

RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS



**HARTS FARM WAY
EXTERNAL LIGHTING STATEMENT**
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Prepared for

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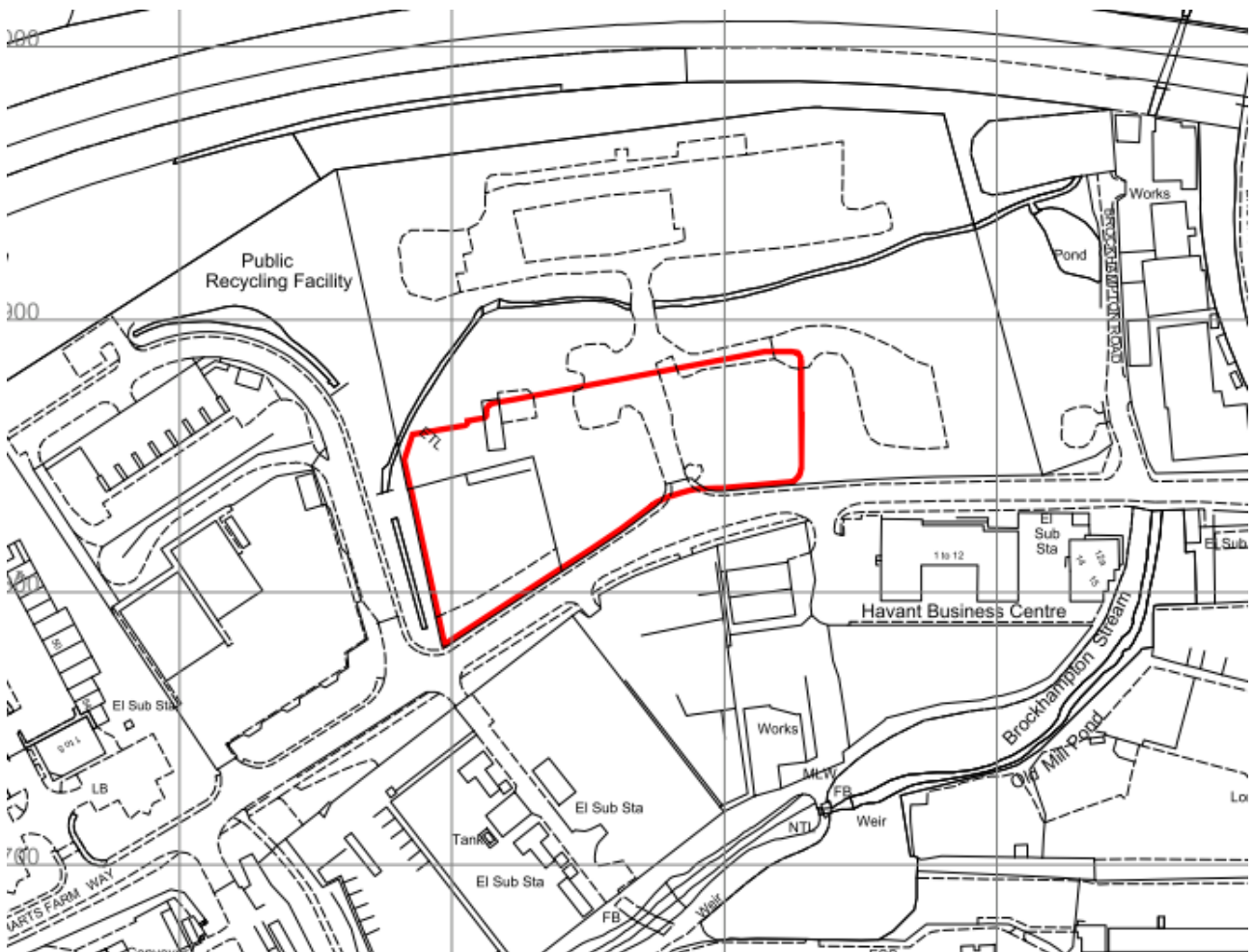
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1. INTRODUCTION

Ridge & Partners LLP has been appointed by Salmon Property to produce a Lighting Statement to support the submission of a planning application for the proposed development.

1.1 Site Location

The site is located on Harts Farm Way, Havant, Portsmouth as shown in the site plan below.



The site is bounded by other commercial and industrial buildings as well the Havant by-pass (A27) to the north of the site and is accessed via Harts Farm Way.

1.2 Development Proposals

The site is currently unoccupied with its former use being council depot land. It is mostly surrounded by a wider industrial estate with various industrial and commercial buildings. The proposed development site is to be comprised of three separate buildings and associated office areas.

The proposed development comprises 3436 sqm (GIA) of warehouse floorspace as well as 546 sqm GIA of office space across 5 separate units. The development will be delivered in two phases. 71 car parking spaces are proposed in total. Appendix A shows the boundary of the site (Plot 4) and the site layout.

Phase 1 comprises 3702 sqm (GIA) of warehouse floorspace as well as 458 sqm (GIA) of office space in addition to 54 car parking spaces for 2 building (4 units). Phase 2 comprises 734 sqm (GIA) of warehouse floorspace as well as 88 sqm (GIA) of office space in addition to 17 car parking spaces for 1 building (1 unit).

Phase 1 proposes a new vehicular entrance to the north of the site linking up with the existing Hermitage Park which links to Harts Farm Way. Phase 2 proposes a separate vehicular entrance from Hermitage Park.



The proposed lighting scheme covers the entrances to each of the buildings, car parking areas, loading bays as well pathways. The scheme also takes into consideration the canopies that are proposed on the pedestrian entrances.

Ridge and Partners LLP have proposed the luminaires and undertaken the lighting calculations for the site for all of the areas mentioned, as provided within this document.

2. EXTERNAL LIGHTING STRATEGY

2.1 Design Criteria

The design criteria for the proposed scheme will comply with CIBSE Guide LG6 “The Outdoor Environment” and BS5489-1:2013 Lighting of roads and public amenity areas.

2.2 Reduction of Obtrusive Light

The external lighting will be designed in accordance with published standards and with reference to the Institution of Lighting Professionals “Guidance Notes for the Reduction of Obtrusive Light (GN01)”.

Obtrusive light is often referred to as ‘light pollution’ and is manifested in the following:

- Sky glow, often caused by poor direction of light
- Glare, the brightness of a light source when viewed against a dark background
- Light Trespass, the spilling of light beyond the property or area being lit
- Over lighting, poor / over design resulting in inefficient use of energy

2.3 General Description and Strategy

The external lighting system will incorporate

- Building mounted LED luminaires to building entrances, pathways, car parking areas, loading bays
- Column mounted LED luminaires to assist with the higher lighting levels required for car parking spaces and loading bays
- Photocells and timer control with override switches

The external lighting will provide lighting to the entrance roads, car parking spaces, loading bays, pathways and building entrances

Generally, luminaires will be connected via dedicated lighting circuits from local distribution boards within the warehouses.

Generally, luminaires will be selected to prevent the spread of light in an upward direction. Additionally, the luminaires will be specified and located to limit the spill of light and glare beyond the site boundary.

Light trespass into the windows of buildings on and off site will be avoided.

Energy efficiency will also be an important consideration in the design, with timeclocks and photocells being integrated into the external lighting scheme.

Lamp type and efficiency will also be evaluated, to ensure an energy efficient solution.

The system will be installed to avoid glare and light pollution to the surrounding areas.

3. PROPOSED LUMINAIRES

3.1 Pathways

The pathways surrounding each unit will be illuminated with wall mounted IP65 rated LED luminaires which consist of a high pressure die-cast aluminium body, with integrated thermal management design and photocell option. These luminaires are available in Black and White finishes and are also provided with an eyelid diffuser to limit the upwards light spill.



Photo – Denver Elite by Holophane

3.2 Parking Areas

The car parking spaces outside units 2 and 4 will be illuminated with wall mounted IP65 rated LED luminaires, building mounted at 8 metres high. They consist of a single 4000K LED head and a forward throw distribution to aim the light where required and reduce any spill light.



Photo – D-Series 1 by Holophane

3.3 Loading Bays

The loading bays located outside of each unit, next to the car parking spaces, will be illuminated with wall mounted IP65 rated LED luminaires which consist of a die-cast aluminium body, with a single 4000K head with tempered transparent glass, louvres and diffusers.



Photo – Blis 2 by Holophane

3.4 Parking Areas and Loading Bays

In order to achieve the desired lighting levels, column mounted fittings will need to be installed. The car parking areas and loading bays outside units 1,3 and 5 will be illuminated with 8m die cast aluminium post mounted columns. The IP65 rated LED luminaires consist of a single 4000K LED head and a forward throw distribution to aim the light where required and reduce any spill light.



Photo – D-Series 1 by Holophane

4. LIGHTING CALCULATION

4.1 Surrounding Area

Within Appendix 1 the layout indicates the locations of the luminaires along with the lighting levels located around the development.

The development the lighting will cause minimal overspill out of the site. Where light spill does occur is as a result of some of the luminaires being located within close proximity to the site boundary. With the surrounding environment in mind, as the road has street lighting, this should not be an issue based on the type of existing buildings that surround of the site.



APPENDIX 1 PROPOSED LIGHTING CALCULATION



