

# Coldingham Beach Access and Facilities Feasibility Report

**Sea the  
Change**



Commissioned by Sea The Change  
Compiled by Lorn Macneal Architects  
With support from Scottish Borders Council

**LORN MACNEAL**  
ARCHITECTS

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## An Introduction

Sea the Change is a registered Scottish Charity formed in March 2018. Located in the Scottish Borders, but with extended reach across the Border into North Northumberland, they strive to create happier, healthier, more sustainable communities by 'Connecting communities to Coastlines'. They are all about the SEA – SUSTAINABILITY, EDUCATION & ACCESSIBILITY and run events, activities, and campaigns to help us all enjoy and protect the natural environment. They foster a greater appreciation and respect for our coastline and encourage our whole community to get outdoors, connect with others, and make small changes to reduce our environmental impact.

One of their key initiatives is the Beach Wheelchair project, providing a range of beach accessible wheelchairs for free hire to encourage wheelchair users onto Coldingham Beach. The project is run by volunteers who provide access to the wheelchairs, assist with mobilisation and clean and maintain the equipment.

The Access and Facilities Feasibility Study is a new STC initiative which aims to identify best practice solutions to the five key components of the 2020 collaborative Access Audit of Coldingham Beach.

In July 2019 a Beach Wheelchair Hut was installed to facilitate the use of dedicated beach wheelchairs, enabling wheelchair users access onto the sand and into the sea. Demand is high for this popular beach and there is a clear need to improve the access down to the beach, increase the number of parking spaces, improve the toilet facilities and upgrade the on-beach access to ensure that Scottish Borders Council meet the obligations of the DDA Act, Equality Act 2010 and BS 8300:2009. Equally, there is an opportunity to deliver best practice and exemplar solutions which excel in their function but are also site-specific, environmentally sympathetic and low-carbon contributors. This form of improvement sits well with STC's inclusive



and environmentally conscious approach to accessibility, inclusivity and education and in 2021 they secure funding to engage in a Feasibility exercise to examine the key outcomes of the Access Audit.

Lorn Macneal Architects are an Edinburgh-based architectural Practice. Their current expertise includes community consultation and feasibility analysis along with low-carbon and site-responsive building design. The principal architect leading this feasibility project was most recently the key lead on the A Heart For Duns feasibility study into the potential refurbishment and development of the Volunteer Hall in Duns.

## Access Audit recap

Sea the Change and AccessAble Borders CIC completed an access audit in August 2020 following a year's operation of STC's Beach Wheelchair scheme. The report identifies changes to the infrastructure of the beach area which could be made to enhance visitor experiences, regardless of physical ability.

There are five key elements of the site which have been audited and assessed:

1. Access to the Disabled Parking
2. Access to the Beach Wheelchairs Storage
3. Access to the Disabled Toilets
4. Access to the Beach
5. Access to the Boardwalk

With one in five people in the UK living with a disability or health condition, Sea the Change believe improvements need to be made to the beach infrastructure to ensure everyone has equal access to the coast. Access to Coldingham beach is via a steep descent. There are two parking bay at the bottom of the access road to the beach and a disabled toilet part way down. In July 2019, a Beach Wheelchair Hut was installed to facilitate the use of beach wheelchairs. Whilst the current facilities help people to access the beach, Sea the Change and AccessAble Borders have identified a number

of issues which can impede someone's ability to enjoy the beach. Two parking bays is limiting in busier periods and the path to the wheelchair hut is uneven. There is a steep ramp to access the disabled toilets and a slippery and uneven ramp to access the beach. Challenges in accessing the Boardwalk are also referenced (report below).

The report suggests the creation of a third parking bay at the bottom of the hill and improving direct access from the parking bay to the beach. Moving the beach hut closer to the parking bays would help overcome problems with the uneven path. The report also suggests it would be desirable to improve the disabled toilet with an inclusive design and improve access to the beach to overcome problems people have experienced with the steep, slippery ramp.

Currently, SBC has fulfilled basic responsibilities with regards to general access at Coldingham beach but is supportive of the work and ambition of Sea the Change. Sea the Change and AccessAble Borders' report takes account of the current and future obligations of Scottish Borders Council as a service provider under the Disability Discrimination Act, the Equality Act 2010 and BS 8300, 2009.

The Feasibility study examines each item independently and in conjunction with the other elements identified to ascertain range of potential solutions and improvements which would address some of the challenges currently faced by beach visitors of all abilities and mobility.

## Feasibility Objectives

Utilising best practice in feasibility methodology and stakeholder engagement the aim of the study is to explore whether the key objectives of the Access Audit can be improved upon both individually and with cognisance of each other. A simple analysis of this can be undertaken by examining each point and asking the following questions:

### 1. Access to the Disabled Parking

The Access audit recommends an extra space - is this required, sufficient and appropriate? Is there space to add parking beside the existing parking bays? Is there a better location for wheelchair parking? How does the parking relate to the other relevant facilities on the beach - toilets and beach wheelchair hire?

### 2. Access to the Beach Wheelchairs Storage

Improved access is recommended particularly because the path from the wheelchair parking to the beach wheelchair store requires wheelchair users to negotiate a very steep camber. How can this access be improved? Is there an alternative route between the parking and storage? Are these facilities in the best location on the beach and related to each other? Is the storage facility itself access compliant and adequate/fit for purpose?

### 3. Access to the Disabled Toilets

The existing disabled WC is only accessible via the same path that the wheelchair storage is accessed on so wheelchair users encounter the same challenges. How can this be improved and the risks mitigated? Are the existing facilities adequate/fit for purpose or should these be improved?

### 4. Access to the Beach

Access to the beach is not easy. By its very nature, the beach is difficult to access down the steeply sloping road but the wheelchair parking bays are located at the general beach level. However the access from these down to the beach is challenging with wheelchair users having to negotiate a slipway onto the sand. The nature of the beach means the sand regularly moves and shifts and this makes tracking a wheelchair across the sand naturally challenging. Are there ways to make accessing the beach easier and safer for wheelchair users?

### 5. Access to the Boardwalk

Access to the Boardwalk is from the end of the concrete slipway via an awkward and hazardous connection. This could easily be improved upon but is the Boardwalk in the best location and does it offer wheelchair users and their companions the best experience of Coldingham Beach? How can this be improved upon and can the Boardwalk and broader beach access be combined to provide a safer and more attractive option?

## Constraints and Opportunities

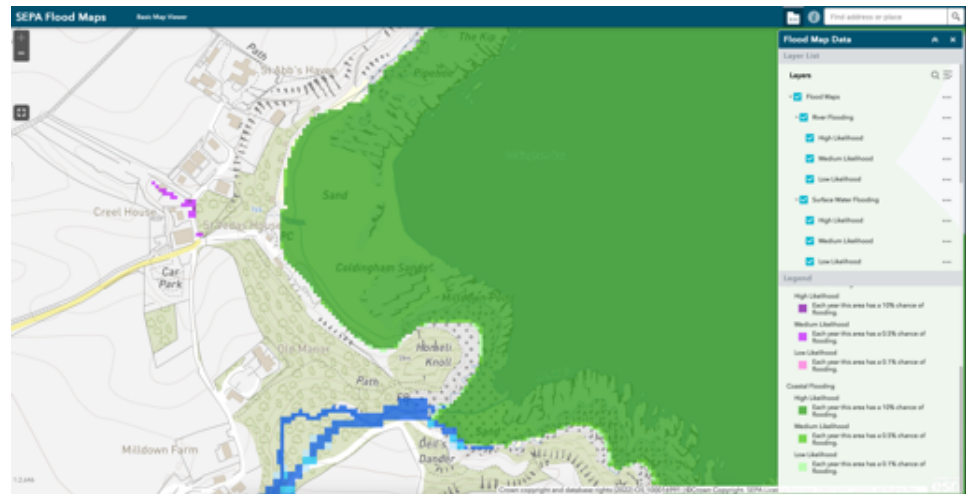
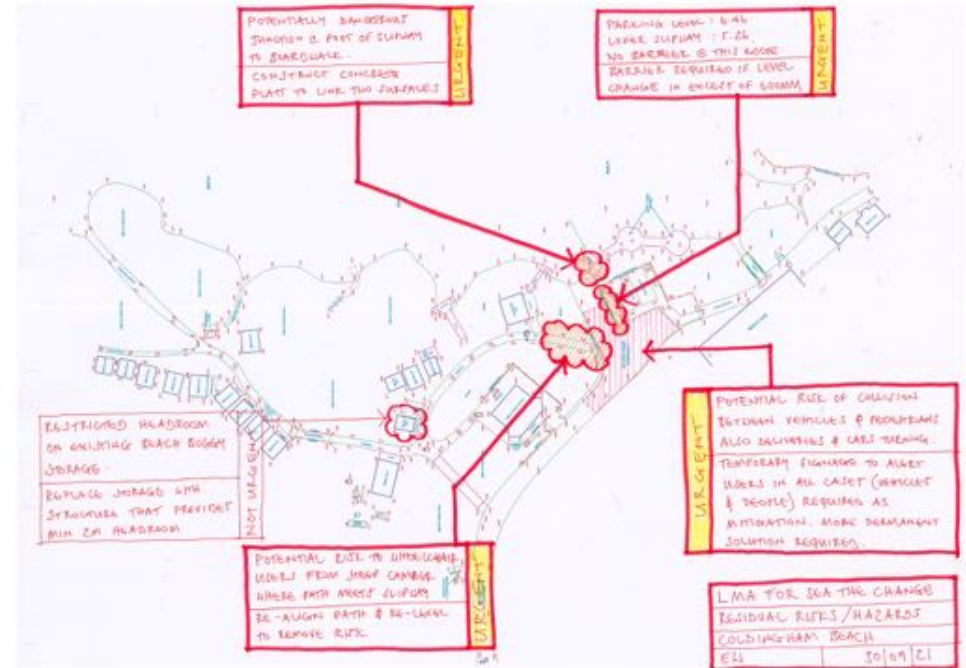
A key part of the Feasibility study was to analyse the key constraints and opportunities relevant to each of the five aspects of the Access Audit. These outcomes have been discussed with the key stakeholders at length and have helped formulate the current Feasibility proposal included within this report.

### 1. Access to the Disabled Parking

The Access audit recommends an extra space but is one sufficient or would two be better? The current parking sits adjacent to the slipway with a drop of more than 60cm and no safety barrier compliant with current legislation. The bays are also used often by non-disabled drivers and for delivery vehicles turning and there is almost no way to manage or regulate this activity. And there is a direct clash between pedestrian movement from the slipway to the cafe across the rear of the parking bays. So are they in the best place on the beach front or could they be moved? Could they be located away from the slipway to mitigate the pedestrian movement clash? How best can they be managed to ensure they aren't used by non-disabled drivers? Is there opportunity to improve delivery and drop off access too?

### 2. Access to the Beach Wheelchairs Storage

Improved access is recommended but can this access be improved? Is the current storage fit for purpose or future-proofed? Discussion with STC highlighted a strong desire to increase the capacity so that up to 5 beach wheelchairs could be stored, with better transfer facilities and better staff support too. A major aspiration would be to have integrated Changing Places facility so that users could change, shower and use the toilet in modern and fully compliant facilities. Can the opportunity be taken to make the beach buggy storage an eco-exemplar? But where is there space for something like this and how best can it integrate into the existing character of the beach? How can its location be improved so that it is close to parking,



toilets, access but not block existing views or spoiler the character of the beach? Can it be integrated into a new improved Beach Cafe or will this force a Seasonal building to be operational all year round?

### 3. Access to the Disabled Toilets

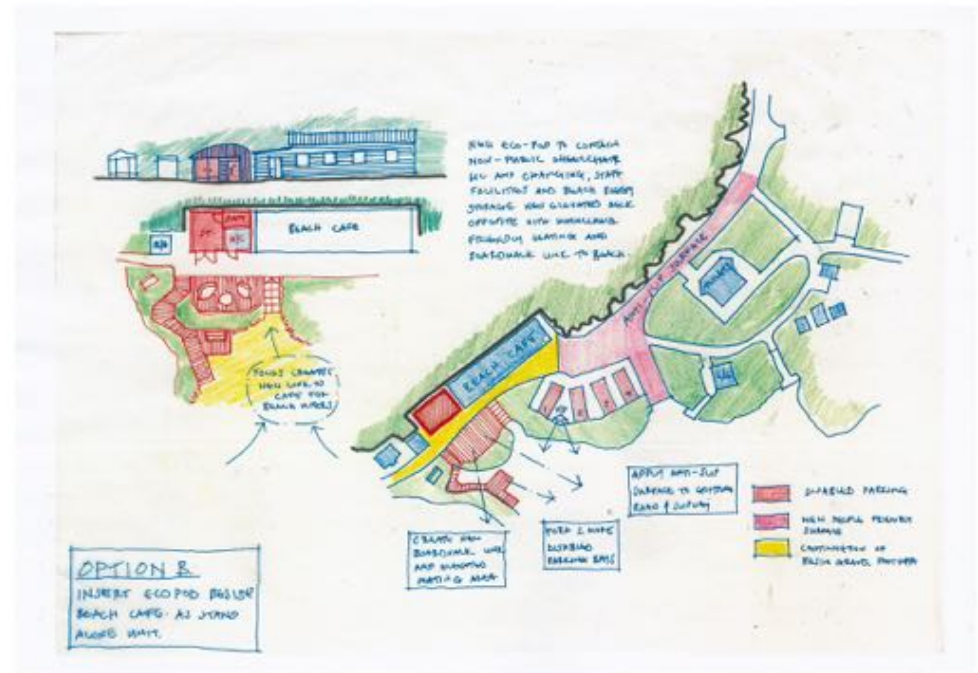
The existing toilet block as a whole is dated and in need of replacement. But who would take responsibility for this and manage it going forward? Should there be a move to reduce the footprint and utilise same-sex fully accessible toilets? Can modern compliant equivalents be integrated on the same footprint or could the toilets be relocated to a more suitable location which avoids queues at peak times onto the access road? Is there an opportunity to improve the look and eco-credentials of the toilets? Can a Changing Places facility be integrated into the new toilet facility?

### 4. Access to the Beach

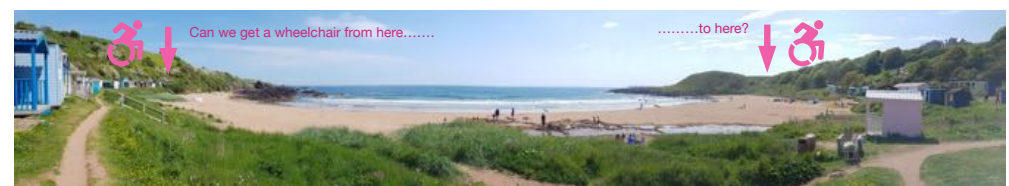
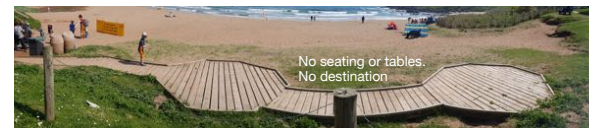
Access to the beach is not easy and some may question just whether it is possible to make a beach like this accessible? Accessibility however isn't just restricted to wheelchair users but applies to everyone, young, elderly, pushchairs, walking aids and people with non-physical disabilities. So any improvements will undoubtedly have a wider impact and make access easier for all. But how can this be done in a way which doesn't destroy the beach character? Can it, along with any new interventions, take cognisance of rising sea levels and more disruptive storms? Will it mitigate some of the key clashes between people and vehicles? And is it possible to get a wheelchair or buggy from one end of the beach to the other in a visually sustainable way?

### 5. Access to the Boardwalk

The Boardwalk is under-utilised because access is awkward and hazardous and there's no seating for non-wheelchair users. This could be improved upon by relocation and could be integrated into a safer access point for the beach as a whole. The slipway is essential for vehicular access but for pedestrians it's steep, often slippery due to the sand on the concrete and therefore challenging to negotiate. But even the current Boardwalk is effected by the storm tides - can another intervention meet all the requirements and also be robust and long-lasting



How to we remove risks of conflict with pedestrians, wheelchair parking, cafe deliveries, refuse collection?



Undoubtedly, there are some significant challenges involved in improving access and core facilities on Coldingham Beach.

Practical issues of overcoming the topography;

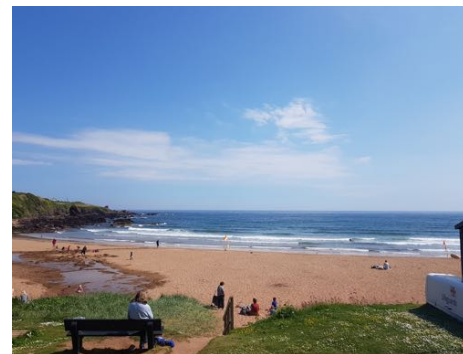
Environmental issues of delivering solutions which are eco-friendly, sustainable, low carbon;

Emotive issues, trying to retain what makes Coldingham Beach so unique and not turning it into a.n.other beach;

Management issues, not just desiring a legacy or great idea but also backing it up with long-term commitments from key Agencies;

Awareness issues, recognising that the needs of multiple stakeholders must be considered so that nobody loses out from any initiative, ensuring that the best outcome for all is delivered;

And practicalities of funding and timescales, knowing where to seek funding, again not just for the big idea but for the long-term management and the timescales involved in delivering any aspect of this initiative.





## The Methodology:

Stakeholder management is essential in achieving social, environmental and economic objectives in any project. Organisations involved in the development process can have both positive and negative influences on the project. We understand that it is of critical importance that we are attuned to these influences and that the effective management of project stakeholders is an important key to project success.

We see the principle method for managing organisations and stakeholders as first clearly understanding the importance and influence of Stakeholders and then effectively communicating, negotiating and where appropriate, facilitating their needs to ensure the programme for the development is maintained.

Ultimately, we recognise that most importantly, our role is to proactively reach out to stakeholders, actively create good relationships and mutual trust, and consistently keep stakeholders satisfactorily informed, involved, consulted, and collaborated with.

Our initial approach has been to liaise, listen and learn from both STC and SBS which key stakeholders are likely to have an interest in any initiative, which key stakeholders should be engaged with, what method should be used to engage with these stakeholders and the weight and relevance of each stakeholder's input. More information about how we undertook this exercise can be found under Appendix A – Stakeholder Consultation.

## The Approach:

The engagement process consisted of three key approaches.

- Identify the absolute key stakeholders, those who use the beach daily or most frequently and who have an intimate knowledge of the beach, its users, the the relevant key issues. Engage with these stakeholders as a priority, on a continual basis, with detailed discussion and information exchange to facilitate the most useful and relevant feedback.
- Identify the next tier of beach users who use the beach several times a month or throughout the year. Engage with them once the key stakeholders have inputted as much information as possible to allow potential solutions to be identified.
- Reach out to the wider community, both within and beyond Coldingham including occasional users, people with similar experiences of improving access for all abilities and specialist groups who may benefit from any improvements.



## The Process:

The key stakeholders who have ongoing daily experience of the beach and its users were identified as the owner of the St Vedas Surf School/Hotel and proprietor of the Beach Cafe, Scottish Borders Council and Sea The Change.

Engagement with these three stakeholders was a continuous process of meetings, workshops, discussions, exchanging of ideas, solutions and feedback which due to Covid-related constraints and impact took several months. Viewing the beach use at different times of year and day were also critical aspect of this level of engagement and analysis and over the course of the engagement, options for addressing the five key access audit points were discussed, reviewed and agreed upon.

From this engagement and analysis an initial starting point was agreed upon and the next stage of engagement began. This involved issuing an electronic questionnaire utilising the global Survey Monkey platform. Key questions were agreed with STC and once the survey was generated and approved, the weblink was circulated via a variety of social media and internet platforms utilising mail chimp links, subscriber lists and media followers.

As well as being posted on social media outlets, Facebook and Twitter, it was emailed directly to key groups and also local Councillors and MSPs. As such, the broadest range of responses was sought utilising a recognised and effective method of electronic communication, with the survey designed to take approximately 5 minutes to complete.

480 completed survey responses were recorded between during a 4-week engagement window in May 2022.

In addition to this a Public Engagement Event was held on the 28th April on Coldingham Beach itself between 10am and 12noon to allow members of the public the opportunity to review the proposals and ask questions of STC and LMA. Around 30 people attended the informal event and a lively discussion took place over the course of the 2 hour event with a lot of valuable feedback being received.

**Sea the Change**

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## How Accessible is Coldingham Beach?

### Feasibility Study Commissioned to Investigate

Sea the Change first launched our Beach Wheelchairs at Coldingham Bay in July 2019 - a fantastic edition to a beautiful location.

These wheelchairs enable everyone, regardless of age or physical abilities, the opportunity to enjoy the beach

We enjoyed a season on the beach but it soon became very apparent from feedback from wheelchair users that they were struggling to access many of the areas of the beach that everyday users take for granted - from uneven paths making it difficult to first reach our wheelchair storage unit and the newly installed boardwalk, to impossible hills to climb to use the toilets, plus no access to the beach cove.

#### Lorna Macneil Architects Feasibility Study

Having discussed these issues with Scottish Borders Council, it was agreed that a full feasibility study should be undertaken to understand how we could potentially resolve some of the challenges wheelchair users faced.

We are now looking for the local and visiting community to help us by completing the below survey.

**THE SURVEY IS NOW CLOSED**

#### Consultation Day - Thursday 28th April 2022

Join us at Coldingham Beach on Thursday 28th April 2022 from 10am - 12 noon to discuss the proposed changes outlined in our Feasibility Study.

Our Architect, Euan Whitmore will be on site with full details and drawings to discuss with you.

You can also download a copy of the survey [HERE](#)

info@seethechange.org.uk

Sea the Change is a Registered Charity. SC050664

## The Proposal for Discussion

The Feasibility Study proposal tabled for discussion with wider stakeholders was developed over many months of discussion between the three key stakeholders. Multiple options and ideas were initially proposed, discussed and reviewed with each stakeholder offered the opportunity to contribute and engage with their own views, ideas and concerns so that the option shown to the right was derived from a fully collaborative process. It is a hybrid proposal formulated of two earlier versions, aiming to utilise the strengths of each and remove the weaknesses.

Keep agreed outcomes included:

Increase number of disabled parking spaces but move these away from the slipway and main pedestrian access to the beach;

Erect a new eco-friendly public toilet building with potential consideration of a similar building at the top car park;

Erect a new eco-friendly beach wheelchair building which includes a Changing Places facility;

Create a new timber ramp access and Boardwalk onto the beach for improved access;

No public vehicular access beyond the new disabled parking area;

New paper turning space for deliveries to the Beach Cafe to

The potential to provide full accessibility along the high level path running along the front of the beach-huts.



FEASIBILITY STUDY  
Sketch Proposal

Sea the Change

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## Electronic survey engagement analysis

The next stage in the process was to obtain wider stakeholder feedback and an electronic survey was developed for this purpose. The survey was designed to take no more than 5-7 minutes to complete which was quite challenging given the volume of information which needed to be presented.

The survey was based upon the agreed Feasibility option and questions relating to this were aimed at gauging initial support or otherwise for the key components of the proposal. 439 surveys were completed and the full extract of survey analysis is included under Appendix B – Survey Results but the following summaries are of most interest and importance when considering the STC initiative.

Questions 1-4 were designed to collate feedback on the stakeholder demographic looking at their familiarity with Coldingham Beach, whether they used a wheelchair or cared for a wheelchair user and whether they were aware of Sea The Change and had ever used their beach wheelchairs.

*80% were regular visitors and 80% were non-wheelchair users. Around 77% of respondents were aware of Sea The Change but only 6% had ever used their beach wheelchair initiative.*

Question 5 specifically asked whether respondents would be supportive of an initiative to improve facilities at Coldingham Beach and utilised the Feasibility proposal diagram to convey initially what was being proposed.

*80% of respondents were supportive of improvement.*

Questions 6-11 then went on to ask specific questions on each of the key attributes of the proposal. This included the following points:

Question 6 asked whether they were supportive of an increase in the number of disabled parking spaces.

*Whilst 80% were supportive, 124 people made comment on this proposal seeking more information, noting the challenges of the space available, access arrangements and the manageability of the spaces to ensure only disabled users parked in them.*

Question 7 asked whether they were supportive of a new public toilet facility on the site.

*86% were supportive but 109 people made comment on this proposal again seeking more detail, commenting that demolition and renewal was less eco-friendly than refurbishment and some were confused by the 'eco' tag, assuming they were to be composting toilets or similar.*

Question 8 asked whether they were supportive of a similar building erected on the main carpark at the top of the hill.

*83% were supportive with much the same duplication of comments as the previous question elicited. Many commented on the overcrowding of the main carpark, the lack of proper management and some felt providing facilities would encourage overnight stays.*

Question 9 asked whether they were supportive of a new beach wheelchair building on the beach to replace the small hut STC currently use.

*76% were supportive with a balance of comments seeking to support accessibility but not at the expense of over development of the beach or loss of the beach character.*

Question 10 asked whether they were supportive of new and safer Boardwalk access onto the beach.

*Whilst 78% noted support many were concerned about the impact on the small beach, its character and also the impact on the installation from rising sea levels and more harsh climactic conditions.*

Question 11 asked whether they were supportive of upgrading/installing an accessible path along the full length of the beach in front of the existing beach huts.

*73% were supportive but over 100 respondents commented on this initiative, the majority sharing concern over the potential impact on the beach's character with many assuming it would be a concrete path.*

As noted above, it was challenging to convey sufficient information into an electronic survey such that it didn't take so long to complete that people lost interest but it was also noted that many perhaps didn't appreciate that this was an initial Feasibility survey and not a detailed proposal. Requests for more information were evident throughout the survey and any design process for these initiatives sign forward will need to take cognisance of this.

Question 12 changed the approach and rather than ask for support it asked the respondents to place in order of importance to them, five key initiatives which could help improve access and facilities on the beach.

*Modern toilets at beach level received the most support in first place. Better accessibility for all users took second place. Better access along the full length of the beach was third most important. Better and safer access for pedestrians to the beach and cafe tied with modern toilets at car park level.*

Questions 13 and 14 asked respondents where they lived and whether they were involved in any specific clubs or initiatives that used the beach.

*The majority of respondents were local, around 90%, and most weren't involved in any specific clubs or initiatives.*

The final question asked for any further comments and was included to ensure that if anyone wanted to add feedback that wasn't covered in within the survey questions, they had the opportunity.

*221 people made further comment at this point. There was no discernible positive or negative trend in the feedback but it is clear that any changes to the beach will need to be very carefully discussed and considered with the widest possible range of stakeholders. People are concerned about the impact on the beach character and how any new facilities will be managed but they also want change and improvement and access for all.*

## Public event feedback

On the 28th April a public event was held on Coldingham Beach to allow members of the public to attend and ask questions of STC and LMA. The event started at 10am and was concluded by 12 noon. Approximately 30 people attended the event and an STV News reporter was present. The news report was aired on STV that evening.

The majority of the attendees were there for 10am, keen to discuss the proposals. The group was made up a broad variety to of users including Beach Hut members, Coldingham residents, local beach users as well as representatives from Scottish Borders Council, Sea The Change and local Councillors.

A lively debate followed for almost the full two hours. In conclusion, the majority were supportive of improvements but everyone wanted more information and a chance to review and discuss. Clearly everyone is passionate about Coldingham Beach and the balance of improvement whilst maintaining what makes Coldingham Beach special is going to be the greatest challenge in delivering this initiative.



## Updates to the Proposal

Whilst the key stakeholders have had full input into the current proposal, the on-line survey and public consultation did raise some fresh issues and observations which may impact on the design. The most significant feedback which may involve changes can be summarised as:

Refurbishment of the existing toilet block is a much more eco-friendly option than new build and does sit with the recent trend to focus on re-use - can this be achieved?

Concerns were raised over the impact on the site topography of the proposed four disabled parking spaces, the retention that may be required to achieve this and the visual impact this may have.

Locating a new beach wheelchair store on the existing disabled parking bays is logical in terms of there already being a flat area to site the building on but it does build on a currently open part of the site and will impact on the views. Is this the best location?

The recent spring storms reached the current boardwalk and there is concern that as sea levels continue to rise any new additions as shown might not be sustainable in the long term. The proposals must be truly robust.

There was a lot of presumption that if there was a path along the full length of the beach it would turn into a sort of free for all of bikes, skateboards, etc. Any such intervention would need to mitigate these concerns.



## Moving Forward

A key part of any feasibility is gaining an understanding of the potential costs. This is critical information required for any Business Plan and whilst never absolute, will form the basis for potential Grant funding bids. To best determine this we look at quantifiable areas and apply current construction rates per square meter to determine approximate build costs, using a combination of online resources and recent project costs

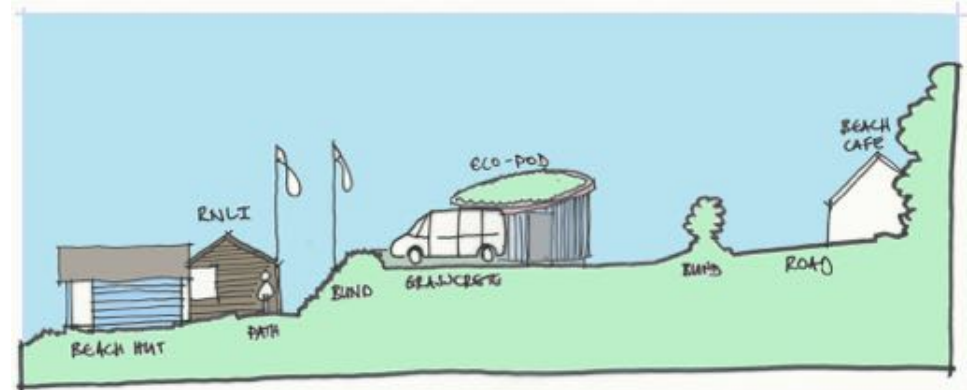
### 1. Improved Disabled Parking

There is significant works to achieve the proposed disabled parking arrangements which requires the demolition (and therefore construction first) of the existing toilet block, a cut and fill exercise to create a relatively flat area, installation of Grasscrete parking bays and gentle landscape moulding to form an edge to the parking which helps disguise as well as ensure safety.

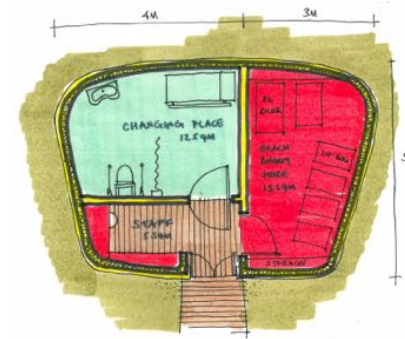
A baseline cost per square meter of £800 has been applied and an estimate of the area of work taken as 180sqm which equates to an estimated £145,000 construction cost. This assumes no walls are constructed and that all retention is created through naturally finished bunds.

### 2. Improved Beach Wheelchairs Storage

The creation of an exemplar eco-pod beach wheelchair storage including a Changing Places facility is a key aspiration of Sea The Change and they see this as essential to ensuring the long-term sustainability and growth of their Beach Wheelchair Initiative and the delivery of access for all. The concept for the eco-pod is that it will be what's referred to as an MMC unit, employing Modern Methods of Construction to manufacture entire pod in a factory and then deliver and crane onto the site. There are recognised multiple benefits to this approach. The ideal time to undertake this work is in the 'off' season but that's also the most challenging time to build in this location. Factory construction will mitigate challenges of weather and access whilst



maintaining high quality and easy installation of the Changing Places unit. As a guide, a typical cost for an eco-pod which measures around 25sqm in area is £40,000. This is just for the pod itself and not the foundations or any utility or service connections which would add another £3000. To include a sedum roof to maximise biodiversity and minimise visual impact would cost another £2000. A Changing Place fit-out typically costs in the region of £12,000 for a 12sqm unit. So as a guide, the potential cost of this pod would be in the region of £57,000.



### 3. Improved Disabled Toilets

The existing toilet facilities drastically need improvement, whether this is refurbishment of the existing facilities or construction of a new eco-pod to match the proposed STC Beach Wheelchair pod. The existing facilities measure 33sqm in area; allowing for a full internal refurbishment and external overcladding/re-roofing, as sum of £1,000 per square meter will equate to an estimated £33,000. The likely cost of like-for-like facilities in a similar eco-pod would cost in the region of £55,000 but would also incur additional costs if the location was changed to facilitate new utility, water and sewer connections.



### 4. Improved access to the Beach

Improving access to the beach would cover the changes to the road surface and turning head for delivery vehicles as well as bollards, signage and traffic calming. It is assumed that the existing road infrastructure would be upgraded with minor work to form the turning head, etc. As a guide, the area of resurfacing measures 200sqm. Resurfacing should cost between £30 and £50 per square meter depending on the condition of the existing surface so an approximate estimate would be around £8,000. Add another £2,000 for signage, bollards, road markings, etc and the cost will sit at around £10,000. If the full length of current organic footpath along the high tide line and in front of the Beach Huts was to be surfaced to match the resin bound path in front of the Beach Cafe, the approximate length required is 330m at a width of 1.2m. Assuming this is a new path the cost would be about £40/sqm which equates to approximately £16,000 whilst a Whin dust path would be in the region of £10,000 assuring no major levelling works required.



### 5. Improved Boardwalk

If a new Boardwalk was to be installed and it was to become the primary access point with non-slip ramps down to the beach and some areas of seating for wheelchair users to sit with non-wheelchair user friends, then it will cost significantly more than the current installation. Current costs sit at £120/sqm so a 100sqm of edged boardwalk will cost between £12,000 and £15,000 depending on the seating, any handrail requirements and any works to the existing topography to accommodate the installation.



A summary of higher end costs would read as follows:

Parking:	£145,000
Beach Buggy Pod:	£57,000
Toilet Pod:	£55,000
Access upgrade to central area:	£10,000
Access upgrade full length:	£16,000
New Boardwalk:	£15,000
<u>Total:</u>	<u>£298,000</u>

To this add a 12% contingency for unknowns/unforeseen issues and then 20% VAT and the costs increase to just over £400,500.

Professional Consultancy fees:

All projects require a Design Team (Architect, Structural/Civil Engineer, Quantity Surveyor and Principal Designers a minimum) to help deliver the vision and these fees need to be included in the overall costs. Using the RIBA and other similar fee guidelines we can estimate profession fees as follows:

Architect: 10%

Engineer: 4%

Quantity Surveyor: 1.8%

Principal Designer: 0.3%

This equates to a Team fee of around 16% but this wouldn't necessarily be applicable to all the project costs. The initiatives most likely to incur full Team costs would be the two new pods but it is also reasonable to assume that Team input would be required on the other initiatives albeit to a lesser degree.

Other costs that should be considered when reviewing the proposals may include but not be restricted to:

- Local Authority disbursements for Planning and Warrant approvals.
- Demolition costs of the existing toilet and Asbestos removal.
- Knock-on landscaping and drainage requirements.
- Infrastructure upgrades if found to be outdated or non-compliant.

These costs will most likely appear eye-wateringly high and as such may well be on the cautious side of actual prices. At this stage, there is insufficient information on each initiative to provide detailed costs, the information for this becoming available as each initiative progresses and only once a Quantity Surveyor has been appointed will true cost analysis be possible.

Equally, with professional consultants in place, there should be ample opportunity for Value Engineering and other economies to be fully explored and utilised. Utilising SBC contractors for some of the infrastructure could also elicit more favourable pricing.

Moving forward, the initiatives need to be considered in order of priority, especially if the full ambition of works is simply too expensive to deliver. Consideration of sequencing and the impact on other initiatives if one is removed from the concept need to be fully explored also.

## Summary – Feasibility Statement

Sea The Change and Lorn Macneal Architects have undertaken a feasibility exercise to establish how best to address the findings of the Access Audit and at the same time create long-term access benefits and facilities for all users of Coldingham Beach.

This study has presented an initial option or idea and sought to gain feedback from a range of stakeholders. This engagement has highlighted key considerations for any potential upgrades or changes and recorded the views of over 400 consultees.

This exercise and its outcome can now be used to help STC develop a Business Plan and apply for Grant funding to realise this project and deliver the initiative. The project costs included in the study are a best estimate of potential costs based upon the current proposals and include worst case sums to ensure that the expectation on cost is not tempered. A suitably qualified cost consultant must be engaged to provide a full and comprehensive cost report on any proposal approved for development.

Once funding has been secured, a Design Team can be appointed, Statutory approvals sought, competitive Tenders issued for each element of the work and suitable Contractors appointed to deliver the vision.