

From: Nick Roberts
<nickroberts@axisped.co.uk>
Sent: 29 October 2019 11:01
To: Mike Parkes
Cc: eugene.moore@applegreen.ie;
Andrew Russell
Subject: RE: Vale Of York MSA
lighting

Mike

Further to your email below on the lighting levels Finally, I have referred your query on lighting levels back to the Lighting Consultant. He has advised that the selection of lighting criteria for the various parts of a MSA is not clear cut and the developer has discretion, whilst needing to balance safety with environmental constraints. He advises that the lighting levels proposed in Table 4.1 of the Lighting Assessment (Environmental Statement Appendix 4.1) are a worst case scenario (i.e. maximum illumination), albeit one that still meets all of the relevant environmental protection criteria. He has also note that the lighting level for the HGV Fuel Entry / Exit was in error and should not have been 50 Lux. On review, and adopting a more sensitive approach, he has advised that:

- *That all parking areas can be reduced to 10 Lux;
- *The HGV Fuel Entry / Exit can be 20 Lux - same as the main PFS.
- *Illumination for pedestrian crossings can be better controlled by ensuring the provision of luminaires at the crossing points themselves.

On this basis we have reproduced Table 4.1 below with the original Lux levels on the left hand side and the revised / reduced levels on the right hand side. Please note that the indicative lighting criteria now proposed are taken from relevant British Standards and recognised national guidance documentation. In summary, we can confirm that the lighting levels assessed in the ES are a worst case scenario and the applicant is committed to achieving reduced lighting levels throughout the MSA. Accordingly, we suggest that the full details of the final lighting are best controlled by a suitably worded planning condition which could read along the lines of the following:

"The development hereby approved shall not be brought into use until such time as a detailed lighting scheme is submitted to and approved by the local planning authority in writing. The indicative illuminance and uniformity criteria adopted for the design of the lighting scheme shall accord with the 'Revised Indicative Lighting Criteria' (as set out in the email from the applicant's agent dated 29th October 2019), subject to completion of an appropriate risk assessment".

I trust that is all in order and look forward to hearing from you.

Regards,

Nick
Roberts
Director

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From: Mike Parkes
[mailto:Mike.Parkes@harrogate.gov.uk]

Sent: 25 October 2019 08:22
To: Nick Roberts
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Cc: eugene.moore@applegreen.ie
Subject: Vale Of York MSA

Nick

Can you explain / clarify why the level of illumination of the parking area other than car, and the HGV filling station, has to be so much greater than that of the car parking areas / non HGV filling station;

Car parking area, 10 lux
Parking areas for other vehicles, access roads and fuel filling station with elevated levels at pedestrian crossings, 20 lux
HGV fuel filling station 50 lux

Thank you

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