

Royal Clarence Marina Residents Association

Mr. Mark Bridge
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c/o Secretary
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20 December 2019

Dear Mr. Bridge

17/00290/FULL | CAR PARKING STRATEGY (AMENDMENT TO CAR PARKING STRATEGIES APPROVED 29.02.08 AND 16.10.15) (CONSERVATION AREA) (as amended by documents received 18.11.19) | Royal Clarence Marina Weevil Lane Gosport Hampshire

Further to our Chairman's letter dated 12 December 2019, we are submitting an illustration of the poor light levels in the North Meadow car park, which fall well below the National/EU standards for exterior car-park lighting (BS 12464: 2014):

Table 5.9 — Parking areas

Ref. no.	Type of area, task or activity	\bar{E}_m lx	U_o –	R_{GL} –	R_a –	Specific requirements
5.9.1	Light traffic, e.g. parking areas of shops, terraced and apartment houses; cycle parks	5	0.25	55	20	
5.9.2	Medium traffic, e.g. parking areas of department stores, office buildings, plants, sports and multipurpose building complexes	10	0,25	50	20	
5.9.3	Heavy traffic, e.g. parking areas of major shopping centres, major sports and multipurpose building complexes	20	0,25	50	20	

When lighting car parks it is very important to have good levels of overall uniformity to ensure that the ratio between the average high and average low points is not too large. The uniformity required of 0.25 (25%) is consistent between all lighting categories.

Pedestrians should be able to see and be seen. Measures should be taken to minimise glare both for pedestrians and for drivers.

As can be seen from the table of readings attached to this letter, the majority of the North Meadow Car park falls below 2.5lx. The only well lit areas are immediately under the

lighting columns in the rear of the car park and immediately under the (unapproved) additional light attached to the exterior of Unit 12.

There are pools of darkness all round the car park, particularly on the perimeter walkways, disabled access points and the NM4/5 footprint, making it difficult to see kerbs and changes of level.

The crossing from the North Meadow car-park towards Galleon Place and the Waterfront is particularly dangerous as the illumination falls below 2.5lx as soon as a pedestrian steps off the pavement. Driver rounding the corner from the North frequently report difficulties seeing pedestrians at this point due to the low levels of lighting at the crossing point and the blinding glare from the driver-level bollard lighting further along Weevil Lane. Pedestrians are virtually invisible at this point and this is extremely dangerous.

We understand that there are similar British standards covering lighting for pedestrian walkways and emergency access routes.

We have not seen any evidence in any plans submitted by the applicant that the lighting across RCY meets any of these standards. If they believe the lighting across the site is compliant with the British Standards, we hope that the LPA is able to require the applicant to produce the evidence so that it can satisfy itself that the lighting meets the safety requirements of LP23 as a minimum and make the place feel more welcoming.

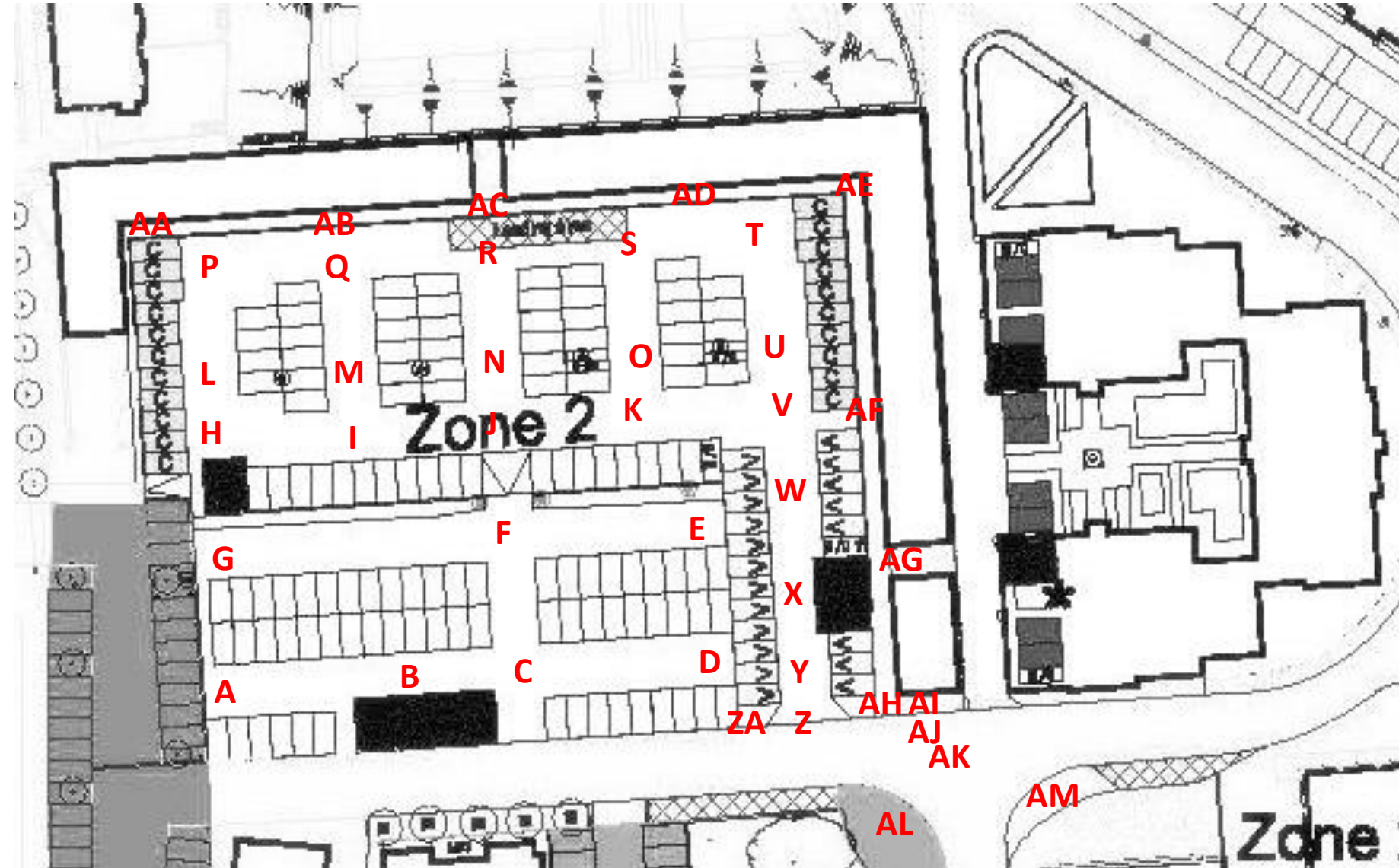
We hope this additional information is helpful.

Yours sincerely,

Philippa Dickinson
Secretary
RCMRA

(Table and map of North Meadow follows)

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



Location	Lux	Location	Lux
<i>NM4/5 footprint</i>		U	6.3
A	u	V	u
B	u	<i>Access Road to rear of North Meadow</i>	
C	u	W	u
D	u	X	u
E	u	Y	u
F	u	Z	u
G	6.38	ZA	u
<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)

Readings taken 29 Dec 19:45 – 20:30

Sekomic Illuminometer i-346