

Appendix 1: CPMP 2019 (17/00290/FULL): Updated response to latest public consultation following revisions received by GBC 18 Nov 2019

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OVERVIEW

The purpose of this report is to provide details and evidence to support the comments and remaining objections the Residents Association has to the latest revisions to the CPMP proposals submitted by the applicant mid-November 2019 (17/00290/FULL).

Since the revisions were submitted to GBC, we have sought further information and clarification directly from the applicant and have included reference to those responses (where we have them) in this document.

Lack of consultation

It is regrettable that the applicant continues to refuse to offer any form of meaningful public consultation with residents and other stakeholders at RCY on their latest proposals, opting instead for a not very productive meeting with a few leaseholder residents from the Residents Association on 14th October and written responses to some questions originally submitted to them at the end of August. The responses eventually arrived mid-November. The applicant has stated that they don't consider consultation with residents to be their responsibility "*Gosport BC are responsible for notifying residents/businesses.*"¹

Despite the general disappointment and concern that the applicant has not pro-actively engaged properly with residents in preparation of any part of this CPMP, many have demonstrated an active interest and contributed detail to help inform the comments, observations, objections and practical suggestions contained in this report.

Please note that the items in this report may not be comprehensive. Given the complexity of the site and the way in which the latest proposals have been presented, there may be further comments to come.

WAYFINDING AT ROYAL CLARENCE YARD & MARINA

1. New development should provide for safe and convenient access, particularly on foot and by cycle, to local facilities, services and frequent public transport.

5. Development should have its own identity and variety so that it is easy for people to find their way around.

10. Access (such as roads, footpaths, cycle routes) within the site should be safe and convenient to use, but should not be dominated by roads.

Design SPD Key Design Principles 1, 5 & 10

Quality of Access

Pedestrian routes must be of a high enough quality to make them a real and attractive alternative to private car travel. Disabled access from a site to facilities also needs to be considered.

Above all, the routes should feel safe, both in terms of personal security and protection from vehicular traffic.

All new development or transport investment should strive to achieve the five 'C's'

- *Connected - The network should be comprehensive, serving all significant desire lines.*

¹ Answers from Berkeley Homes to CPMP Questions from the RA received 15 November 2019

- *Convenient - Pedestrian routes should be as direct as possible in order to reduce distance to be walked and increase the pedestrian catchment of facilities.*
- *Comfortable - Footways should be wide enough to allow easy passing and overtaking, without being pushed out into traffic.*
- *Convivial - Routes should be places where people can meet casually and talk in comfort, free from excessive noise or fumes.*
- *Conspicuous - Main routes should be easy to 'read', distinctive, and clearly signposted.*

Design SPD p10

Comments and remaining objections

We note that the applicant has responded at least in part to the previous objections about the failure to provide any coherent wayfinding strategy for RCY, which is welcome. As is their commitment to fund their proposed "indicative" wayfinding proposal 100% rather than merely contributing to the cost.

However, looking at the details in the "indicative" wayfinding proposal, we remain concerned by the lack of coherence of the wayfinding proposal and the mish-mash of styles, colours and designs in their proposal. Together with the myriad parking restriction signage (68 parking management signs) proposed for the site (17/00290/FULL Appendix 13), there is an overwhelming sense of "restriction". The proposal contains only 9 navigational signs. And only three of these with the word "Welcome" on them.

Furthermore, little thought appears to have been given to avoidance of attaching mis-matched signage to the exterior of the various Listed buildings (the photo below, from the Reade signs



"Indicative Wayfinding Signage" document) is a case in point where the proposed navigational sign and the parking restriction signs are both proposed for the down pipe on the corner of the Flour Mill. There are alternative locations nearby for both of these signs which would avoid cluttering up the external appearance of the Listed Building while still fulfilling the practical functions required.

Where possible and practical, signage should *not* be attached to any Listed Building. If there are a few locations where this cannot be avoided, these should be kept to a minimum

The overall effect is not suitable nor appropriate for a Conservation Area, and for that reason we maintain an **objection** to the detail on the grounds that it still fails to meet the requirements of local policies LP23, LP10, LP12 and the Parking and Design SPDs, particularly in relation to the requirement to provide “*safe and convenient access*” which is “*easy for people to find their way around*” and the requirement to “*preserve or enhance*” the setting of the Listed Buildings and the Conservation Area.

We would prefer to see a properly thought-out and coherent design brief (to cover *all* signage, including the parking restriction signage) which had been approved by the GBC Conservation Manager as being suitable for the Conservation Area and the setting of the buildings (in line with LP10 and LP12). This could possibly be conditioned but would need to have a definite deadline to ensure that the wayfinding is in place as the permanent CPMP comes into operation. (see next para)

We are also concerned about the “indicative” nature of the wayfinding proposal. Put very simply, the Car Park Management Plan has little chance of working properly unless the wayfinding measures around the site meet the needs of people trying to work out where they are going and where they should park. We strongly recommend that the applicant is required to make a firm commitment to the implementation of agreed/approved wayfinding signage at the same time as they implement the ground works in relation to the future layout of the site.

The Residents Association is very willing and able to assist the developer with advice based on our daily experience of the site. As previously stated, we believe that the site should be properly assessed by a wayfinding expert and that the resultant recommendations should be followed (and fully funded) by Berkeley Homes. In the meantime, The Residents Association has developed its ideas further and put forward a constructive discussion paper and counter proposal for wayfinding at RCY. We have not yet received a response. (See Appendix 2)

LIGHTING

It is considered lighting could be improved in a sensitive and effective manner to enable customers using car parks to walk through safely and confidently to the waterfront businesses as well as the potential for adding some vitality to waterfront. The lighting would need to be sensitive to the listed buildings, conservation area and the amenities of existing residents, as well as minimising light pollution.

Gosport Waterfront and Town Centre SPD: Royal Clarence Yard and the Retained Area point 9 p66
Access routes around the site should be safe, well-lit at night and attractive.

Design SPD Access Parking & Services p43

The applicant appears to have listened to some of the objections made about the many poorly lit areas and routes around RCY. Some of which are currently unwelcoming and unsafe (particularly on a dark, wet night). We note that there is now an “indicative” lighting proposal submitted with the latest CPMP revisions, which is welcome, although this appears to amount to little more than a minimal cost proposal to upgrade some existing lights and add a very few new lights to existing buildings.

General Comment

The site is generally lit poorly for a residential area and road system and what little lighting there is tends to draw attention to itself rather than the immediately surrounding area. Conventional high-level street lighting lamp-posts would alleviate this problem but this is not an option due to the

character of the site. Whatever lighting is installed needs to be specifically designed to achieve a clear function.

The function of lighting can be described as either task lighting (for example identifying a building) or ambient lighting (to illuminate a general area.) The current proposal seems to confuse the two functions by upgrading task (building) lighting to carry out the illumination function.

The type of fitting and level of illumination therefore need to be much more clearly specified with particular attention to the “throw” of light. Comments on the specific proposals are listed below

We remain concerned that nothing has been proposed to address some of the worst lit areas. For example, the North Meadow car park does not include lighting at the front of the car-park (on the footprint of the former NM4/5 block), nor along the very dark access (in front of units 10, 11 & 12), which is where the applicant is proposing to locate disabled Visitor parking.

The former footprint of the NM4/5 block was never intended to form part of the car-park (as it was going to contain 15 houses & gardens), so no lamp-posts were installed here (as they were in the rear of North Meadow and in Cooperage Green car-parks).

No-one wants the place lit up like an industrial site, but now that the whole of North Meadow is to be laid out for parking, the proposals should, at the very least include sufficient lighting to meet the requirements to provide *safe* and *well-it access* from the car parks to destinations.

We are also concerned about the “indicative” nature of these lighting proposals and strongly urge the LPA to use its influence to ensure that there is a definite commitment from the applicant to address the remaining concerns and to implement improved lighting proposals at the same time as the groundworks for the revised car park layouts.

Specific Comments on the applicant’s proposals:

The upgrade to current building lighting is welcomed as it will improve the situation but the upgrade proposed to bollard lighting will only serve to exacerbate a current problem. The bollard lights do little to illuminate the general area and, because they are at the same level as a car driver, they create driver glare at night thereby increase the risk of accidents at the various junctions.

The additional lights attached to buildings need to be carefully considered with the effect on the aesthetics of the particular building as well as any increase in ambient lighting.

Additional lighting to the East elevation of Chandlers will require external trunking or metal conduit and this would be an unacceptable intrusion to the coherent look of the façade. The 4 lights inset into the ground and the tree uplighters should (if working and possibly upgraded) be sufficient for pedestrian safety at night.

A similar argument can be made against the additional lighting proposed for the Malthouse façade where the decorative tree up lighting and general openness of the space make visibility and sense of safety reasonably acceptable.

The proposed lighting to the archway from Flagstaff Green into Cooperage Green is a sensible proposal that will help draw people to the portal and light the area. A similar light is proposed on the reverse side of the arch as part of the wayfinding strategy and this should be a task light (to illuminate the sign rather than the general area)

In the absence of alternative proposals, the suggestion of positioning lights to buildings to “splay” light onto junctions that are currently underlit is sensible, but careful attention is needed to the type and specification of the lighting so that the desired area illumination is achieved.

VISITOR PARKING

3.10 It is important that sufficient visitor parking places are available to enable social activity and the convenient support and care of residents. Developers must consider the required quantum and distribution.

3.12 In developments with car parks, developers should aim to include the appropriate number of visitor spaces within the car park if there is inadequate capacity on-street. In larger communal car parks with no allocation of spaces, less than 0.2 spaces per dwelling for visitors will be acceptable if it can be shown that sufficient resident cars will likely be absent when visiting takes place.

GBC Parking SPD paras 3.10-3.12 p14

The commercial frontage at Royal Clarence Yard has a large number of vacant units and there is significant opportunity to increase footfall to the site. It is important to recognise that the success of this site will need the determination and support of the developer, businesses and local residents together with the Council. A partnership approach is very much needed.

Waterfront and Town Centre SDP p 66

The Residents Association is very supportive of initiatives to bring visitors to RCY but there need to be sufficient spaces for them to park when they get here. We are pleased to note that the applicant appears to have listened to the strong objections to the previous proposals on Visitor parking and has withdrawn the proposal for very cheap visitor parking delivered via pay & display machines.

However, some concerns remain.

Comments and remaining objections

1) Zone 5/Cooperage Green Visitor Parking

There is still no clarity in the CPMP 2019 on the calculations for the **presumed availability** of visitor spaces in Zone 5/Cooperage Green. In para 5.1 the applicant lumps “visitors” together with other users (Marina berth-holders & non-lease/additional parking permit holders). At no point do they provide any evidence that there will still be sufficient *visitor* parking spaces “...at times when visiting takes place.” (which at RCY is likely to be 24/7)

There is no clarity nor information on the mobile/app option “Whoosh” mentioned: further information on the operation of this proposal is required.

2) North Meadow Visitor Parking

Under the temporary parking scheme currently running at RCY, North Meadow currently offers 33 standard Visitor parking bays (inc 1 disabled bay). These latest proposals show a **30% reduction of visitor parking bays** in North Meadow to 20 standard car parking bays, 3 disabled visitor bays and 1 m/c visitor stand. We object to this proposed reduction of visitor parking which is already massively sub-optimal for the north end of the RCY site.

Berkeley Homes has also confirmed that visitors to the new NM7 building/Bridge House will also use the North Meadow Visitor parking area. This area is popular and well used and there are many times when there are few or no Visitor bays available. It seems perverse and illogical to *reduce* the

number and availability of Visitor Parking in North Meadow while at the same time increasing the potential number of visitors (to the 55 apartments in the NM7 block).

It is important that sufficient visitor parking places are available to enable social activity and the convenient support and care of residents. Developers must consider the required quantum and distribution. (Parking SPD para 3.10)

We consider it vital that the number of Visitor Parking bays in North Meadow remains at least at the number available currently and therefore strongly **object** to this element of the latest proposals.

We had suggested to Berkeley Homes that they could consider converting the area between the NM7 building and the Gosport Cruising Club to provide much needed additional visitor parking at the north end of the site. Currently being used as a materials compound for the NM7 building, this was previously a grassed area used mostly by dog-walkers. If modern, porous car-park surface treatments were to be used, with a little soft landscaping round the edges, this could be both an attractive and practical addition to the knotty issue of visitor parking at RCY. However, we understand that they have decided they cannot do this as that piece of land has been granted in perpetuity to the Sailing clubs and will be returned to grass. We suggested that Berkeley Homes discuss the matter with the sailing clubs to see if they might be interested in exploring the idea, but it doesn't appear that Berkeley Homes has any interest in taking this idea further. We think this is a missed opportunity and would hope that GBC might look into the matter and use its influence to persuade the respective parties to consider the matter seriously.

3) Lack of Visitor cycle parking:

Short-stay cycle parking is primarily aimed at visitors to all types of uses. It should meet parking needs of up to half a day and is required for both residential and non-residential land-uses.

Short stay parking does not have to be covered, but it must be convenient to the development and enable a range of cycle types to be secured.

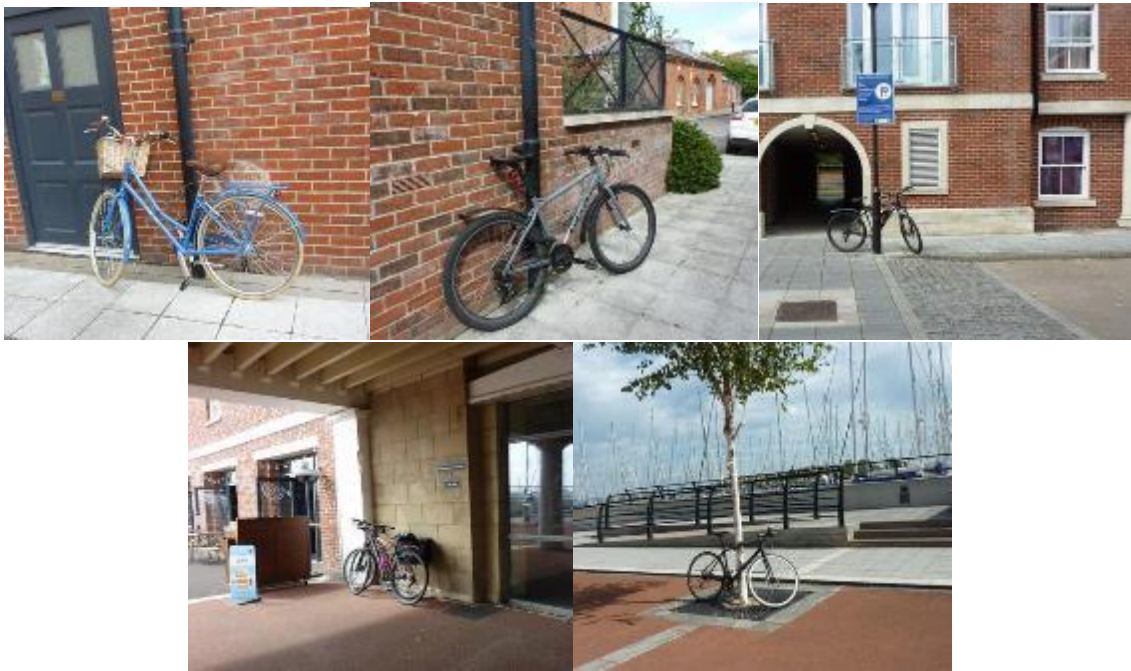
Parking SPD Appendix B: Cycle Parking standards paras 10 & 11

Appendix A of the Parking SPD specifies following requirements for short-stay cycle-parking:

- 1 cycle space per residential unit
- 1 cycle space per 250sqm for B1(a) office & B1(b)/(c) high tech/light ind
- 1 cycle space per 100sqm for Food and Non-food retail
- 1 cycle space per 10sqm (minimum of 2) for Eating and Drinking Establishments & Gymnasia

We understand that provision for short-stay visitor cycle parking should have been included in the approvals for each Phase. However, since the only "cycle storage" provided for Phases B, C, E and H is in locked cycle sheds, only accessible by residents and commercial tenants with the correct code, these are clearly not available for short-stay use by visitors. If short-stay visitor cycle storage was supposed to have been provided for these Phases under previous approvals, this has clearly not been implemented. The net effect is a clear lack of provision for visitor cycles across Royal Clarence Yard, which results in visitor cycles being chained to lamp-posts, railings and other structures, in some cases blocking the pedestrian walk-ways and presenting an untidy/disorganised appearance which is out of keeping with the settings of the Listed Buildings and the RCY Conservation Area.

Some photos of visitor cycles 28 Aug 2019...



The applicant has made no new proposals for the provision of adequate visitor cycle parking in convenient locations. We therefore continue to **object** on this issue. It is essential that the applicant identify suitable areas for and implements visitor/short-stay cycle parking, with clear signage, which can be easily located by visitors.

DISABLED PARKING

We note that some of the suggestions put forward in 2017 by the Chairman of the Gosport Access Group and Disability Forum appear to have been adopted in the latest revisions (which is welcomed) but others have not, or not been fully thought through, and some cannot be delivered as described. We think this still falls short of the requirements of local policies (both current and in place in 2005) and a concern for us as a Residents Association. The suggestions made by GAGDF would be relatively simple and inexpensive to include in a well-designed layout.

In particular, the following have not been addressed (quotes from GAGDF letter dated 8 Aug 2017):

- *The margins are also necessary where there are motorcycle parking bays adjacent (as these are often parked up to the edge of the marked area and have overhanging appendages) ...* It appears from the latest plans that the applicant has still tried to squeeze in m/c parking bays alongside disabled bays in several zones. We **object** to this arrangement as it is impractical and unsafe for the reasons given by GAGDF.
- *“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.”

- *“Existing wayfinding for the entire site is quite poor – both for vehicles and for pedestrians.”*
- *“Those signs which do exist are often in places where they cannot be seen by those who need to see them.”*
- Difficulties caused by the complexity of the signage *“On some the wording is ambiguous or confusing. This causes stress to those who are worried that they would be clamped or face a penalty notice...”* Some of the examples submitted with the latest revision are as cluttered and confusing as the current temporary signs on which the GAGDF comments were made. These are not helped by the rows of superfluous information, proliferation of logos and lines of very small (unreadable) T&Cs. If the T&Cs for RCY parking are clearly visible (and readable) at key points in the car park, it should not be necessary to replicate these on every single sign as long as the T&Cs are visible from all points in the car park (see BPA Code of Practice, p11)
- *“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.”*

We cannot see any evidence that the applicant has taken up the offer made by GAGDF to help on any of the points above: *“GAGDF would be happy to work with both the Council and the developer / owners of the site to improve access across this entire site.”* While there is not requirement in Planning Law for consultation with a special interest group such as GAGDF, it is regrettable that the applicant appears not to have bothered to seek their further advice in these latest proposals.

General concerns about the latest revisions

- The introduction of dropped kerbs and ramps adjacent to the proposed locations of disabled parking bays is welcome. However, this does not appear to be practical in every case (see detailed comments for each zone below).
- No further thought appears to have been given to ensuring that there is a level access route to the residential blocks and to the popular destinations (eg the Waterfront) from the disabled car parking spaces. There are several examples where a wheelchair user cannot reach his/her destination without having to take either a very circuitous route, or venture into the road or main vehicle route within the car park. (see map at Appendix 3 and detailed comments below).
- We note that the applicant has continued to ignore the GAGDF 2017 recommendation *not* to place m/c parking adjacent to disabled bays, for the reasons given. We would hope that this is an oversight rather than a deliberate decision. We concur with the GAGDF advice and strongly recommend that m/c parking is located elsewhere (preferably in areas which cannot be used by cars).
- On that basis, it appears that these latest proposals (although improved in some aspects) still fails to meet the requirements of LP23 (point 8) nor the superseded R/T11 *"Access and Parking"* and fails to follow fully the very practical and informed advice given by GAGDF. We therefore **object** to the still inadequate provision for access and disabled users.
- It wouldn't take a lot to address these remaining concerns and we sincerely hope that the LPA will do its best to encourage the applicant to do so. We have made suggestions in our comments below:

Zone 2

Location of the disabled visitor bays: We note that the applicant has responded to our previous objection to the location of the Visitor disabled bays at the entrance to the North Meadow car park but they are still on the main thoroughfare into the car park. This is no lighting in this area and it is a dark and dangerous part of the car-park (particularly at night) as vehicles gather speed following the turn, so some concerns remain in case this could put the blue-badge holder at risk while manoeuvring in or out of their vehicle. We strongly recommend proper consultation with GAGDF and or blue-badge users as to the most suitable location for the disabled visitor spaces.

We **object** to the proposal to install a visitor m/c parking bay next to the disabled parking bays, for reasons given above. There are other, better, places for m/cs to park (see notes on m/c parking).

Lack of level/protected access routes:

1. We welcome the introduction of a dropped kerb at **position A** to enable the four blue-badge permit holders to exit the car park without leaving by a main vehicle entrance. However, since there is no marked, lit, safe crossing at that point which might slow vehicles down, this immediately puts the wheelchair user into the roadway. This is a dark crossing, as one progresses across the road towards Ledwell Court. Cars do come at speed along that part of Weevil Lane and are sometimes even still accelerating. We recommend that a traffic-calming/shared use crossing is introduced at this point, together with appropriate lighting to ensure that pedestrians and wheelchairs can be seen on the crossing.
2. The introduction of dropped kerbs at **position D** for the two Visitor disabled bays is also welcome. However, if a wheelchair user is heading for any of the residential blocks or the waterfront, there is no marked, safe crossing at that point which might slow vehicles down – and crucially, no dropped kerb on the opposite pavement.



Cars are often starting to accelerate along Weevil Lane as they pass the junction into NM7 & North Meadow. The only option is to take a dog-leg route to the bus turning circle across Weevil Lane and then another tangential route to the bollards in Slaughterhouse Square, where the pavement around Ledwell Court provides level access. If the visitor is going to either Ledwell Court or Galleon Place, he/she then has to double-back along the pavement to approach the buildings from the West as there is no level access to these blocks from Slaughterhouse Square. We recommend that a traffic-calming/shared use crossing is introduced at this point, together with appropriate lighting to ensure that pedestrians and wheelchairs can be seen on the crossing.

3. The sole disabled parking bay behind Galleon Place has no option other than to travel in the road until he/she reaches Weevil Lane. The short road behind Galleon Place is used by



vehicles accessing the yacht clubs. The risk to a wheelchair user could be minimised by the introduction of a dropped kerb at the start of the pavement.

4. We note that the current gravel surface of the area adjacent to Unit 1 North Meadow (the footprint of the approved NM3 block which we understand is not to be built), is wholly unsuitable for wheelchair users and also blocks through access for wheelchair users on the perimeter path around North Meadow. If left as proposed, a wheelchair user on the perimeter pavement would have no option other than to return to the dropped kerb at the mid-point (provided for the refuse bins) and re-enter the car park and potential conflict with vehicles, in order to reach the new ramp at **position F**



We suggest that the applicant is required to provide a level hard surface continuation of the perimeter pavement in front of the NM3 footprint, suitable for wheelchairs, to that it connects with the pavement on the West side of Salt Meat Lane. That would be a simple and inexpensive way to increase the safe connectivity linking these two parts of the site for pedestrians and wheelchairs. There should also be a level hard surface pathway all the way to the entrance of Unit 1.

Zone 3

Location of the disabled parking bays and lack of level access routes:

1. At para 4.17 of their latest Car Parking Management Plan, the applicant states: *“All disabled parking spaces will have...step-free access to pedestrian routes.”*

Unfortunately, this is not the case when it comes to the three proposed disabled bays on the North side of the Courtyard carpark. The proposed location is up against one of the cycle sheds, so no dropped kerb access can be provided by these bays.



2. Furthermore, even if a wheelchair user were able to access the pavement around the Salthouse, there is no dropped kerb at the corner (by the Granary drop off zone) to allow an onward journey. The only option (eg if heading to the Waterfront) is to wheel along the road (with a blind corner).



There is no complete level onward access route around the Salthouse, due to the lack of dropped kerbs on the pavement to the front/north of the building. It would be a simple matter for the applicant to provide these, which would establish a proper safe connectivity to other parts of the site and thereby remove this part of our objection.

We note that the applicant has introduced a new disabled bay in the south row of the Courtyard car park, opposite the Malthouse, but has removed the current disabled bay in the north-west corner, which we understand was placed there at the request of a registered disabled user living in the Salthouse. No explanation has been given for the removal of that bay.



3. We **object** to the proposal to install a m/c parking bay/area next to the disabled parking bays, for reasons given above. There are other, better, places for m/cs to park (see notes on m/c parking).
4. We are concerned that the applicant is proposing to place 4 of the 6 disabled bays in the already over-subscribed Courtyard car park as this represents 9% of the parking spaces in this small area.
 - a. By lumping the Courtyard, Flagstaff Green and the Salthouse parking into one zone for their calculations, they are ignoring the fact that these are really three different car-parks – and Flagstaff Green is several hundred yards away by road.
 - b. These proposals effectively ignore the reality of people’s parking journeys. For example, for a Chandlers or Malthouse resident for whom the Courtyard offers the closest car park, will drive there first. If that car park is full (as it often is and is more likely to be so if the latest proposals go though), they then have to execute a three-point turn, exit the Courtyard and look for a space either in front of the Salthouse or drive all the way along Salt-Meat Lane to Flagstaff Green – and then walk back to their apartment, quite possibly carrying heavy shopping (as there is no drop-off zone in the Courtyard).
 - c. Unless there is a demonstrated high demand or need already for a high proportion of disabled spaces in the Courtyard car-park, we suggest that a more useful and practical distribution of disabled parking bays across Zone 3 would be:
 - i. Courtyard (2 spaces)
 - ii. Front of Salthouse at the east end of the row (1 residential space, 1 shared Visitor & Residential space – which would have the dual benefit of providing much needed Disabled Visitor parking bay close to the Waterfront)
 - iii. Flagstaff Green (3-4 spaces). Flagstaff Green is the most undersubscribed car park at RCY. Adding additional disabled bays in this part of Zone 3 would be of benefit to residents of Flagstaff House & Green as well as the Malthouse, Salters Mews, Brewhouse and Chandlers (apts 43-46, which have their entrance on Brewhouse Square).

Zone 4

We note that the existing single disabled bay in Zone 4 does not have dropped kerbs available to allow access to the pedestrian pavement and this is not included in the works shown on Appendix 10 of the revised CPMP.



Zone 5

Location of the disabled bays and lack of level access: Providing a group of properly protected and marked disabled bays close to the main gateway from the Cooperage Green car park into Flagstaff Green is welcome and is an improvement from the previous proposals.

However, these are quite some distance from two of the most popular destinations in Cooperage Green for visitors: the Pump House Café and the Waterfront Baptist Church (Unit 2).

There is also a lack of safe level access to the Pump House café and from the Weevil Lane entrance gate to the Flagstaff Green Gate as the perimeter pavement is blocked in the north-west by the location of the marina trolley park.



A better location for the marina trolleys would be by the north wall of the former telephone exchange. This would be convenient for Marina berth-holders and visitors and would not conflict with a pedestrian route.



If visiting the Pump House café, (which has no step-free access in front of the building), a wheel chair user currently has to go past the café, towards the main gait before finding the level access (by unit 18) and then doubling back along that section of perimeter pathway. Even then he/she also has to navigate the gravelled area to the rear/west of the building (gravel is not a wheelchair friendly surface) in order to get to the front door of the café.



As a result, wheelchair users have no option other than to cross the car park via the vehicle routes (not safe, protected or well lit). It would be much better for customers of the Pump House Café if a disabled parking bay could also be provided close to the café. Possibly the same would apply to the Waterfront Baptist Church. We would strongly recommend that the applicant consults these visitor-facing operations to better understand the needs of their disabled visitors.

MOTOR-CYCLE PARKING

Comments & remaining objections

We note that the applicant has responded to some of the previous objection to their proposals for motor-cycle parking. The decision to group the m/c parking areas and fixings is welcome as is the increased provision for m/c parking in Zone 3

However, the applicant states that a resident may park either a car or a m/c in the primary car park. We have pointed out to the applicant that RCY m/c owners also park a car in the closest zone. Since there appears to be no way for the parking attendants to know whether the m/c permit (if obtained) should be for Zone 5 rather than in the residential zone, this element of the CPMP frankly already does not work in practice.

As it is, Horizon do not currently appear to be enforcing the rules in the temporary CPMP re m/cs. If the reason is that it is impractical for them to do so, then this aspect of the proposed CPMP needs to be re-thought. The applicant has stated that this aspect will be managed by the RCY Property Manager but we have not had any clarification nor reassurance as to *how* this is to work in practice.

We had previously suggested that since it appears that the approved NM3 block in North Meadow is not to be built as consented, part of the footprint could provide a suitable location for m/c parking. This would have the advantage of keeping a number of m/cs together and is out of the way of other vehicles and pedestrians. However, Berkeley Homes has refused to consider this idea: "*The stone area outside North Meadow commercial unit 1 will not be converted into a motorcycle area.*"² No reasons for this decision were given.

ACCESS AND PARKING ARRANGEMENTS FOR NM7

We have now received some clarification from Berkeley Homes to various questions we had previously raised in relation to the Access and Parking arrangements for the NM7 block.

However, the following concerns are still unresolved:

- According to the Planning permission granted for NM7, NM7 visitors are to park in Cooperage Green (Zone 5). Berkeley Homes has now confirmed to the Residents Association that Visitors to the NM7 block are also to use the significantly reduced Visitor parking bays in North Meadow (see objection under "Visitor Parking" earlier in this document.) This is not going to work without an increase in the Visitor parking bays. Under LP23, there should be 11 Visitor parking bays provided for the NM7 block alone. If these are now to be provided in North Meadow, that reduces the availability for all the current users.
- How is the access road to NM7 to be managed? One-way? If so, which way? The approval for NM7 indicated one way but Berkeley Homes insists that they have GBC approval for it to operate as a two-way road. We think this is inaccurate and **object** to this change as it will materially affect the safety of existing traffic and pedestrians
- They have not answered the previous question as to how they intend to prevent the access road being used as a short cut other than to say that "*...the access road has planning approval and no further signage is planned.*"
- Nor the concerns about lighting and signage for the entrances to the access road (residents consider this to be a safety issue as both ends of the access road are on blind corners). Berkeley Homes response so far is merely to repeat "*...the access road has planning approval and no further signage is planned.*"
- There is a lack of clarity between the CPMP proposals and the approved plans for the NM7 building as to whether the gap between North Meadow Units 10 & 11 is to provide a pedestrian access from the North Meadow car park through to the NM7 block.

² Answers from Berkeley Homes to CPMP Questions from the RA received 15 November 2019

- If this is to be a pedestrian access to the NM7 block, surely that should be shown on the plans and there should be provision for a safe, properly lit, level access crossing on the NM7 access road.
- If that gap is to be permanently closed, surely consideration needs to be given to the probable pedestrian access to the NM7 building. Human nature being what it is, it is likely that people will want to take the shortest route to the NM7 block and will not want to walk all the way round to the main pedestrian entrance opposite the bridge.

We consider this to be an important failure to fulfil the terms of condition 7 of the original permission for this block. If the details are not to be provided under that condition, they should certainly be provided with this proposed revision to the permanent CPMP. Ideally the answers should be provided under both permissions, since the parking provisions for NM7 cannot be decoupled from the CPMP.

ZONE 2: SURFACE TREATMENT, MATERIALS, LIGHTING AND DRAINAGE:

NM4/5 footprint

Looking at the planning history of the previously approved NM4/5 block which is now not to be built and instead converted to provide additional car parking,, it seems clear that there was an expectation in the decision by the Inspectorate under condition 6 of Appeal I (ref:APP/J1725/A05/1185799) that full details of the hard landscaping works for the Phase should be submitted in advance and approved in writing by the LPA. This condition was subsequently carried through into condition 7 in 10/00489/FULL. Eventually, the applicant decided not to build the NM4/5 block and signed a Deed of Undertaking to that effect in October 2015. While the only permitted use for the footprint of this land was now agreed to be for car parking, at no point has the applicant provided details of *the hard surfacing materials, street furniture...and external lighting* for this area as required under the conditions listed above.

We note that the applicant has made no changes to their proposals for the car park surface on the footprint of the previously approved NM4/5 block, despite our comments and the fact that the area regularly floods at the south end in heavy rain. Nor have they proposed providing any additional lighting for this area (see comments and concerns under “Lighting” above) so our **objections** remain as previously stated:

1) The “temporary” car park on the footprint of the NM4/5 block at the front of North Meadow is as a higher level than the rear of the car park. in the approved 2015 CPMP, the applicant was going to level the Zone 2 car park, to create a more rational area for parking. In this latest proposal they are now not planning to address the different levels, opting instead for a narrow ramp between the two areas. No explanation for this change in the plans has been given,

*2) The “temporary” car park on the footprint of the NM4/5 block was never intended to be, nor constructed as, a permanent car parking area. The adjacent grassed area (now to be lost to parking) and the south end of the NM4/5 footprint also floods regularly in heavy rain. Since both areas will need to be reconstructed to acceptable car-park surface standards (with appropriate drainage), we **object** to the proposal.*

3) The construction plans submitted with this application appear to be a) just for the small grassed area which they are now proposing to tarmac and the proposed new ramp rather than the whole of the adjacent temporary NM4/5 footprint and b) generic specifications which appear to need further

details following site surveys. We strongly suggest that further information should be provided with detailed drawing and specifications which are specific to the whole of the front area of north Meadow.

We suggest that BH considers the installation of a porous surface treatment which would be both environmentally friendly and aesthetically more in keeping with the adjacent listed Buildings and the RCY Conservation Area ([click here](#) for info and images of car park surfaces used at Royal William Yard). We understand that the costs of such surfaces are broadly comparable to a traditional black tarmac and more cost-effective in the long run.

Furthermore, we note that the applicant has provided some details for their proposals to convert the soft-landscaped area at the North end of the NM4/5 footprint, but there is no mention of how they propose to deal with intersection of the south end with the adjoining and the small formerly soft-landscaped corner (currently bare earth).

NM3 footprint

The applicant's intentions for the use of the footprint of the previously approved NM3 building need to be clarified.

We note that the applicant is now proposing to provide a dropped kerb on Salt Meat Lane to provide "Improved access to North Meadow Unit 1" (marked at G on Groundworks plan Appendix 10):

If this intended to be for vehicular access, then that indicates that the NM3 footprint is now to become part of the access road or car park – and should be shown as such in the CPMP. We understand, anecdotally, that the current tenant intends to park trailers on this area. If that is the case and is to be agreed, then this also needs to be shown on the plan and the proposed restrictions not permitting trailers to park in North Meadow will need to be altered.

Whatever the applicant's intentions for this area, there are some obvious elements which need to be established – and some practical improvements which could/should be achieved at the same time:

1. The North Meadow perimeter hard surface pathway should be extended to join up with the Salt Meat Lane pathway (see notes on Disabled and Level access)
2. There is sufficient room on the footprint to allow for a number of m/c parking slots, which still allowing room for vehicular access to Unit 1. This would help alleviate the pressure on m/c parking in the Courtyard of Zone 3 (see notes on m/c parking)

Whether this area is to be used for access or to formally become part of the car-park, the same issues as for the former NM4/5 footprint apply: the applicant needs to confirm that they no longer intend to build the approved NM3 block and also to provide proper details of the hard-landscaping, lighting etc for this area, in line with the conditions of the previous approval.

COMMERCIAL PERMIT PARKING & COSTS

We note that the applicant appears to have addressed the objections we previously raised about the availability of sufficient parking spaces for commercial vehicles in Zone 2

However, having sought clarification from Berkeley Homes about arrangements for the issuance of commercial parking permits, we are dismayed to discover that they are intending to issue all commercial permits (lease or non-lease) free of charge.

If the commercial stakeholders are not contributing *at all* to the costs of running the CPMP, then the burden falls 100% to the residents. Which would be grossly unfair and inequitable.

The reasons for the establishment of a Parking permit scheme at RCY are to do with the lack of sufficient parking on site to meet the needs of all the stakeholders here.³ If there has to be a parking permit scheme, then all the stakeholders should contribute to the costs of that scheme. If Berkeley Homes wants to waive the fee for their commercial tenants, then Berkeley Homes should bear the cost of that decision.

While the financial arrangements between the landlord, the leaseholders and the parking management company are not normally a matter for the LPA, we feel sure that the LPA would wish to be satisfied that a workable and equitable arrangement was proposed to safeguard the proper management of the limited parking across RCY for the future. Until the fundamental unfairness and financial burden at the heart of the scheme which falls exclusively on residents is addressed and rectified, we profoundly **object** to this element.

OTHER GENERAL POINTS

Trailers:

The applicant appears not to have made any changes to their latest proposals in relation to trailers and their parking, so our previous concerns still apply:

*1) There are several trailers regularly occupying car parking spaces in both North Meadow and Cooperage Green. Some appear to belong to residents, some to commercial occupiers. The smaller trailers each occupy a single car parking space; the larger trailers occupy two spaces. We **object** to the fact that the applicant has made no provision in the parking calculations submitted with these latest proposals for the fact that several parking spaces will be made unavailable through the parking of trailers.*

In the answers to the Residents Association, Berkeley Homes states that the parking of trailers will be managed by both the Parking Management company and the Property Manager working together. However, we remain unconvinced that this is workable since it is apparently impossible for trailers to be properly managed by the Parking Management company under the regulations currently governing private car parks. Under the current (temporary) scheme, trailers are supposed to be managed by the Managing Agent. However, in practice this provision is proving unworkable and is regularly abused.

3) The applicant should be required to provide a workable management plan for trailers. The estimated number of trailers and their space requirement needs to be subtracted from the car-parking space available to visitors and other users.

In a separate answer to the Residents Association, the applicant has indicated that the removal of trailers which do not comply with the stated regulations will be managed by the RCY Managing Agent.⁴ However we remain unconvinced that there are adequate mechanisms in place between the Parking Management Company and the RCY Managing agent to ensure that this is workable on a

³ Gosport Borough Council Parking SPD para 3.25

⁴ Answers from Berkeley Homes to CPMP Questions from the RA received 15 November 2019

practical level. And we remain concerned that these details have not been included in the documentation submitted with this CPMP application.

