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The new housing estate and its roads will extend the existing urbanised area and will link from an existing highway (Butts Close) which has a system of street lighting present. Any of the new estate being proposed for adoptable as public highway may also require lighting, as per Dorset Council Street Lighting Policy POLS900, for areas where some roads are already lit.

The use of vertical traffic calming features will require permanent all-night street lighting, to comply with the Road Hump Regulations, rather than part night street lighting which would otherwise apply to the estate if horizontal or other measures were employed.

Roads and footpaths, adoptable as public highway and hence requiring street lighting, on the periphery or outside of the estate should be avoided or minimised where possible. Instead, adoptable roads and footpaths should be kept to within the built area, using the blocking effect of the houses to reduce outward light pollution, the overall visibility of the estate from a distance at night and also its impact upon bats and other species.

Where footpaths are shown physically separated from the estate roads, especially if by trees, then an additional system of lighting will be required upon them, if those footpaths are to be adopted as public highway. Placing all the adoptable footpaths alongside the estate roads with any trees at the rear will reduce the lifetime energy and carbon emissions, as only one system of lighting would be required instead of two or three.

Some areas of the estate have arrangements for off street parking and/or tree planting that will not allow any locations for a system of street lighting to be achieved, which will conflict with the adoption of its roads as public highway.

The use/absence of generic tree symbols on the highway layout drawings makes the evaluation of their impact on highway lighting difficult, which is likely to lead to tree positions then being deleted before the road can be adopted as highway. Instead, both the as planted & mature tree canopy size must be shown for each tree location and to the same drawing scale, so that the highway lighting design can be verified to meet a minimum standard.