

Committee Report

Item No: 7B

Reference: DC/22/00661

Ward: Blakenham.

Case Officers: Vincent Pearce

Ward Member/s: Cllr John Field.

Averil Goudy

RECOMMENDATION –

Approve the Reserved Matters details with conditions

Description of Development

Submission of Details (Reserved matters) Application for Outline Planning Permission DC/20/01175. **Appearance, Landscaping, Layout and Scale** in relation to the construction of Phase 5 / Units 7, 8, 9 & 10.

Location

Port One Logistics Park, Blackacre Hill, Bramford Road, Great Blakenham. IP6 0RL

Expiry Date: 08/07/2022

Application Type: RES - Reserved Matters

Development Type: Major Large Scale - Manufacture/Industry/Storage/Warehousing

Applicant: Curzon de Vere Ltd

Agent: Mr Nick Davey

Parish: Great Blakenham

Site Area: 3.95ha

Density of Development:

Gross Density (Total Site): n/a

Net Density (Developed Site, excluding open space and SuDs): n/a

Details of Previous Committee / Resolutions and any member site visit: None

Has a Committee Call In request been received from a Council Member (Appendix 1): No

Has the application been subject to Pre-Application Advice: Yes informal

This reserved matters submission is submitted pursuant to the relevant condition/s attached to the outline planning permission reference: DC/20/01175 as granted 15.04.2021; distinguishing it from Outline Planning Permission 2351/16 as varied by Section 73 permission 1755/17 and Section 73 permission DC/20/03891. It is the subject of a signed S106 Agreement.

PART ONE – REASON FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason/s:

The scale of development [*total floorspace*] exceeds the threshold set within the Council's formal Scheme of Delegation to the Chief Planning Officer.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

The Adopted Development Plan for Mid Suffolk District Council comprises the Mid Suffolk Core Strategy Focused Review (2012), the Mid Suffolk Core Strategy (2008) and the Mid Suffolk Local Plan (1998), specifically the live list of 'saved policies' (2007). The following are considered the most relevant to the determination of this proposal.

NPPF - National Planning Policy Framework

Adopted Mid Suffolk Core Strategy (2008)

CS02 - Development in the Countryside and Countryside Villages [countryside beyond the site]
CS03 - Reduce Contributions to Climate Change
CS04 - Adapting to Climate Change
CS05 - Mid Suffolk's Environment

Adopted Mid Suffolk Core Strategy Focused Review (2012)

FC01 - Presumption In Favour Of Sustainable Development
FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development

Adopted Mid Suffolk Local Plan (1998)

GP01 - Design and layout of development
SB02 - Development appropriate to its setting
H16 - Protecting existing residential amenity.
CL05 - Protecting existing woodland
CL08 - Protecting wildlife habitats
T09 - Parking Standards
T10 - Highway Considerations in Development
T11 - Facilities for pedestrians and cyclists
T12 - Designing for people with disabilities

Neighbourhood Plan Status

This application site is not within a Neighbourhood Plan Area.

Consultations and Representations

During the course of the application Consultation and Representations from third parties have been received. These are summarised below.

A: Summary of Consultations

Town/Parish Council (Appendix 3)

Little Blakenham Parish Council: *[16 March 2022]*

Has 'no objection'

Great Blakenham Parish Council:

Has not responded *[consultation expiry 22 March 2022]*

Claydon and Whitton Parish Council:

Has not responded *[consultation expiry 02 March 2022]*

National Consultee (Appendix 4)

Ministry of Defence [MOD]: *[02 March 2022]*

No safeguarding* objections.

*[*possible adverse impacts on operations and flight safety at Wattisham Airfield] [this also includes an assessment of bird strike risk]*

National Highways [formerly Highways England]: *[15 February 2022]*

No objection

Historic England *[11 February 2022]*

Advised that they need not be consulted

The Environment Agency

Has not responded *[consultation expiry 02 March 2022]*

Suffolk County Council Responses (Appendix 5)

Highways: *[25 March 2022]*

Support submission subject to condition requiring early delivery of servicing areas and ev charging

PRoW: *[17 February 2022]*

Note FP 013 is adjacent to northern boundary but accept details subject to addition of standard informatives

LLFA: *[23 February 2022]*

Holding Objection. Following a virtual meeting held between DM / LLFA officers and the applicant and their drainage engineers and the submission of additional material an amended and positive consultation response is expected from the LLFA as the full drainage details are in any event to be determined by condition [being outside the scope of the RM submission other than in respect of possible layout implications] A verbal update will be provided at the meeting.

Fire & Rescue: *[01 March 2022]*

No comment as their requirements will be the subject of a separate discharge of condition submission [no 33]

Archaeology: *[01 March 2022]*

No objection subject to conditions. [no commencement before WSI and no occupation prior to site investigation and post investigation assessment being completed

Travel Planning: *[10 February 2022]*

No comment to make

Development Contributions Manager:

Has not responded *[consultation expiry 02 March 2022]*

Internal Consultee Responses (Appendix 6)

Heritage: *[28 February 2022]*

No comment to make

Environmental Health [pollution]: *[02 March 2022]*

No comment to make

Environmental Health [air quality]: *[02 March 2022]*

No comment to make

Environmental Health [land contamination]: *[02 March 2022]*

No comment to make

Environmental Health [sustainability]: *[04 March 2022]*

No comment to make and notes further sustainability requirements are subject to discharge via separate condition 21

Waste Services: *[02 March 2022]*

No objection subject to condition/informatives

Place Services [Ecology]: *[14 March 2022]*

Suggest further condition to include need for environmentally sensitive lighting scheme [as has been the case with previous units]

Arboricultural Officer

Has not responded *[consultation expiry 02 March 2022]*

Economic Development

Has not responded *[consultation expiry 02 March 2022]*

Communities (Major Development)

Has not responded *[consultation expiry 02 March 2022]*

Public Realm

Has not responded *[consultation expiry 02 March 2022]*

Other Consultee Responses (Appendix 7)**Anglian Water:** *[16 February 2022]*

No objection

East Suffolk Drainage Board: *[02 March 2022]*

Note that if infiltration is to be used it must be demonstrated that it is viable and if any drainage is to enter the existing watercourse network run-off rates be restricted to green field rates. *[this will be the case as required by the LLFA]*

Stowmarket Group – Patch 4

Has not responded *[consultation expiry 02 March 2022]*

British Horse Society

Has not responded *[consultation expiry 02 March 2022]*

Suffolk Police – Designing Out Crime Officers

Has not responded *[consultation expiry 02 March 2022]*

B: Representations

At the time of writing this report, which is after the expiry date for such representations to be received, no neighbour comments had been received.

(Note: All individual representations are counted and considered. Repeated and/or additional communication from a single individual will be counted as one representation.)

PLANNING HISTORY [the myriad discharge of condition references are not included]

REF: DC/ 21/05820	Application for approval of Reserved Matters following approval of Outline Planning Permission DC/20/03891 dated: 17/02/2021 - Appearance, Landscaping, Layout, and Scale in relation to the Construction of Phase 6 Unit 6 Class B8 Warehouse buildings including ancillary office space, production areas (Class E(g)) and car parking deck.	DECISION: GRANTED 02.02.2022
REF: DC/21/04358	Application for approval of Reserved Matters following approval of Outline Planning Permission DC/20/03891 dated: 17/02/2021 - Appearance, Landscaping, Layout, and Scale in relation to the Construction of Phase 8 Units 1 and 2 Class B8 Warehouse buildings including ancillary office space, production areas (Class E(g)) and car parking deck.	DECISION: GRANTED
REF: DC/21/02697	Full Planning Application - Extension of estate road and construction of part of carpark and service yard, with related landscaping to service unit 3.	DECISION: GRANTED 24.06.2021
REF: DC/21/02067	Submission of details (Reserved Matters) following Permission DC/20/03891 dated 17/02/2021 - Appearance, Landscaping, Layout and Scale for Construction of Phase 3 / Unit 3 Class B8 Warehouse building including ancillary office space, with car parking and loading / unloading areas, boundary landscaping and continuation of estate road.	DECISION: GRANTED 10.06.2021
REF: DC/20/01175	Application for Outline Planning Permission. (Access to be considered) Extension to Port One Business and Logistics Park (as permitted under ref. 2351/16 and varied by ref. 1755/17), together with associated works including drainage lagoons, ecology mitigation and landscaping	DECISION: GRANTED 15.04.2021
REF: DC/20/03891	Application under Section 73 of the Town and Country Planning Act relating to Planning Permission 2351/16 previously varied by 1755/17 for the variation of Conditions 20 (Proposed access road details) and 26 (Off road cycle route improvements)	DECISION: GRANTED 17.02.2021

REF: DC/19/01793	Submission of details under Outline Planning Permission 2351/16 (Varied by Section 73 permission 1755/17) for Appearance, Landscaping, Layout and Scale of Phase 2 extending estate road approved under DC/18/01897 to eastern & central parts, provision of main services & balancing lagoon & Phase 4 for central warehouse unit plot.	DECISION: GRANTED 23.10.2019
REF: DC/19/01827	Submission of Details under Outline Planning Permission 2351/16 (Varied by Section 73 permission 1755/17) for Appearance, Landscaping, Layout and Scale of Phase 1 Access Works	DECISION: GRANTED 10.07.2019
REF: 1755/17	Application for variation of condition 20 following grant of planning permission 2351/16: "Application for outline planning permission (including access, all other matters reserved) for development of business and logistics park to provide commercial floorspace principally within Use Classes B1 and B8, to include access onto the B1113 Bramford Road and a secondary means of access via Addison Way, together with the provision of estate roads and ancillary parking, servicing and landscaping" to enable revised details for proposed accesses	DECISION: GRANTED 29.10.2018
REF: 2351/16	Application for outline planning permission (including access, all other matters reserved) for development of business and logistics park to provide commercial floorspace principally within Use Classes B1 and B8, to include access onto the B1113 Bramford Road and a secondary means of access via Addison Way, together with the provision of estate roads and ancillary parking, servicing and landscaping.	DECISION: GRANTED 17.11.2016

PART THREE – ASSESSMENT OF APPLICATION

1.0 The Site and Surroundings

- 1.1 Port One is an evolving highly successful e-commerce logistics park on the west side of the Bramford Road -B1113] within Great Blakenham. Opposite the entrance is the Energy from Waste plant operated by Suez/SCC on the east side of the road.



figure 1: **Location plan [units 7,8,9,10]**



figure 2: **Then Energy from Waste plant**

1.2 The site of the RM submission is on the far western edge of the wider Port One site and consists of cleared ground. It is adjoined by the Blakenham Estate [parkland] which occupies higher ground, the boundary being demarcated by a considerable escarpment.



figure 3: **Blackacre Road and view towards Port One** [March 2022]



figure 4: **The site's physical relationship to the Blakenham Estate**

2.0 The Proposal

2.1 This is a Reserved Matters submission for four warehouse units. The matters that are reserved are Layout, Appearance, Scale and Landscape

Unit 7: Total 55,588 sq.ft.

Unit 8: Total 82,595 sq.ft.

Unit 9: Total 52,563 sq.ft

Unit 10: Total 101,634 sq.ft.

3.0 The Principle of Development

3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

3.2 It is therefore the starting point for the Council when determining planning applications and so we must first consider the application in the light of relevant Development Plan policies.

3.3 The principle of development for a logistics park on this site has already been established by the planning permission granted under application reference DC/20/01175

4.0 Discussion: The Reserved Matters Details – Appearance, Landscaping, Layout and Scale in relation to the construction of Phase 5 / Units 7, 8, 9 & 10

4.1 Following approval of Reserved Matters under separate applications for units 1, 2, 3, 4 and 6 of the Port One e-commerce logistics park, Members will be familiar with the appearance and scale of these modern warehouse buildings on this particular site.



figure 5: **Proposed Front elevations**

4.2 As the operators of Port One have deliberately approached the development of this *Freeport Customs Area* site with the aim of created a distinctive ‘house style’ to reinforce branding the proposed scale and design of all four units are, as expected, entirely consistent with those previously approved. The RM satisfy local plan policies GP01 and SB02 in these regards.

4.3 Care has again been taken to ensure that the ridgeline of each building will sit below the tree-tops of the extensive mixed deciduous and evergreen plantation that embraces the eastern edge of the Blakenham Estate. This woodland creates a natural backdrop to Port One when viewed from the east and hides the development from views within the landscape from the west. The RM satisfy local plan policies CL5, CL8 and SB2 in these regards.

4.4 This concealment is in part achieved by:

- lowering ground levels to varying degrees within the plots – a technique already successfully used [and to be used] to reduce the visual impact of previously approved units; and,
- continuing to use the previously approved horizontal colour banding scheme [*shades of grey*] on each building. Members will recall that the darker shade sits at the top and the bands below become progressively lighter. Whilst this may seem counter intuitive where the aim is to conceal mass/scale the illusion is successful because the darker band is, in this case, read against plantation trees in the background and not the sky.

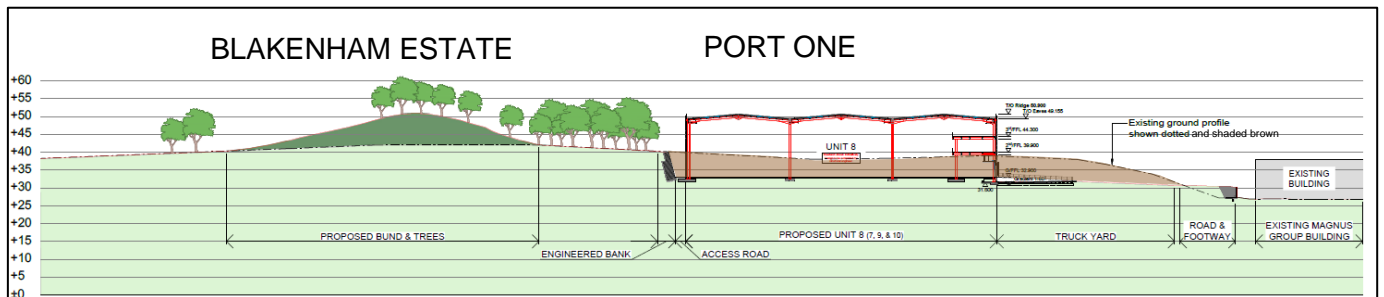


figure 6: **Proposed cross section [east-west]**

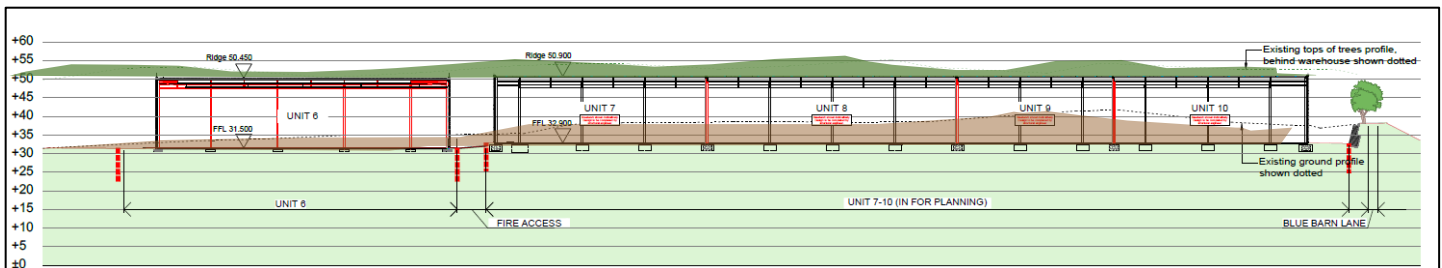


figure 7: **Proposed cross section [north-south]**

4.5 The proposed 4 units occupy a space that was potentially the site of two larger warehouses [in terms of their footprint] shown indicatively on the layout plan that accompanied the outline planning application. [DC/20/01175]

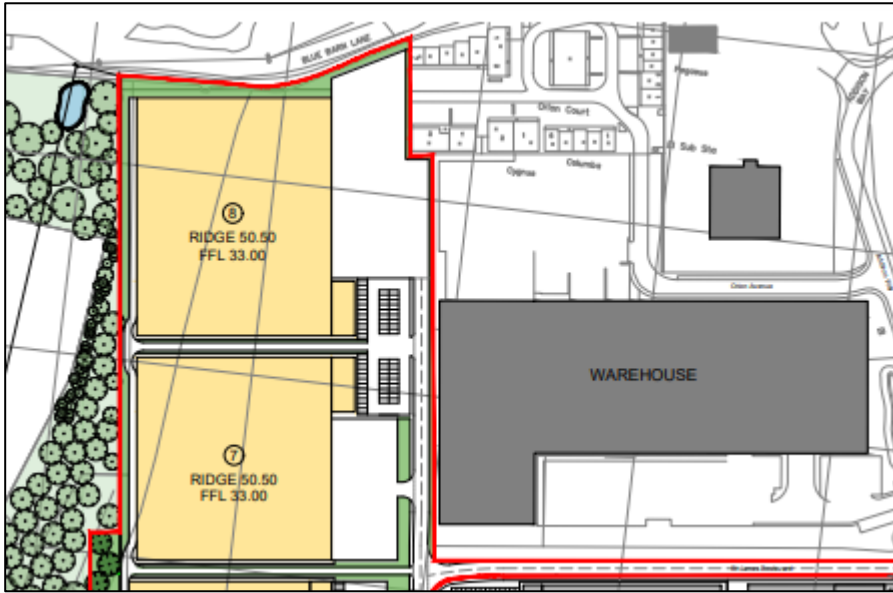


figure 8:

Extract from indicative layout submitted with outline application ref: DC/20/01175

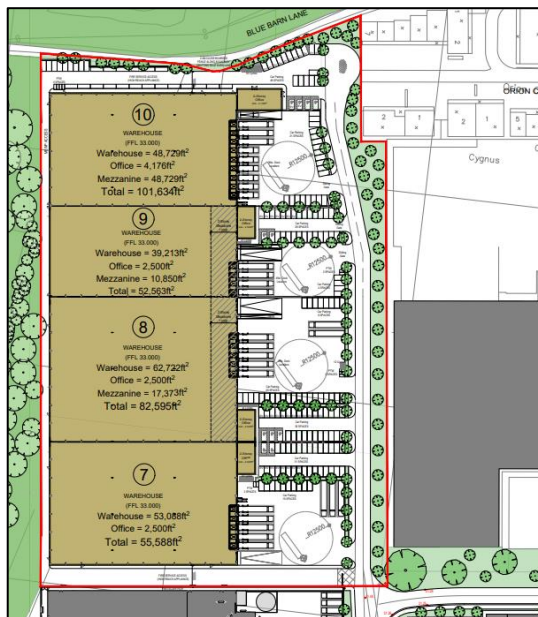


figure 9:

Extract from current layout

- 4.6 This in and of itself does not raise any new material planning issues. It does however reflect the operators' responsiveness to market demand as the construction of these units will not be speculative. *[occupiers having been identified]*
- 4.7 The proposed building positions do not encroach any further westwards than envisaged at outline stage and so no new implications arise for residual plantation depth – something that was carefully considered at outline stage. Local Plan Policy CL5 is therefore satisfied.
- 4.8 A new area of gently rising woodland will be created within the grounds of the Blakenham Estate associated with this stage of development on Port One.

4.9 Access

4.10 The site access was approved as part of the outline permission DC/20/01175.

4.11 The proposed access details within the site are acceptable and continue to expand the internal estate access in a logical manner, reflecting the pattern shown previously on masterplan layouts.

4.12 The new junction in and out of this development onto and from the B1113 is already in place having been secured and constructed with earlier phases of development. This new junction serves the new estate spine road now called Blackacre Road.

4.13 The access and parking details for units 7, 8, 9 and 10 are supported by Suffolk County Council as local highway authority. T11,12 and 13 are satisfied.



figure 10: Access via Blackacre Road

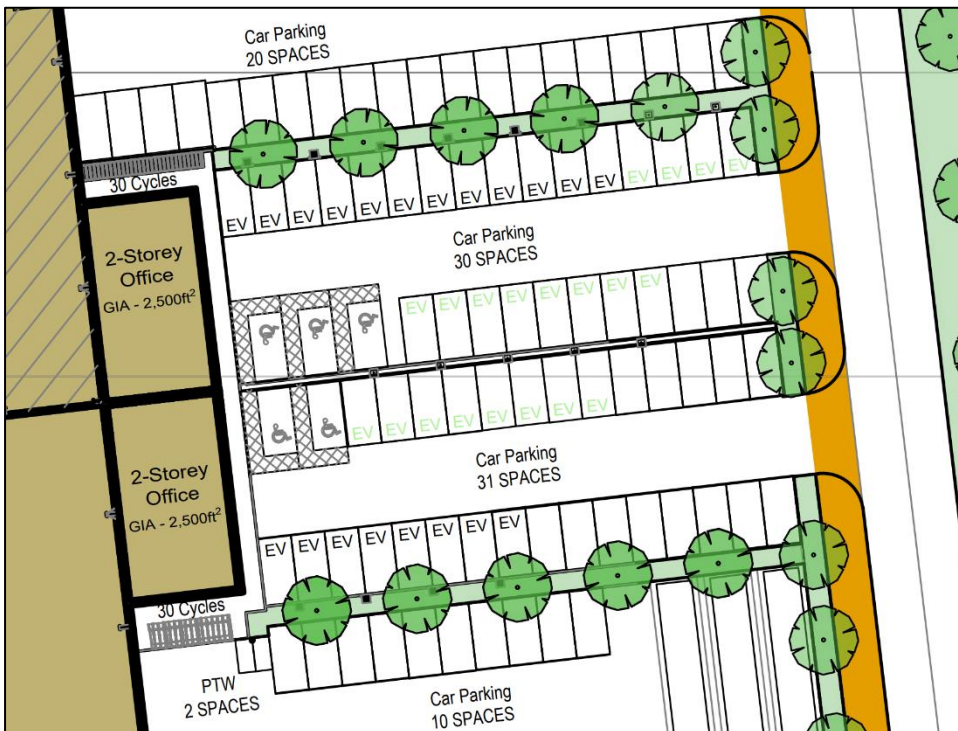


figure 11: Typical parking and access arrangement [unit 7/8]

4.14 Landscaping

4.15 Strategic landscaping details are acceptable and the fine detail [eg plant numbers, species and maintenance regime] can all be finalised by the addition of a further condition.

4.16 As indicated earlier the present phase of development brings with it the opportunity to further expand tree planting on land to the west of the site, so as to create a new dense area of woodland beyond the plantation. This will further enhance biodiversity and deliver additional compensatory planting. This should be secured by condition.



figure 12:

Proposed additional woodland planting

4.17 Within this 1ha area will be planted some 1318 tree whips and 438 hedgerow/thicket plants.

4.18 Sustainability

4.19 Members will now be very familiar with Curzon de Vere's *[the developer/operator]* commitment to making this site the greenest logistics park in the UK and features previously included in the design of buildings and sites will be incorporated into units 7, 8, 9 and 10. [eg no gas, electric power only, roof installed pv, fully electric [not bottled gas] fork lifts only, high levels of ev charging in parking areas [50%], electric staff mini buses [secured under outline S106]. Core Strategy requirements CS3, CS4, CS5, FC1 and FC1_1 are therefore satisfied.

4.20 As these units are at the western edge of the site away from residential properties along parts of the B113 [Bramford Road] and as the land has been acquired from the Blakenham Estate [with, it is understood provisos to control visual impact and disturbance to the Estate] the units are not expected to raise any significant residential amenity issues. Local Plan Policy H16 is satisfied.

4.21 Surface Water Drainage

4.22 Whilst drainage is not a Reserved Matter and is subject to further consideration via condition it can be confirmed that the approach being taken is similar to that recently approved for units 1, 2 and 6 whereby surface water is attenuated on site via crates under the service areas and then any exceedance is directed to an attenuation basin from where it can either percolate naturally through infiltration or be directed into existing water courses at the normal green field run-off rate. The basin will be landscaped to provide new woodland screening.

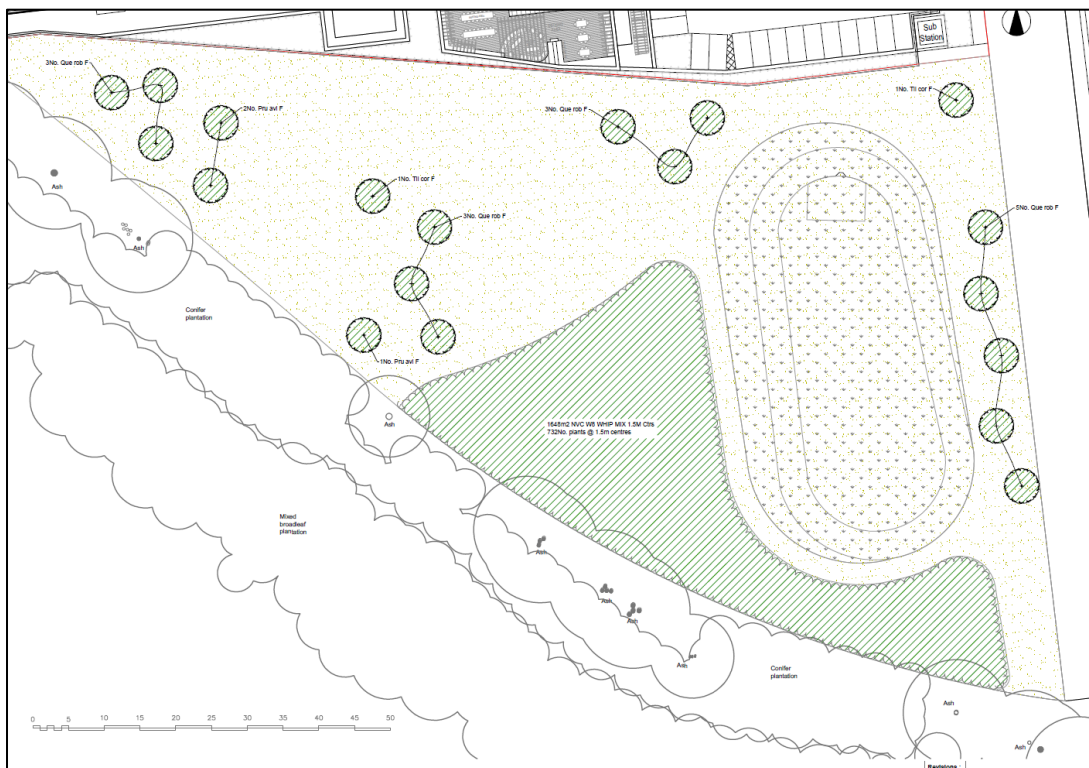


figure 13: **Attenuation basin** [south of unit 6 and serving 6-10] and new planting [cross-hatched green]

PART FOUR – CONCLUSION

5.0 Planning Balance and Conclusion

- 5.1 The fact that the site enjoys the benefit of an outline planning permission needs to be given significant weight as does the fact that much of the development is already being built-out with the necessary reserved matters approvals from the Council.
- 5.2 These details are consistent with those previously approved by the Committee elsewhere within the Port One site and therefore this attracts significant weight.
- 5.3 The details if approved will result in key components of the extant outline planning permission coming forward and significant numbers of new jobs being created. The latest estimate of total numbers is 260.
- 5.4 The commercial expansion associated with these units conforms to the Council's economic strategy and care has been taken to ensure that any possible adverse impacts are appropriately mitigated attracting significant weight to the recommendation herein.
- 5.5 The developments green credentials are impressive and previously the Committee has welcomed Curzon de Vere's commitment to helping to tackle climate change through the way it is attempting to make this the greenest e-commerce logistics park in the UK.
- 5.6 If approved the applicant has indicated commencement on site would be rapid [subject to discharging relevant conditions] and that tenants are lined up to occupy all the units.
- 5.7 If this is the case then the significant and continued economic investment by Curzon de Vere in the District will be welcome along with the approximately 260 jobs that it will create and those support businesses and jobs it will reinforce.
- 5.8 Whilst opinions may vary as to the ultimate long-term economic benefits that will arise from Freeport development this site is a Freeport Customs Area and is part of the vital infrastructure needed to support Freeport East. [as is the Council's own Gateway 14 business park].
- 5.9 It provides the District, as a result of both the geography and the Council's own positive open for business attitude, with the opportunity to become a significant hub for economic growth which will in turn provide our communities with enhanced opportunities for sustainable employment.
- 5.10 The scale of operation that is possible within Port One is such that it appears to be attracting global inward investment rather than merely transferring existing businesses and jobs from elsewhere within the District.
- 5.11 In terms of what other public benefits are derived from the approved Port One development, the value of the business rate income by-product is significant.
- 5.12 In conclusion the details are acceptable.

RECOMMENDATION

That the Reserved Matters details be **APPROVED**

That authority be delegated to the Chief Planning Officer to APPROVE reserved matters subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- Approved plans
- Link back reference to outline pp commencement period
- Full planting details with contoured finished levels plan for and management plan in respect of the new planting area west of the site prior to occupation of any unit 7, 8, 9 and/or 10
- As requested by SCC Highways with such conditions being required prior to occupation and not commencement as the implementation of the identified details cannot physically precede commencement
- As requested by Waste Services

and Informatives

S106

The development to which this Reserved Matters approval relates is the subject of an associated signed S106 Agreement

Such informatives as advised by the following consultees:

PRoW

1. PROW MUST remain open, unobstructed, and safe for the public to use at all times, including throughout any construction period. If it is necessary to temporarily close or divert a PROW, the appropriate process must be followed (please see points 4 and 5 below).

2. PROW are divided into the following classifications:

- Public Footpath – only for use on foot or with a mobility vehicle
- Public Bridleway – use as per a public footpath, and on horseback or by bicycle
- Restricted Byway – use as per a bridleway, and by a ‘non-motorised vehicle’, e.g. a horse and carriage
- Byway Open to All Traffic (BOAT) – can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle

All currently recorded PROW are shown on the Definitive Map and described in the Definitive Statement (together forming the legal record of all currently recorded PROW). There may be other PROW that exist which have not been registered on the Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the Countryside Act 1949 or since, or paths that have been created by years of public use. To check for any unrecorded rights or anomalies, please contact DefinitiveMaps@suffolk.gov.uk.

3. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.

4. The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:

- To apply for permission to carry out work on a PROW, or seek a temporary closure – <https://www.suffolk.gov.uk/roadsand-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. PLEASE NOTE, that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.
- To apply for permission for structures such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team - contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rightsof-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.

5. To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-insuffolk/public-rights-of-way-contacts/> PLEASE NOTE, that nothing may be done to stop up or

divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.

6. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.

7. Any hedges adjacent to PROW must be planted a minimum of 2.0 metres from the edge of the path in order to allow for annual growth. The landowner is responsible for the maintenance of the hedge and hedges must not obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 0.5 metre from the edge of the path in order to allow for cutting and maintenance of the path, and should not be allowed to obstruct the PROW.

8. There may be a further requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information. In the experience of the County Council, early contact with the relevant PROW officer avoids problems later on, when they may be more time consuming and expensive for the applicant to address. More information about Public Rights of Way can be found at www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/.

Waste Services

Attention drawn to guidance documents

Archaeology

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

Ecology

Furthermore, it is indicated that a wildlife friendly lighting scheme should be provided for this application, in line with condition 19 of the outline consent. However, it is also accepted that these measures could be secured via a discharge of condition application, prior to beneficiary use. The lighting strategy should follow BCT & ILP Guidance and a professional ecologist should be consulted to advise on the likely ecological impacts from this scheme. Ideally, the following measures should be indicated to avoid impacts to foraging and commuting bats:

- Light levels should be as low as possible as required to fulfil the lighting need.

- Environmentally Sensitive Zones should be established within the development, where lighting could potentially impact important foraging and commuting routes for bats.
- Lux levels and horizontal lighting should be directed away from boundary edges and Environmentally Sensitive Zones and kept as low as possible. This should preferably demonstrate that the boundary features and Environmentally Sensitive Zones are not exposed to lighting levels of approximately 1 lux. This is necessary to ensure that light sensitive bat species, will not be affected by the development.
- Warm White lights should be used preferably at < 3000k within Environmentally Sensitive Zones. This is necessary as lighting which emit an ultraviolet component or that have a blue spectral content have a high attraction effects on insects. This may lead in a reduction in prey availability for some light sensitive bat species.
- Light columns should be as short as possible as light at a low level reduces the ecological impact.
- The use of cowls, hoods, reflector skirts or shields could be used to prevent horizontal spill in Environmentally Sensitive Zones.