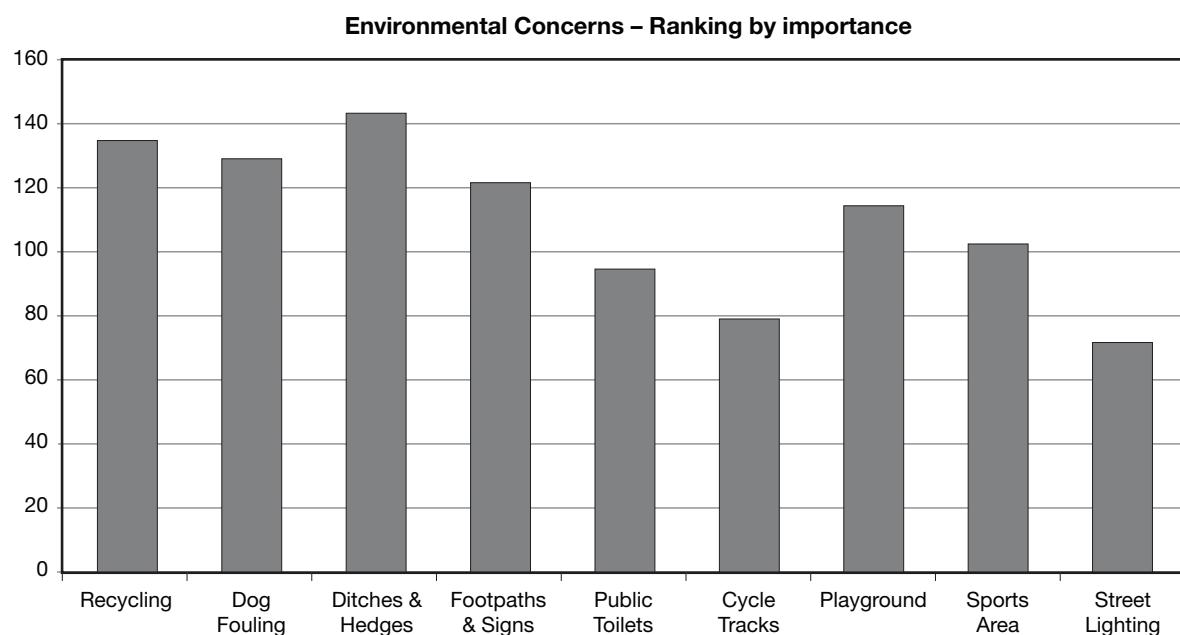


**FURTHER EDUCATION:** Respondents in the age group 45-59 years were most likely to be seeking further education with the majority of those doing so being female. Lack of transport was considered to be the greatest deterrent to seeking further education.

**Requirements:** *To promote opportunities for further education the following suggestions were presented; more child minders, after school clubs, holiday and vocational training schemes. Investigation is required into improved transportation.*

## **ENVIRONMENTAL**

**CONCERNS:** Respondents' environmental concerns in order of importance were as follows: ditches and hedges, recycling, dog fouling, footpaths and signs, public toilets, playground and sports area.



**DITCHES AND HEDGES:** *Requirement to be properly maintained.*

**RECYCLING/LITTER:** Respondents reported recycling glass, cans, paper and cardboard using the kerbside recycling pickup services provided by W.D.D.C. Other items tended to be recycled at recycling points outside of the parish. Items least likely to be recycled being plastics, tin foil and shoes. Between 80-90% of respondents requested kerbside pickup for plastics. Over 80% of Portesham, Abbotsbury and Fleet respondents felt local recycling points and more litter bins would be desirable.

**Requirements:** *Research into possibility/siting of local recycling point. More public litter bins and/or more frequent emptying of public litter bins.*

**DOG FOULING:** This appeared to be of significant concern to the majority of respondents.

**Requirements:** *Posting of anti-fouling notices together with telephone number of dog warden.*

**FOOTPATHS AND SIGNS:** *Requirement to be maintained.*

**PUBLIC TOILETS:** *Requirement to be maintained.*

**PLAYGROUNDS:** Absence of children's playgrounds in the parish Requirements: Children's playgrounds.

- See appendix (i)

**SPORTS AREA:** Portesham sports area (football field) is some way outside of the village requiring residents to walk along the busy B3157 to access the ground which is located on Elworth corner. Abbotsbury sports area (cricket ground) is situated at the west end of Abbotsbury. Neither of these facilities provide multi sport opportunities.

*Requirements: Better sport area facilities.*

**CYCLE TRACKS:** Many respondents of all ages enjoy cycling. Young people especially use cycling as a means of transport.

*Requirements: Safer and more prevalent cycle tracks would be welcomed.*

#### STREET LIGHTING:

*Requirement: Consultation with village residents.*

**PAVEMENTS AND VERGES:** Respondents gave a favourable response to verges with little consideration given to pavements.

*Requirements: Continued maintenance to verges and pavements.*

### ROADS AND ROAD SAFETY

**ROADS:** All respondents felt roads were poor or at best only reasonable. The four issues highlighted as being of similar primary importance by respondents were:

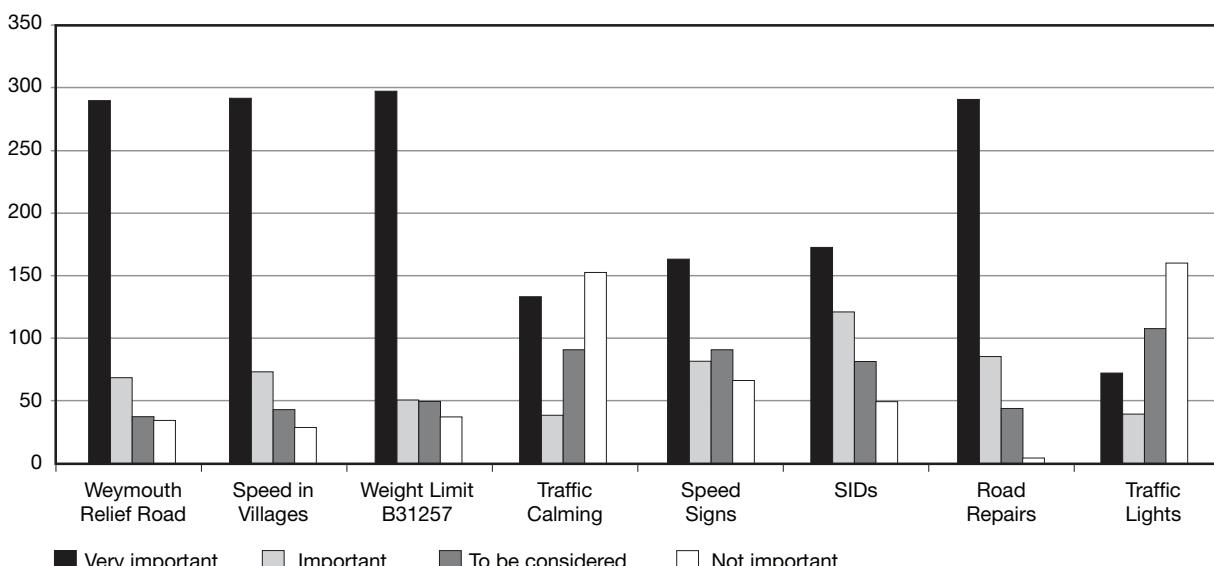
- |                      |                       |
|----------------------|-----------------------|
| Weymouth relief road | Speed in villages     |
| Road repairs         | Weight limit on B3157 |

Other issues raised concerned:

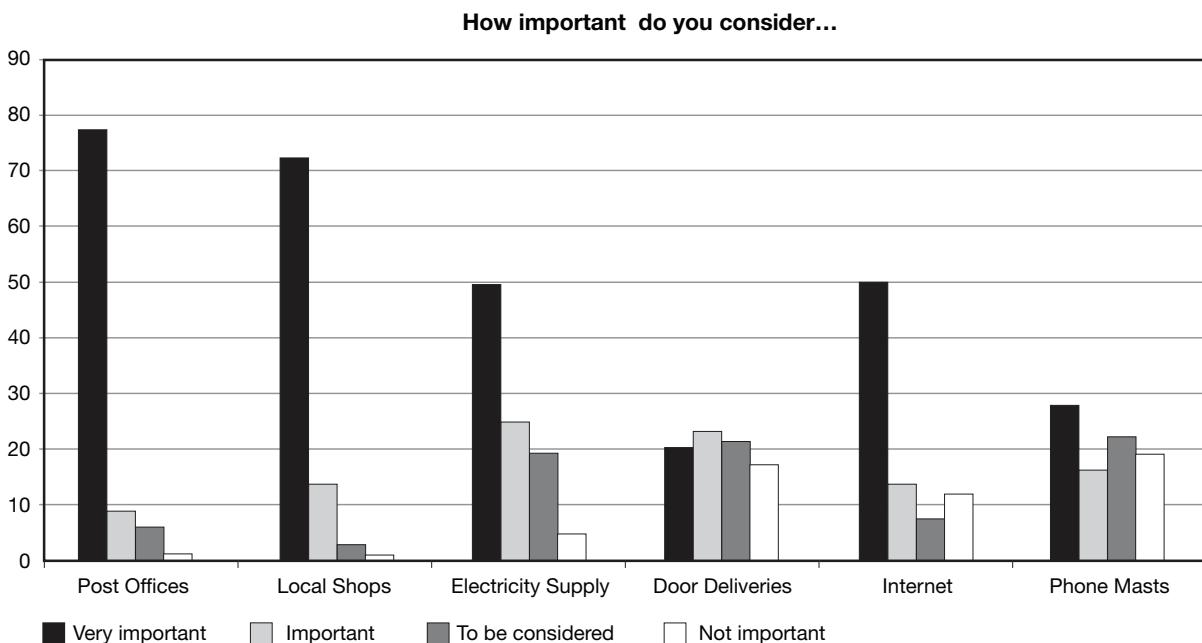
- |                 |                |
|-----------------|----------------|
| SIDs            | Speed signs    |
| Traffic calming | Traffic lights |

*Requirements: As part of the World Heritage Coast safe access to and from the Chesil Parish area is of the utmost importance, for all road users. Current road safety provision is clearly unsatisfactory, & considerable resources should be allocated to monitoring & improving the safety of access along the entire length of the B3157 particularly at the identified safety blackspots. Concerns were expressed that not all accidents were being recorded by the Authorities, resulting in inappropriate conclusions & actions taken. Residents to be encouraged to discuss their concerns with their parish councillors who are in consultation with highway's representatives.*

Traffic Management Issues



## COMMERCIAL

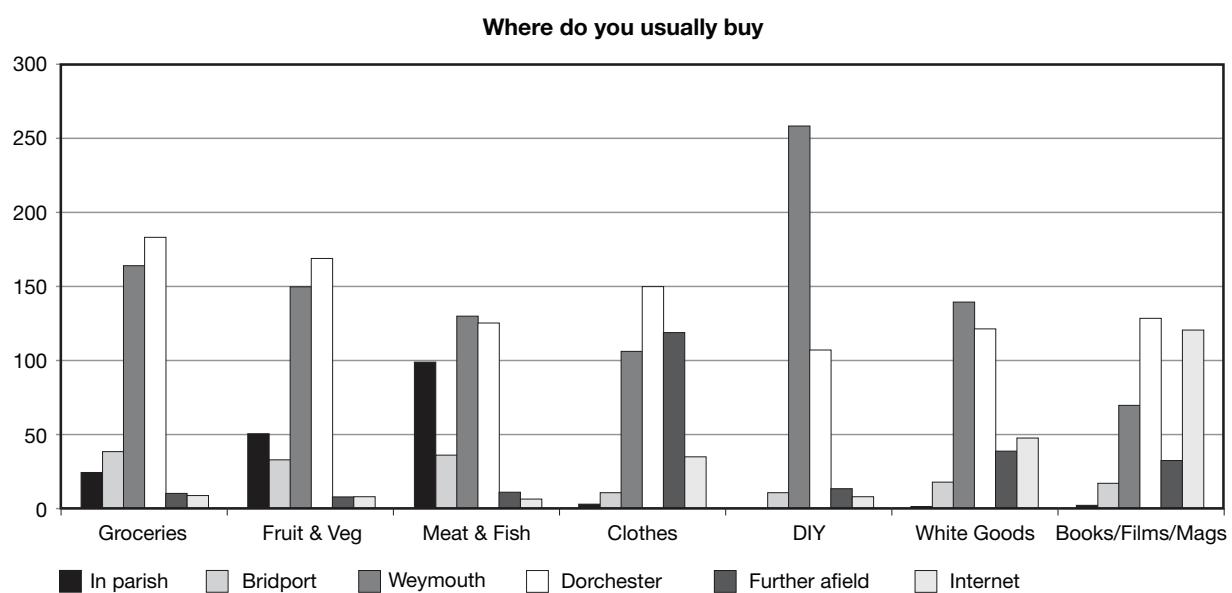


**PARISH SERVICES:** Local post offices were considered to be the most important local service followed closely by local shops.

*Requirements: Continued support of local post offices and shops.*

**SHOPPING:** Respondents reported that they were most likely to buy food items from the nearby towns of Weymouth and Dorchester, which were also popular for all goods, especially DIY merchandise. Using internet shopping for purchasing items such as books, films, music, clothes and white goods was also documented.

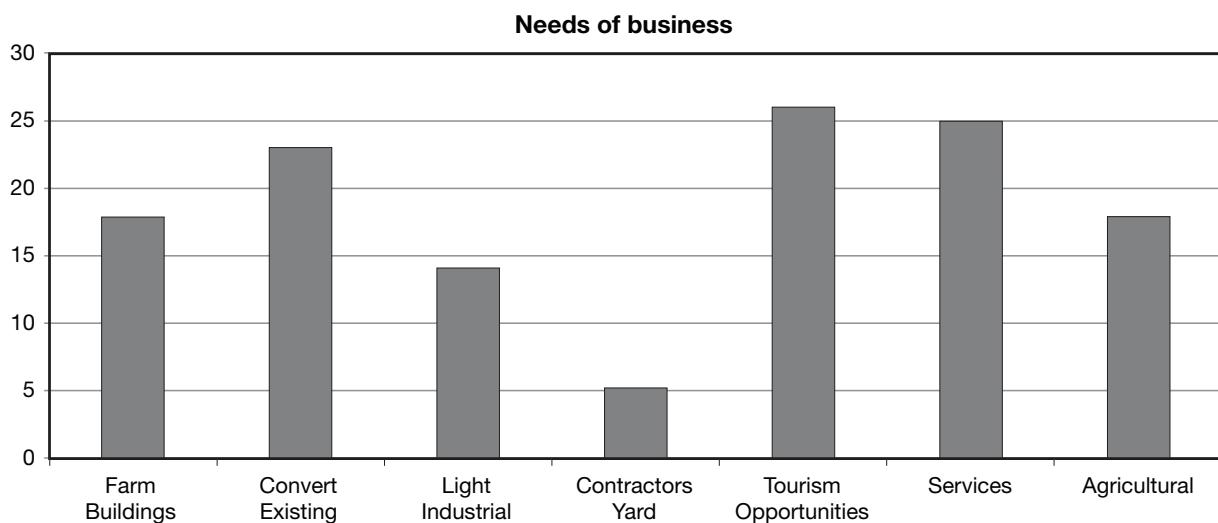
*Requirements: Improved internet broadband service.*



**BUSINESS RESOURCES:** Respondents involved in commercial enterprises were questioned as to what resources they required. Responses indicate the rural enterprises in the parish. Resources required in order of importance are tourism, services, conversion of existing buildings, agricultural, farm buildings, light industrial and contractor's yard.

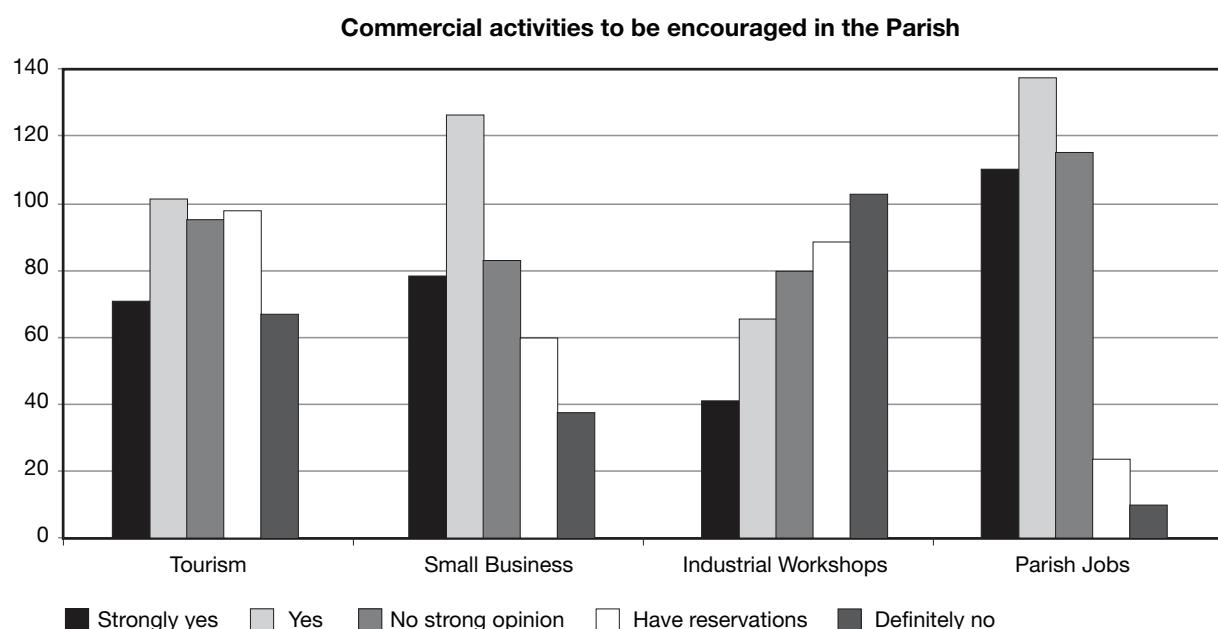
NB: Tourism is of primary importance to Fleet, due to the hotel and camping parks and to Abbotsbury, due to Abbotsbury having three major tourist attractions, tea rooms, shops and galleries. Agricultural commerce and related industry is significant to the Chesil Bank parish as a whole.

*Requirements: Support for tourism businesses in Fleet and Abbotsbury as well as support for the farming community.*



**COMMERCIAL ACTIVITIES:** Respondents views on encouraging commercial activities gave parish jobs as being a priority, followed by small businesses and tourism, the least popular activity being industrial workshops.

*Requirements: Incentives to promote small businesses in order to provide job opportunities to local residents.*



# Chesil Bank Parish Plan

## action plan

<b>PROPOSAL</b>	<b>WHY NEEDED</b>	<b>ACTION</b>	<b>RESPONSIBILITY</b>	<b>TIMESCALE</b>
Facilities/activities for young people including playgrounds	There are few facilities for young people in the parish	<ul style="list-style-type: none"> <li>Identify a suitable space/sites</li> <li>Agree the scope of works and establish a budget</li> <li>Identify funding sources &amp; resources</li> </ul>	To Action: Parish council Local interest groups	Short to medium term <i>See appendix (i)</i>
Better maintenance of footpaths and bridle ways	Some footpaths and bridle-ways become impassable due to mud in winter months and overgrowth in spring/summer months	<ul style="list-style-type: none"> <li>Consultation with parish council, landowners, DCC footpath officers and Rambler's Assoc.</li> </ul>	To Alert: Parish council Local Residents To Action: Landowners WDDC Footpath officers	Short term
Improved public transport timetable and routes	There is only one bus service to Dorchester (Weds only) X53 bus travels coast road only 2 hourly Other local bus services between Weymouth and Bridport, especially through Langton Herring are infrequent	<ul style="list-style-type: none"> <li>Consultation with WDDC and bus services</li> <li>Seek council subsidies</li> </ul>	To Alert: Parish council To Action: WDDC Bus companies	Short to medium term <i>See appendix (ii)</i>
Publicising Taxi Services	Respondents request	<ul style="list-style-type: none"> <li>Invite taxi services to advertise on village notice boards</li> </ul>	To Action: Local businesses Community Associations	Short term
Post office services	There is only one remaining post office in the parish (Abbotsbury) following the closure of post offices in Langton Herring and Portesham. With poor public transport service many people, especially the elderly, are unable to get to a post office	<ul style="list-style-type: none"> <li>Find suitable location for part-time and or mobile post office service</li> <li>Consult with post office</li> </ul>	To Alert: Parish council Local residents To Action: Post office services	Short term <i>See appendix (iii)</i>
Improved digital TV reception	Since the parish plan questionnaire terrestrial TV reception has been replaced by digital TV. Residents have reported poor or no reception	<ul style="list-style-type: none"> <li>Continue to analyse service and lobby for improved reception</li> </ul>	To Alert: Parish council Local residents To Action: Television companies	Short term <i>See appendix (iv)</i>

# Chesil Bank Parish Plan

## action plan

PROPOSAL	WHY NEEDED	ACTION	RESPONSIBILITY	TIMESCALE
Retention public telephone boxes	Public telephone boxes are under threat and may be removed due to unprofitability & lack of usage, however poor or non-existent mobile phone reception currently requires retention of the telephone boxes	<ul style="list-style-type: none"> <li>Continue to lobby for retention of public telephone boxes by consultation with Post office services</li> </ul>	To Alert: Parish council Local residents To Action: British Telecom	Short term
Improved mobile phone reception	Residents reported mobile phone reception to be unacceptable. Need to provide access to emergency services	<ul style="list-style-type: none"> <li>Consultation to deduce possibility of erecting mobile phone masts.</li> <li>In areas of poor mobile phone coverage, lobby for retention of public phones as necessary for emergency services.</li> </ul>	To Alert: Parish council WDDC To Action: Mobile Phone companies	Short to medium term
Home watch schemes	Whilst homewatch schemes already operate in Portesham and Abbotsbury there is still a requirement to develop existing schemes as well as introducing schemes to Fleet and Langton Herring	<ul style="list-style-type: none"> <li>Develop existing schemes</li> <li>Set up schemes for Fleet and Langton Herring</li> <li>Publicise requirement</li> </ul>	To Alert: Parish plan committee To Action: Local residents Police contacts	Short term
Affordable housing	Price of property considered to be a greater deterrent to property ownership. Affordable housing policy a priority for residents of Portesham & Abbotsbury	<ul style="list-style-type: none"> <li>Review new build planning applications</li> <li>Analyse requirement with consideration to geographical and conservation priorities</li> </ul>	To Alert: Parish council Ilchester Estates To Action: WDDC Planning department Local Government incentives Social housing landlords	Medium to Long term
Decrease in second homes	Respondents considered second homes to have a detrimental effect on the community	<ul style="list-style-type: none"> <li>Review planning applications with respect to putting on restrictive covenants to allow local people to purchase housing</li> </ul>	To Alert: Parish council To Action: WDDC Planning department	Medium to Long term

# Chesil Bank Parish Plan

## action plan

<b>PROPOSAL</b>	<b>WHY NEEDED</b>	<b>ACTION</b>	<b>RESPONSIBILITY</b>	<b>TIMESCALE</b>
Support Local Schools	Although there are thriving local schools for up to 11yr old children, village schools are increasingly under government threat from cuts/closures	<ul style="list-style-type: none"> <li>Continued support of local schools</li> </ul>	To Action: P.T.A. Parish council Local residents	Medium to Long term
Promote further Education opportunities	Residents would welcome the opportunity to participate in further education if facilitated	<ul style="list-style-type: none"> <li>Further analysis of requirement</li> <li>Improved public transport timetable/routes</li> </ul>	To Action: Parish plan committee Bus services	Medium to Long term
Maintenance Ditches & hedges	In many cases ditches and hedges are not being properly maintained, especially along the minor roads leading to hamlets and villages	<ul style="list-style-type: none"> <li>Consultation with landowners &amp; DCC highways</li> <li>Maintenance upkeep</li> </ul>	To Alert: Parish council Local Residents  To Action: Landowners DCC Highways DCC Footpath officers	Continuous
Recycling points & litter bins	There is currently no parish recycling point for items not collected by refuse from the kerbside. Litter in villages causing concern.	<ul style="list-style-type: none"> <li>Identification of suitable site for recycling point</li> <li>Consultation with WDDC refuse/recycling department</li> <li>Consultation with landowners once site/s identified</li> <li>Request for more litter bins or more frequent emptying</li> </ul>	To Action: Parish council	Short to Medium term
Decrease of dog fouling	Concern of dog fouling and dogs off leads	<ul style="list-style-type: none"> <li>Improved information for dog owners</li> <li>Publication of Dog Warden contact numbers</li> </ul>	To Action: Parish council WDDC Refuse department  Provide information via Parish magazines on how to contact dog wardens	Short term

# Chesil Bank Parish Plan

## action plan

PROPOSAL	WHY NEEDED	ACTION	RESPONSIBILITY	TIMESCALE
Maintenance of footpaths, bridleways and signs	Footpaths, bridleways muddy in winter, overgrown in summer, signs often missing.	<ul style="list-style-type: none"> <li>Raise awareness with DCC footpath officers and landowners</li> </ul>	To Alert: Parish Council Local residents Ramblers Association To Action: DCC Footpath officers Landowners	Continuous
Public Toilet maintenance	Improved maintenance	<ul style="list-style-type: none"> <li>Raise awareness with responsible bodies</li> </ul>	To Alert: Local residents To Action: DCC	Continuous
Safer cycle tracks	Cycle-ways are currently signposted along single track country roads which have many blind spots/bends	<ul style="list-style-type: none"> <li>Consult with AONB and Cycle provision organisations such as SUSTRANS</li> </ul>	To Alert: DCC To Action: DCC highways AONB	Medium to long term
Street Lighting	Villages have varying issues - further analysis required	<ul style="list-style-type: none"> <li>Consultation with residents of villages concerned</li> </ul>	To Alert: Parish council To Action: DCC Highways	Medium term
Safer roads & improved road maintenance/ conditions	Poor road maintenance and safety record	<ul style="list-style-type: none"> <li>Identifying problems/ incentives for residents to discuss concerns with CBPC</li> <li>Consultation with DCC Highways</li> </ul>	To Alert: Parish Council To Action: DCC Highways	Continuous <i>See appendix (v))</i>
Incentives to promote small businesses to encourage local job opportunities	Many respondents reported working from home or within their village. Respondents gave encouragement to commercial activities to provide parish jobs a priority	<ul style="list-style-type: none"> <li>To provide support to local businesses &amp; to tourism interests where appropriate</li> </ul>	To Alert: Business interests To Action: Local Residents Parish council WDDC Business support agencies	Short to long term
Improved Broadband Services	Rural broadband services poor	<ul style="list-style-type: none"> <li>Lobbying</li> </ul>	To Alert: Residents To Action: British Telecom	Short to long term <i>See appendix (vi))</i>

## APPENDIX

- (i) FACILITIES/ACTIVITIES YOUNG PEOPLE - PLAYGROUNDS** - Abbotsbury and Portesham now have excellent playground facilities for younger children.
- (ii) PUBLIC TRANSPORT** - W.D.D.C current policy is to offer better alternatives to car travel for everyone. Rural parishes in West Dorset are able to bid for up to £10,000 in transport grants from the Countryside Agency to assist with improving access to surrounding towns. [www.dorsetforyou.co.uk](http://www.dorsetforyou.co.uk) refers.
- (iii) POST OFFICE SERVICES** - Following the recent closure of Portesham Post Office, there is currently only Abbotsbury Post Office serving the Chesil Bank Parish, however consultation with post office services has resulted in a part-time post office service based in Portesham village hall.
- (iv) DIGITAL TV RECEPTION** - Currently under consultation by local action group 'DorBAG' co-chaired by Oliver Letwin MP and Jim Knight MP. For up to date information see [www.dorbag.org.uk](http://www.dorbag.org.uk)
- (v) ROAD/ROAD SAFETY** - D.C.C. Highways has a B3157 Coast Road Project with the objective of a 40% reduction in accidents to be implemented by April 2011. Improved monitoring by D.C.C. Highways of all incidents and accidents will be necessary to establish if the objective has been achieved.
- (vi) BROADBAND SERVICES** - "The issue of availability of broadband in West Dorset is not geographic, it is economic. BT can only provide ADSL upgrade broadband service if you are less than 5kms from local telephone exchange and where demand is proven (eg 450 potential users) . BT can provide broadband through a 'leased line' but this can cost up to £30,000pa depending on usage & distance from the exchange. Satellite services are also available and prices are reducing. Wireless services are in use and available along the south coast - this issue is about the public sector combining resources and providing enough match funding to partner with a telecommunications company to reduce cost of implementing broadband in rural areas." [www.dorsetforyou.co.uk](http://www.dorsetforyou.co.uk) refers.

# Chesil Bank Parish Plan

[www.dorsetforyou.com/communityplan/west](http://www.dorsetforyou.com/communityplan/west)

## KEY AIMS - as applicable to Chesil Bank Parish Plan

**HOUSING** - More affordable housing including social, rented and shared ownership. More energy efficient homes. Use previously developed land before building on the countryside.

**POLICING** - Promote crime prevention. Improve links with communities.

**SUPPORTING LOCAL COMMUNITIES** - Increasing people's involvement in decision making, particularly through local area partnerships and parish plans.

**ECONOMY** - More support for local businesses. Improve broadband and mobile phone coverage. Encourage everyone to support agricultural and rural businesses producing local products. Promote sustainable tourism.

**CULTURE & LEISURE** - Better culture and leisure facilities for teenagers. Tackle barriers such as cost and transport. Use community buildings such as schools, pubs, village halls.

**HEALTH** - Help people living in rural areas who find it hard to access health and wellbeing services.

**ENVIRONMENT** - Look after wildlife and protect areas of special interest. Support sustainable agricultural sector and protect productive agricultural land. Reduce flooding and coastal erosion. Reduce, reuse and recycle more products.

**Grateful acknowledgements for funding and support to:  
Dorset Strategic Partnership; Chesil Bank Parish Council; Dorset Community Action.**