

Royal Clarence Yard: Parking 17/00290/FULL

Deputation from Residents Association and Gosport Access Group and Disability Forum - Illustrations

Key objectives of LP23: Layout of sites and Parking

“Development proposals will be permitted, provided that the layout of the site is designed so that:

- 1. There are safe and convenient routes for pedestrians and cyclists which link with the existing network.***
- 5. Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle tracks, paths and parking places.***
- 6. Traffic management measures are included, where appropriate, to control the speed of traffic generated by the development, to ensure that the safety and convenience of all highway users including cyclists and pedestrians is maintained or enhanced.***
- 8. Access and parking for people with disabilities is provided in accordance with the relevant current standards.”***

Gosport Access Group and Disability Forum Assessment

“The site does not have many step-free pedestrian routes for general circulation or between the destinations and car parking areas. Paved areas in front of the units (in all zones, but especially Zones 2 and 5) are cluttered by door openings, loading / unloading and vehicle overhangs, and are often stepped.”

“In addition, across the site there are many paved areas which have the general appearance of being ‘footways’, but which have limited or no step-free access. Similarly, there are scant step-free facilities to cross from one side of access roads to the other.”

“... the whole site needs a proper pedestrian route strategy which works with the parking strategy to make circulation easier and safer for vehicles and pedestrians alike. This will necessarily include the construction of more dropped kerbs, marked paths and improved signage / lighting.”

“At night there are a number of ‘no-go’ zones created by dark spots which are not adequately lit. As well as the security concerns raised by some of our members, these ‘dark spots’ make it difficult to see hazards such as kerbs and obstructions etc.”

“GAGDF would be happy to work with both the Council and the developer / owners of the site to improve access across this entire site.”

Jim Morey, Secretary - (Extracts from consultation response submitted 8 Aug 2017)

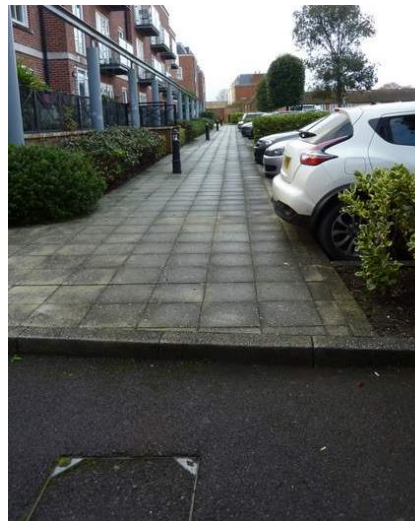
Lack of safe level access across site

Dropped kerbs by disabled parking bays only work if there are dropped kerbs and safe crossings between car park and destination...

Otherwise a wheelchair user has no option other than to wheel along the road (unsafe)



Disabled parking bays located where no dropped kerb can be provided (By bike sheds in Zone 3)



Salthouse-Waterfront route

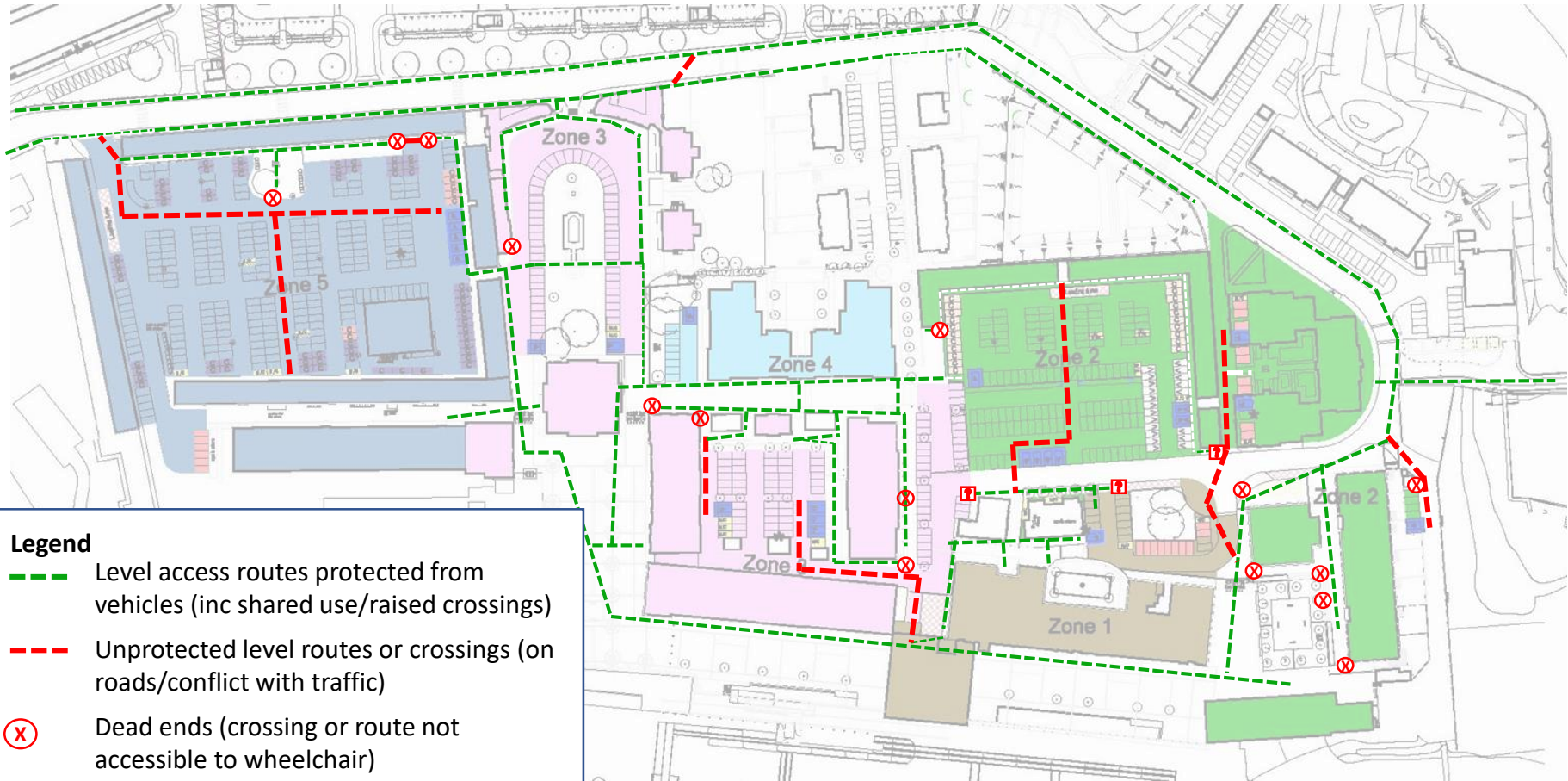


Cooperage Green perimeter path blocked by marina trolleys

Even if you can access the pavement by the disabled parking bay, that's no use if there is no dropped kerb or level access at your destination – or if the pavement is blocked en route (12-15 places across the site)

Unsafe pedestrian & access routes across the site

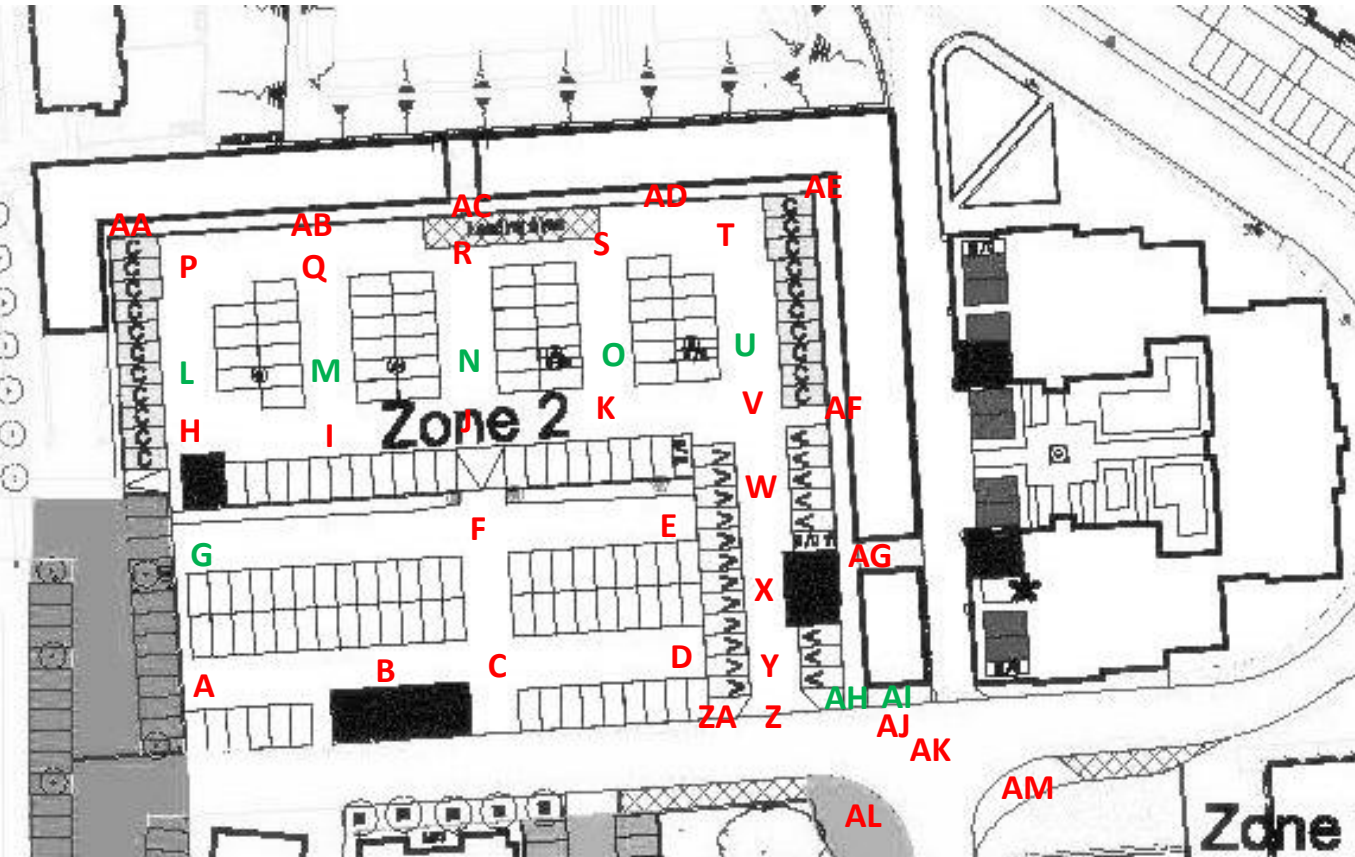
12-15 problem routes/crossing/access points which result in wheelchair users having to take to the road
No logical/coherent safe level access across the site to and from car-parks



- Legend**
- Green dashed line: Level access routes protected from vehicles (inc shared use/raised crossings)
 - Red dashed line: Unprotected level routes or crossings (on roads/conflict with traffic)
 - ⊗ (X in red circle): Dead ends (crossing or route not accessible to wheelchair)
 - ⊗ (Q in red square): Unclear where to cross (e.g. drop kerb one side of the crossing but not the other)

North Meadow /Zone 2 Car Park: Lighting levels at night

Readings taken 29 Dec 19:45 – 20:30



Location	Lux	Location	Lux
NM4/5 footprint		U	6.3
A	u	V	u
		<i>Access Road to rear of North Meadow</i>	
B	u	W	u
C	u	X	u
D	u	Y	u
E	u	Z	u
F	u	ZA	u
G	6.38		
<i>Rear of North Meadow</i>		<i>Perimeter pavement</i>	
H	u	AA	u
I	u	AB	u
J	u	AC	u
K	u	AD	u
L	6.84	AE	u
M	3.22	AH	135
N	3.61	<i>Crossing Weevil Lane</i>	
O	5.8	AI	6.1
P	u	AJ	u
Q	u	AJ	u
R	u	AK	u
S	u	AL	u
T	u	AM	u

"u" reading indicates "under 2.5 lux" (lowest measurement available).

Sekomic Illuminometer i-346

- A = lux level too low to register – unacceptable**
- G = lux level acceptable**

- Lighting levels fall well below National/EU standards for exterior car-park lighting (BS 12464: 2014)
- No lighting provided on former NM4/5 footprint (A-G) – only designated as a car park in 2015
- Inadequate lighting levels by disabled parking bays (B & X-AG)
- Inadequate lighting on main pedestrian crossing to Waterfront and Gallon/Ledwell (AJ-AM)
- No lighting for pedestrian access from car park to NM7 building (AG)

North Meadow Visitor Parking: Reduction in spaces

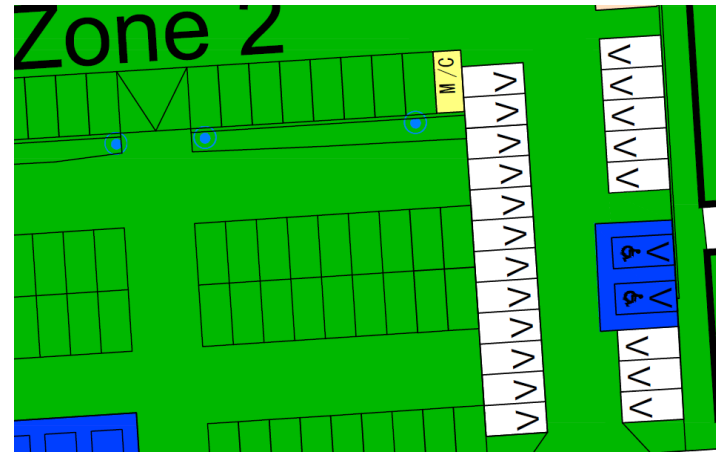
Now (temporary scheme)

- 34 Visitor parking bays
- 1 Disabled Visitor space



Proposed

- 20 Visitor parking bays (-41%)
- 2 Disabled Visitor spaces



- NM Visitor Parking area serves Galleon Place, Ledwell Court, Granary & Bakery, NM7, Salthouse, Slaughterhouse and commercial units at the North of the site
- 2015 Parking and NM7 permissions based on NM7 Visitors parking in Cooperage Green (0.4km away).
- Applicant now confirms that NM7 Visitors can park in North Meadow Visitor Parking area – just as availability of Visitor spaces is reduced.