



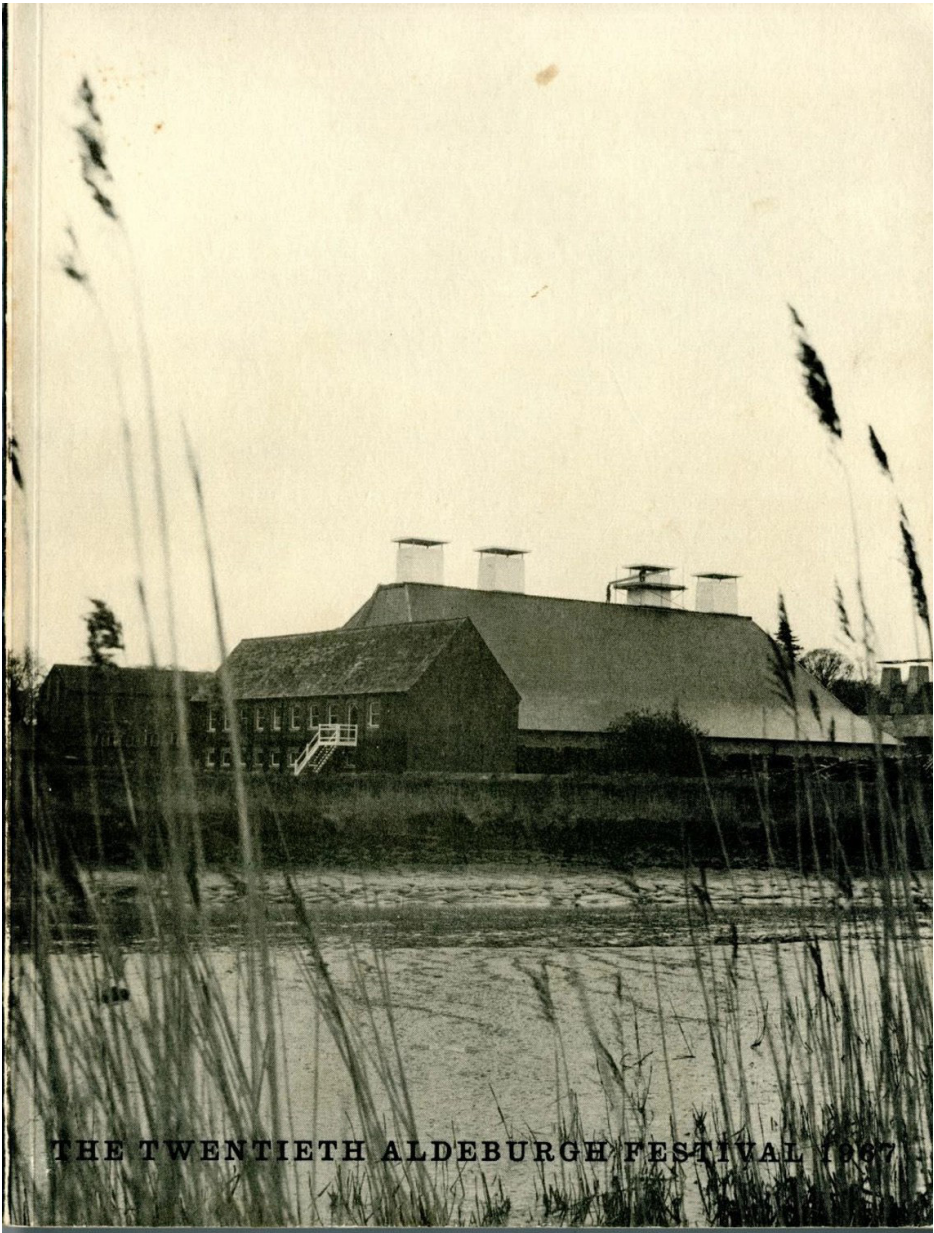
BRITTENPEARS
ARTS

**Flood Defences and Landscaping
RIBA 3 Report
January 2025**

**de
matos
ryan**

Contents

1.	Introduction	4
1.1.	Capital Works Program	4
1.2.	Capital Works Locations and Scope	5
1.3.	Consultant Team	6
1.4.	Planning Engagement	7
2.	Snape Maltings Site	8
2.1.	History	8
2.2.	Location	9
3.	FLD2 : Landscaping	11
3.1.	Landscaping Appraisal	11
3.2.	Landscaping Masterplan	13
3.3.	Landscaping Works within Budget	14
3.4.	Access Strategy	15
3.5.	Material References	16
3.5.1.	Existing exposed aggregate Concrete	16
3.5.2.	Existing Gravel	17
3.5.3.	Existing Black metal handrails and Galvanised steelwork	18
3.5.4.	Existing Timber benching	19
3.5.5.	Proposed Surfacing Material Palette	20
3.5.6.	Proposed Surfacing Material Palette	21
3.6.	Craft Shop and Pond Parking, Concert Hall Access	22
3.6.1.	Existing	22
3.6.2.	Proposed	23
3.7.	Southern Paddock Area	24
3.7.1.	Existing	24
3.7.2.	Proposed	25
3.8.	Planting Strategy	26
3.8.1.	Biodiversity and Arboriculture	27
3.9.	External Lighting Design	29
3.9.1.	Existing Installation and Proposals overview	29
3.9.2.	Lighting Strategy Options to deliver good uniformity of lighting	30
3.9.3.	Split approach for ramps+steps vs flat path areas	31
3.9.4.	Lighting Overview	32
3.10.	Conclusions	33



A Sustainable and Creative Campus at Snape Maltings

Our founders Benjamin Britten and Peter Pears believed in the power of the arts to connect and be useful to communities. Their vision for Snape Maltings as a Creative Campus is a magnet for visitors, audiences and artists from around the world and we want to make sure it can have an even more vital and sustainable future.

Our Capital Programme will mean that existing buildings will be fit for purpose, efficient and help the organisation to achieve its mission. Not only will these works help more people enjoy our sites, as visitors, audience members or artists and performers, but they will help protect the future of this organisation, safeguarding existing jobs and creating new ones. We are enormously grateful for the support we have already received for the project and we still have money to raise, but these planning applications are an important step towards realising our plans.

Andrew Comben, BPA Chief Executive



1. Introduction

1.1. Capital Works Program

De Matos Ryan Architects have been engaged by Britten Pears Arts to develop proposals for a Capital Works program of projects along with a consultant team.

The primary goals of the works are to improve accessibility and sustainability to the BPA collection of historic buildings across the sites in the Snape and Aldeburgh area. As such there is a series of fabric and plant improvements proposed, alongside alterations to create level access and improvements for all access requirements.

These works have been broken down into a series of workstreams to suit their separate locations within the Snape Maltings site, as well as some of the sites in Aldeburgh. The full list of workstreams are as listed on the following page for information and context.



1.2. Capital Works Locations and Scope

Snape Maltings Concert Hall (CH)

CH1 Acoustic Treatment to Concert Hall incl installation of acoustic baffles
 CH1 Technical Equipment Upgrades
 CH1 New hearing loop
 CH1 Roof replacement (East, South & West)

CH2 Ventilation improvements including replacement of the existing circulation fan
 CH2 New Accessible Lift FoH / Additional signage
 CH2 Refurbishment of FoH WCs
 CH2 Finishing kitchen in River View Restaurant
 CH2 Refurbishment to 2nr existing lifts
 CH2 Fabric repairs / Brickwork replacement
 CH2 Discovery centre creation

CH3 New Seating (incl adaptation for wheelchair users) & Handrails

Britten Pears Building (BP)

BP1 Complete strip out and full internal refurbishment including remodelling and new MEPH services. Sprinkler tank relocation, new windows, wall removal and formation of new lift tower, 4 floor lift and associated ground / roof works.
 BP1 Transform Peter Pears Recital room into flexible studio. Bleacher seating replacement. Remove old technical room to create accessible seating. New lighting system, sound and video infrastructure include permanent lighting and AV control position.
 BP1 General Access improvements - new entrance ramp and passenger and equipment lift to all floors.
 BP1 Conversion of first floor practice rooms into 6 larger multifunction studios / break out spaces.
 BP1 New convening facilities, an accessible top floor multi-purpose activity space (currently the Cranbrook Room).
 BP1 External landscaping alterations including steps, ramps and kitchen terrace area.

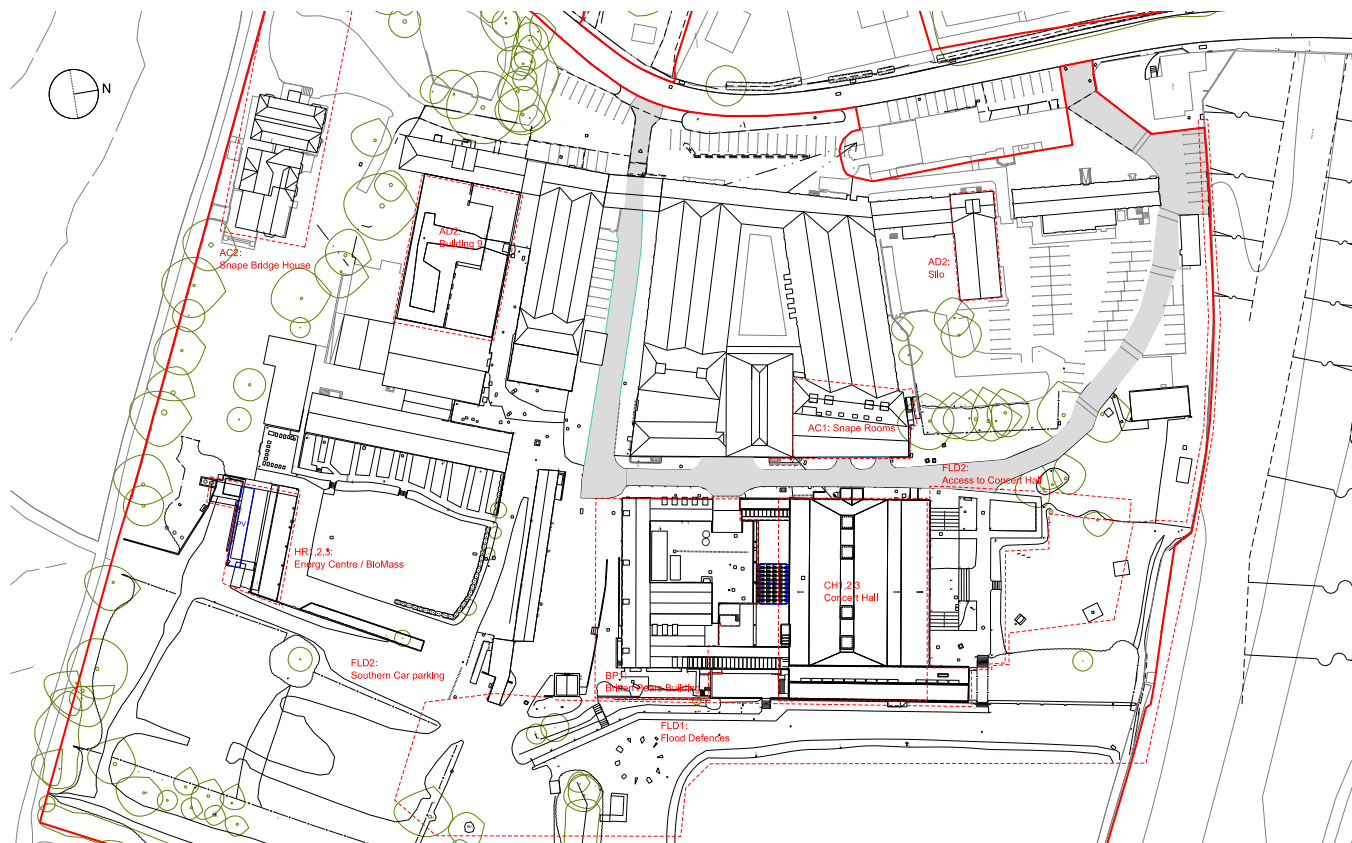
Accommodation (AC)

AC1 Snape Rooms - form 10 bedrooms facility from Ground Floor of Building 20 (The Early Music Shop) and first floor of Building 19 (HRM office).

AC2 Snape Bridge House - improving internal and external accessibility

AC3 Elizabeth Court - create new ensuite bathrooms and improving internal and external accessibility.

AC4 Red Studio - improve access and general condition.
 AC4 Cosy Nook - improve access and general condition.
 AC4 Home Reach - improve access and general condition.



Heating and Renewables (HR)

HR1 Consolidation of Energy Centre's biomass boiler, reconfigure pipework to service music buildings (Concert Hall, Hoffmann Building and Britten Pears Building). Removal of redundant biomass boiler.

HR2 Improved flue arrangements to the existing biomass boiler
 HR2 New Photovoltaic panels on south facing roof slopes.

HR3 The Red House – New gas fired modular boilers
 HR3 Site wide Building Management System

Flood risk reduction and associated landscaping

FLD1 Flood risk reduction and associated landscaping
 FLD2 Car Park hedgerows / improvements.

FLD 2 Access improvements to Concert Hall

Additional Needs (AD)

AD1 Red House Exhibition Link and exhibition upgrade
 AD2 Silo Building Works and Demolition

1.3. Consultant Team

The core members of the consultant team are listed on this page. This team was assembled by BPA and first met in a Kick off meeting on site at the end of April 2024. By this time, Untitled Practice (UP) had already been working with BPA on the Flood Defences and Landscaping workstreams for a number of months due to the accelerated program that WMA were working to at that time.



Architect / Lead Consultant / Principle Designer (CDM + BR)



Project Manager



Cost Consultant



Planning and Heritage



Arboriculturalist



Transport Consultant



Landscape Architects



Structural and Civil Engineering



Services Design / Sustainability



Acoustics and Theatre Technical



Ecologist



Access Consultant

1.4. Planning Engagement

An initial round of pre-application engagement commenced with Planning and Design and Heritage Officers with the submission of initial proposals in June and an on-site meeting was held in July. A further pre-application enquiry was submitted in August and was subject to further discussion and engagement throughout the Autumn with the formal Pre Application meeting held on 02.10.2024 and the written response was received on 20.11.2024.

A separate meeting was held on 16.10.2024 with Historic England and the ESC Conservation team to review the Concert Hall works.

The full planning and LBC applications for this workstream were submitted in early Jan 2025.

As part of the early engagement with ESC, BPA issued the below document titled "Proposed Scope of Capital Program" which detailed the full capital works for all buildings.



2. Snape Maltings Site

2.1. History

Between the mid 19th century and mid 20th century the great extent of the development on the site took place. The majority of these buildings make up five distinct maltings, and the industrial process can still be read in the arrangement of buildings on the site. From road and former railway in the west towards marsh and river in the east ran the production line of barley granary, steep, turning floor, kiln and malt granary.

Maltings activity stopped on the site in 1965, and in 1967 Arup's Concert Hall opened in one of the converted maltings buildings to provide a permanent home for the Aldeburgh Festival set up in 1948 by Benjamin Britten together with Peter Pears. A further conversion of a barley store in 1979 formed the Britten Pears Building. In the 1970s the Craft Shop, art gallery and tea room opened on the site followed in 1991 by the conversion of further buildings into the House and Garden retail outlet. In 1997 and 1999 a concert hall foyer and restaurant were developed. Between 2005 and 2009 the latest development involved the conversion and reconstruction of a number of building to provide rehearsal and performance spaces in the Hoffmann Building, as well as conversion of a range of buildings into residential units.

As part of these Capital Works, Bidwells has prepared a Heritage Statement and Impact Assessment to analyse, in detail, the historic context and significance of the site and the impacts of the proposed development. This work has been used to shape and evolve the proposals to ensure that the benefits of the scheme are realised in a way that ensures that minimises harm to the historic interest of the site

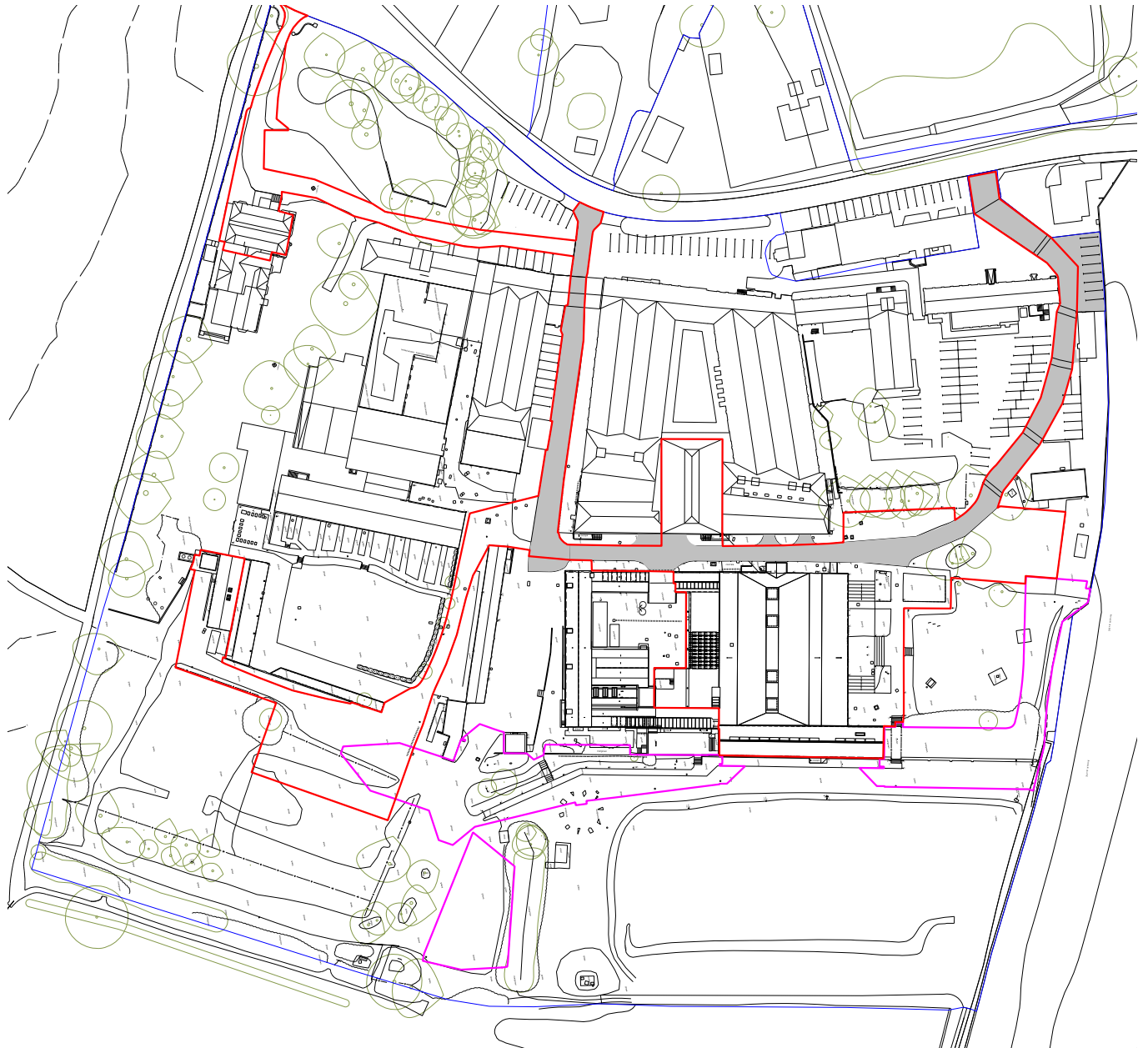
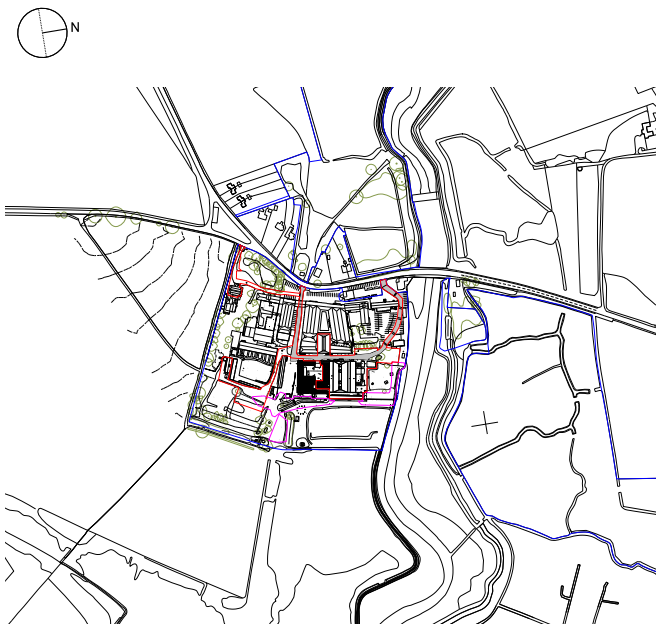


2.2. Location

The existing site plan redline for this application includes the entrance roadway to and from the highway, as adjacent.

The area ringed with a purple outline denotes the zone where the WMA (Water Management Authority) are delivering the improvements to the site flood defences. This site is Flood Cell 6, one of the cells that make up the overall plan for the flood defences to the Alde and Ore lower estuary. The WMA are undertaking the works via their Permitted Development rights, and so do not fall into any of the planning applications being submitted by this consultant team for the Capital Works projects. However, a Listed Building Consent has been granted for the connection to the northern end of the Concert Hall with the new flood wall structures.

While the flood defences fall outside of the Capital Works planning applications, the design work has been coordinated with it as part of an overall site strategy and specification for finishes and accessibility.



The Concert Hall is located on the Eastern edge of the collection of buildings at Snape Maltings. It is linked to the Britten Pears Building at its South Eastern corner, with which it also shares a service yard.

Snape Bridge House is located in the South Western corner of the site, and has a historic connection to the main road to the West.

The Energy Centre is located in the South Eastern corner of the site, next to the southern Paddock Car Park and the Iken View residences.

The Craft Shop and Pond Gallery car parks are located on the northern edge of the site next to the River Alde, and adjacent to the Concert Hall

The aerial photos adjacent note the locations of the River Alde and Snape Bridge to the far North. The application buildings are ringed in red.



3. FLD2 : Landscaping

3.1. Landscaping Appraisal

Snape Maltings occupies a special setting on the south bank of the River Alde adjacent Snape Bridge within the upper reaches of the Alde/Ore estuary. The estuary is characterized by its broad valley section and gently sloping sides through which the river meanders around low promontories grading out into mudflats and saltmarsh – and extensive reedbeds contribute to the sense of tranquility and openness.

The entire site is both a Conservation Area and within the Suffolk and Essex Coasts and Heath National Landscape Area (formerly an Area of Outstanding Natural Beauty). The adjacent Alde/Ore Estuary is designated as a Ramsar site (wetland of international importance), a site of Special Scientific Interest (SSSI) and a Special Area of Conservation (SPA). It's within an abundant framework of habitats and species and a strong connection to the natural world that the site has developed from a Roman river port to industrial maltings to world class music and arts facility within a creative campus of buildings and spaces that address this landscape context and define an inner core of yards and linear spaces.

The connection with both the natural landscape context and the drained marshland controlled by sluices is felt most strongly from around the north and east of the site where lawns, reedbeds and existing embankments contribute to the setting – and also from within buildings with expansive views.

The wider landscape can be explored further via several footpaths including a walk to Iken Cliff and Iken Church, a key landmark accessed along the south side of the river and to the north, Snape Warren Circuit and the longer Sailor's Path to Aldeburgh.

It's within this north and east aspect that the WMA's strategic flood defence as part of Cell 6 is required to future-proof the site. These works are being designed to improve accessibility and provide an elevated view across the natural landscape to become an integrated part of the setting. As noted at the start of this report, these flood defence works are outside of this planning application.

The grassy banks and lawn areas to the Henry Moore Lawn and along the Eastern boundary and to the Barbara Heptworth Lawn create a quite formal transition zone between the hardscaping and buildings of the site, and the wilder natural landscape beyond. They are typically kept mown quite short, and have relatively low variation in their species type. In the Ecological Appraisal of the site they are deemed as Poor Quality Neutral Grassland.

The FLD2 works which are part of this planning application relate to the setting of the Craft Shop and Pond side car parks to the north and the Paddock car park to south. Both settings are partly defined by stands of trees, for example the ash trees to the north and the distinctive black pines to the south. The Paddock car park is partially enclosed by loose semi-open hedgerows with some mature trees. The presence of these trees contribute to the setting in themselves and help to relate the assemblage of buildings to qualities of the wider landscape. By exceeding some rooflines in height, the trees also help to soften certain views within and from outwith the site.

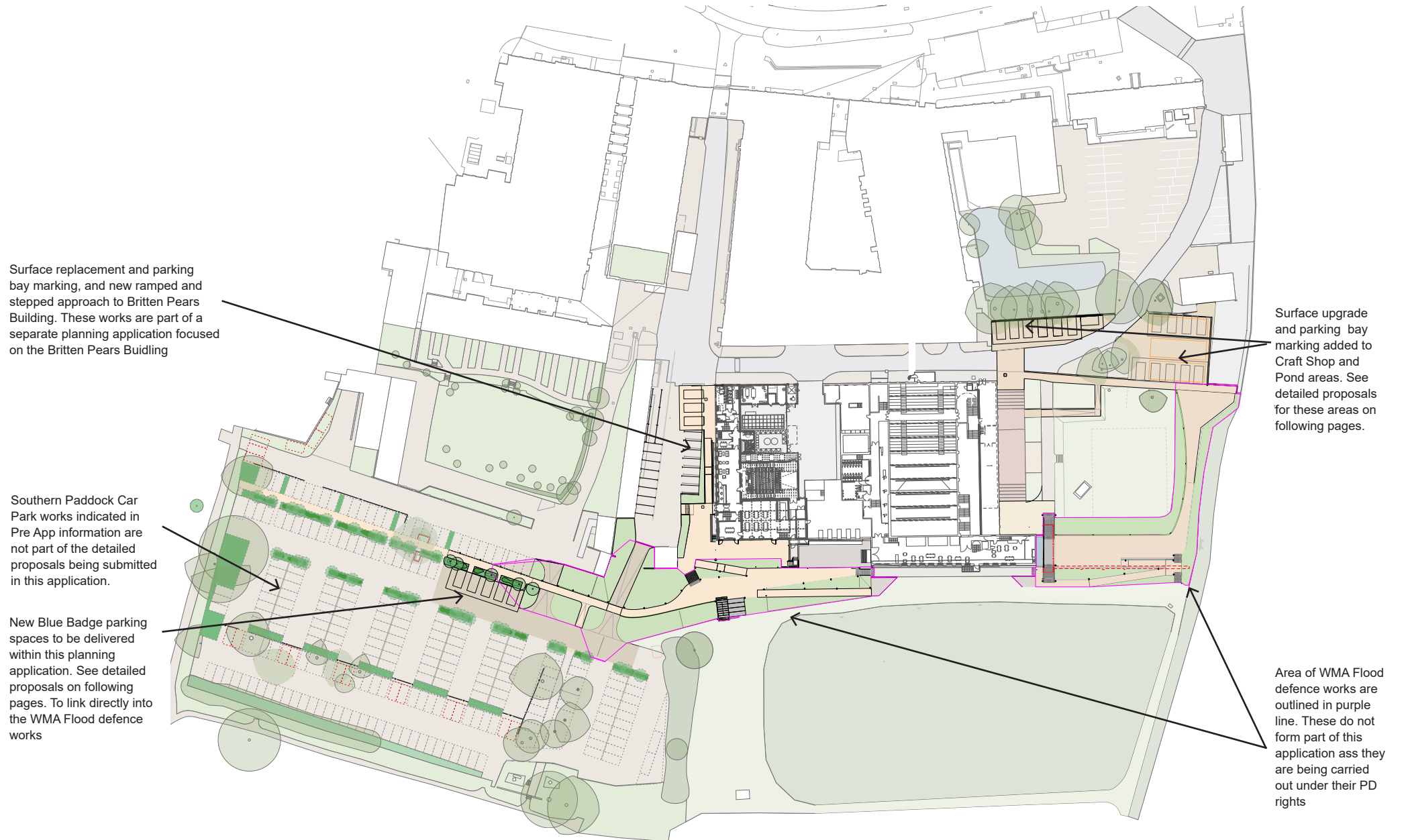


Vehicular and pedestrian routes around the site are variable in materiality, quality, legibility, coherence, and accessibility, with many areas not meeting current best practice guidance. The FLD1 flood defense works present a great opportunity for improved accessibility at Snape, better connecting the routes along the north and east edges of the Maltings site, around the Concert Hall, River View Café, Friends Terrace, and Britten Pears buildings, taking in the Alde riverside, Henry Moore Lawn, reedbed, and Barbara Hepworth Lawn.

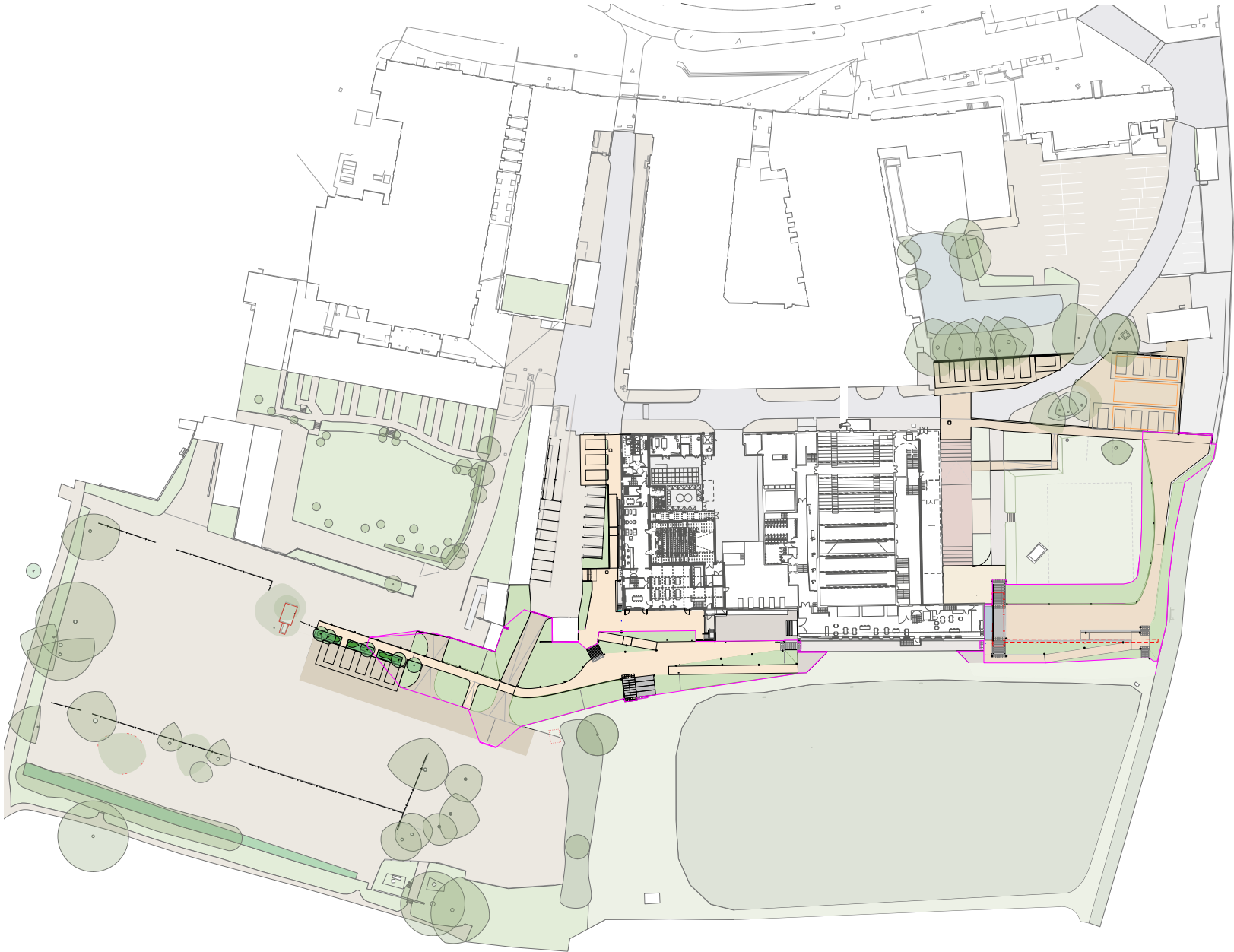
Although FLD1 is not subject to Planning, this application includes the car park improvements (FLD2) that augment the FLD1 works and are integral with it. The outcome will be an overall significantly improved more accessible external environment coordinated by a comprehensive landscape architectural scheme, that makes a virtue out of a necessity by opening up new experiences to wider users.



3.2. Landscaping Masterplan

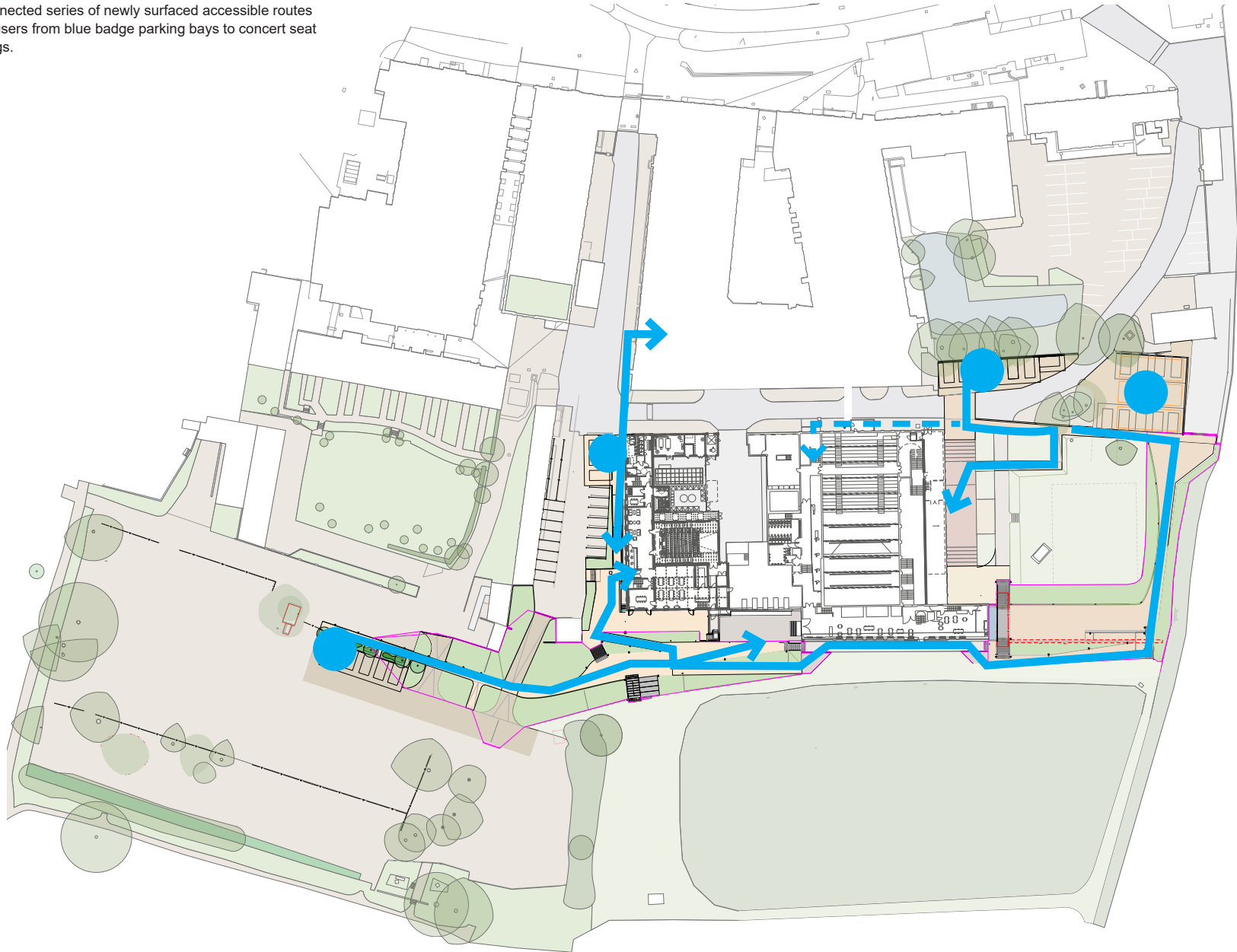


3.3. Landscaping Works within Budget



3.4. Access Strategy

The intent is to create a connected series of newly surfaced accessible routes around the site which take users from blue badge parking bays to concert seat at each venue at the Maltings.



3.5. Material References

3.5.1. Existing exposed aggregate Concrete



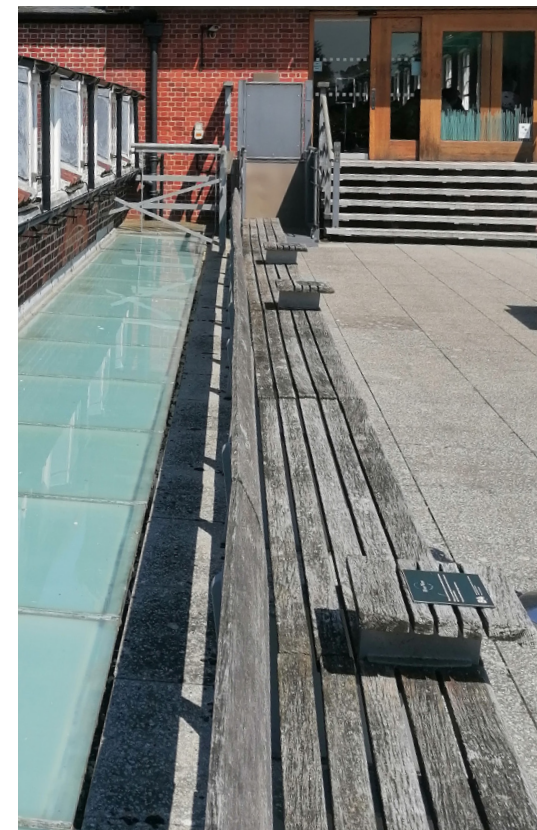
3.5.2. Existing Gravel



3.5.3. Existing Black metal handrails and Galvanised steelwork



3.5.4. Existing Timber benching



3.5.5. Proposed Surfacing Material Palette



1. Oroko Timber capping to guarding
2. Oroko Timber benching
3. Resin Bound Gravel
4. Galvanised steel guardings

5. Powdercoated steel handrails to guarding
6. Cordrouy tactile paving
7. Exposed aggregate concrete

3.5.6. Proposed Surfacing Material Palatte

Exposed Aggregate Concrete surfacing : to stepped routes.

To match existing exposed aggregate concrete around the site, but specific reference to be made when finalising material mix and surface treatment to the Britten Pears Building entrance area, see detailed photo below.



Resin Bound gravel : to sloped routes and paths over earthworks

To match existing loose gravel that will be retained on site such as the Concert Hall pathway to southern edge of Henry Moore Lawn, or Britten Pears Building parking areas. Example photos of sample matching below, which is what determined the specified colouring. Final sampling will be required.



Hot Rolled bitumen with surface dressing of stone : to carriageways over earthworks

Build up to withstand vehicle traffic and climactic requirements, but be dressed with gravel and well rolled to retain material and ensure wheelchair users crossing the carriageway from blue badge bays have a consistently accessible surface. Colouring of top dressing stone to match existing buff colouring of Britten Pears Building car parking.



3.6. Craft Shop and Pond Parking, Concert Hall Access

3.6.1. Existing

There are two car parks to the north west of the Concert Hall, both accessed off the one way vehicular route through the site, which is made up of Tegula concrete block paving.

The Pond car park is to the east side of the existing pond, which is bound by a timber post and plank fence.

The Craft Shop car park is to the east of the existing Craft Shop, bound by the concrete quayside to the north and the Henry Moore Lawn to the east.

Whilst the Pond car park is used by cars, and includes some electric charging provision, the Craft Shop car park, is used by both cars, and occasionally, coaches, and also provides vehicular access onto the Henry Moore Lawn for setting up of events (marquee, etc).

Both parking areas are informal, with no designated parking spaces, are surfaced in loose gravel, and have timber log and steel tube parking end protection. Both parking areas are over the RPAs of adjacent mature trees (see Arboricultural report), resulting in compaction, affecting tree health.

The Pond car park benefits from existing lighting (columns), but the Craft Shop has no existing lighting.

The Pond car park provides access towards the Concert Hall across the access road (Tegula blocks), to another loose gravel surface at the head of the external steps. The Craft Shop car park provides access towards the Concert Hall via an inclined tar and spray gravelled route.

None of the above provision is currently 'accessible', in accordance with Part M or BS 8300-1.



3.6.2. Proposed

Both car parks will be upgraded to provide designated and defined Blue Badge parking spaces, as shown on drawings, with smooth accessible surfaces in accordance with Part M and BS 8300-1 guidance. The Craft Shop will retain some coach parking capacity when those Blue Badge spaces are not in use.

The Pond car park footprint remains as existing, but the Craft Shop car park footprint will be reduced in coordination with the FLD1 flood defense improvements, with a new connecting pedestrian path provided along its east side between the existing inclined route and the new riverside embankment.

The smooth accessible surfaces will connect both car parks with the existing Concert Hall approach, the Pond car park via a new surfaced section across the road to the steps, and the Craft Shop car park via the new path.

All new surfaces will be finished in c 10mm Terrabase type resin bound gravel. In the car parks over the RPAs the rgb is envisaged to be laid on a 'no-dig, no-fill' type sub-base construction of permeable Type 3 in geoweb cellular membrane, which reduces excavations, spreads, load and increases water penetration to tree roots – benefitting their health. This will be further co-ordinated with arboriculturist input at RIBA 4.

New log end bay protections will be installed coordinated with the defined parking spaces.

Existing lighting to the Pond car park will be upgraded where required and new lighting installed at the Craft Shop car park, in accordance with accessibility guidance.



3.7. Southern Paddock Area

3.7.1. Existing

EXISTING

The existing Paddock car park area is accessed off a branch of the site's one way route, between the Dovecote and Stable block across a slight berm. Note, this route also provides the access to the Iken View apartments, around the Stable block.

The Paddock car park is a former paddock enclosure bound with timber post and plank fencing, and loosely structured sections of hedgerow with trees. The surface is compacted partially made ground, relating to the site's former industrial use, with grass coverage variable in relation to use/wear. The extent and definition of the boundary fencing is also variable, resulting in a significantly unstructured, informal and undefined parking area.

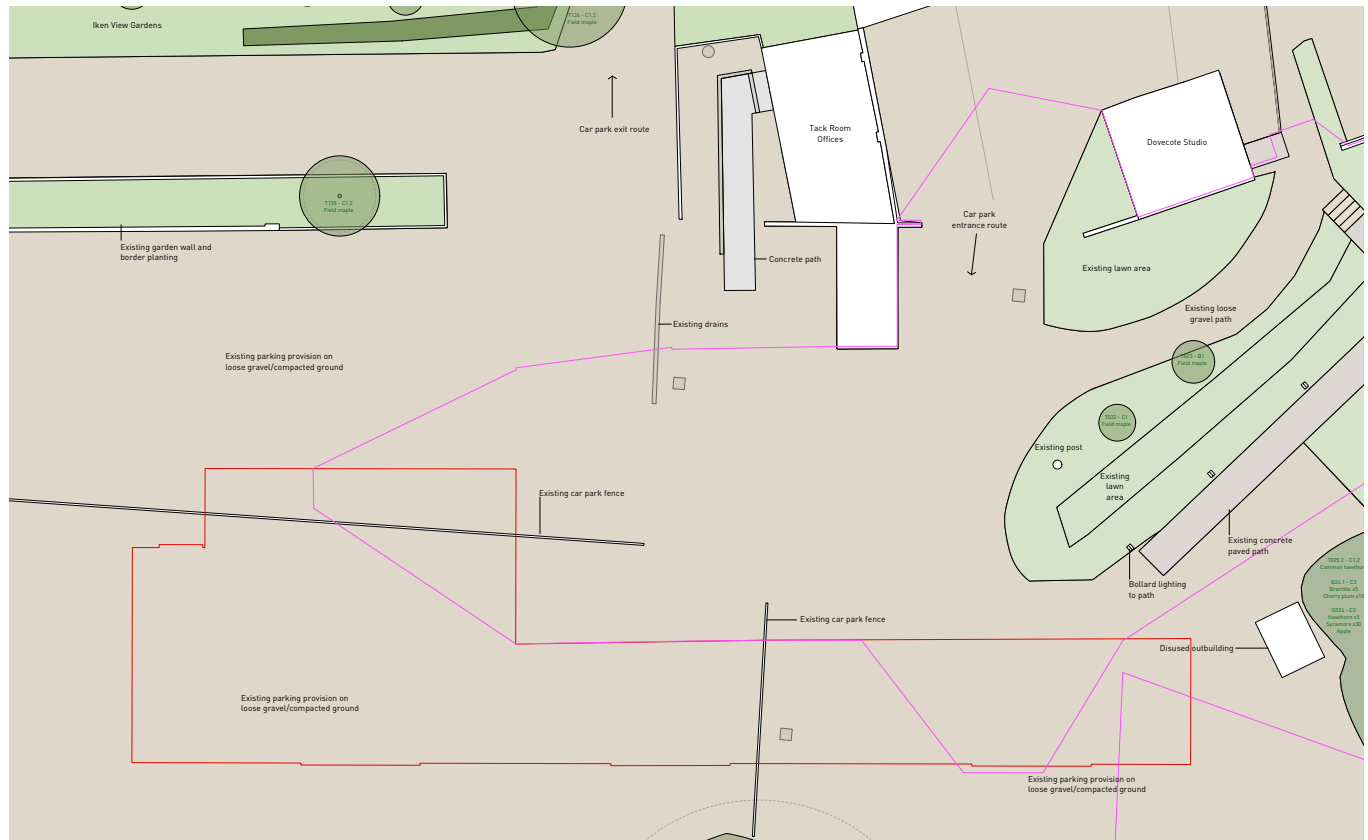
The Paddock entrance across the berm is a particularly unclear wide expanse of compacted worn surface.

The space is currently neither efficient nor legible in its layout. Parking proximity to mature trees over their RPAs is increasing compaction and compromising their health.

The current car park is not 'accessible' in accordance with Part M or BS 8300-1.

Lighting is limited to a single mast mounted floodlight and informal tree-fixed luminaires.

The north-east corner of the Paddock car park has been subject to flooding from the estuary, which is due to be addressed by raising FGLs as part of the FLD1 flood defense works.



3.7.2. Proposed

PROPOSED

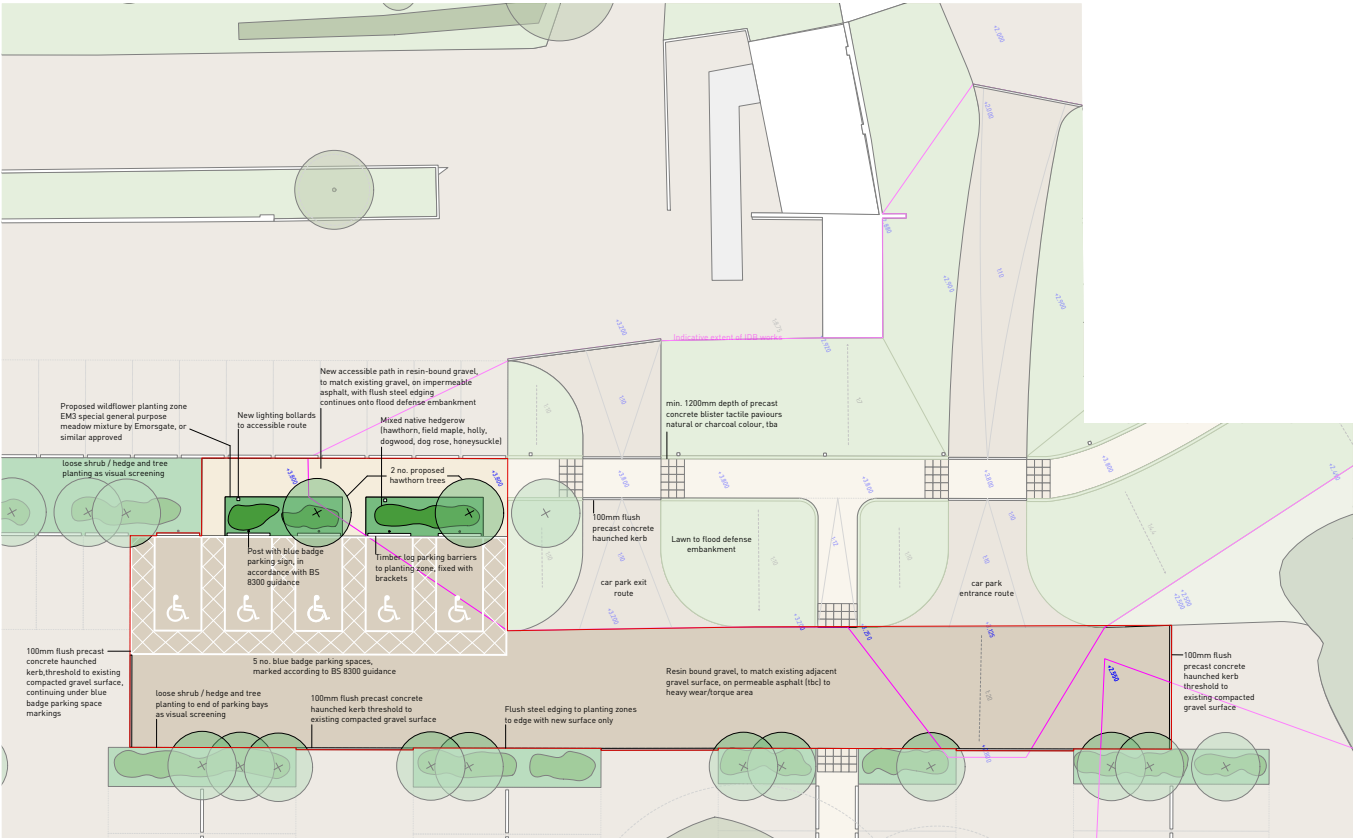
Wider improvements are proposed to the Paddock car park which are not subject to Planning Permission. These improvements to layout are coordinated with FLD1 flood defense proposals (Permitted Development) to improve overall efficiency, legibility, and accessibility, in accordance with Part M and BS 8300-1 guidance.

The FLD1 flood defense embankment from the north, along the east side of the Britten Pears building, merges into the increasing FGLs of the Paddock as it rises to the south. This presents the opportunity for level and smooth access along the embankment between car park and buildings, notably towards the River View Cafe.

The new car park layout untangles the conflicts between vehicles and pedestrians and improves overall legibility, as well as safety. This has enabled the introduction of new designated and defined Blue Badge parking spaces, as shown on drawings, with smooth accessible rbg surfaces, consistent with the Pond and Craft Shop car parks. The extent of new resin bound gravel surfacing is limited and includes the new entrance route to the car park across the embankment within FLD1, and beyond it into FLD2 (the latter subject to this Planning Application). New lighting is proposed to the accessible route (within FLD1) in accordance with accessibility guidance.

The Blue Badge parking bays are edged with both timber log bay end protection, and a screen of native hedgerow with small trees, underplanted with species rich grassland. This planted 'screen' is one of two introduced to the new car park layouts to reduce the visual impact of parking upon residents' views from the Iken View apartments.

The rest of the Paddock car park surfacing is envisaged to remain as existing.



Existing compacted gravel surface



Proposed gravel for parking areas



Proposed gravel for accessible route

3.8. Planting Strategy

The existing landscape

The general character of the existing external spaces at Snape Maltings is of simple, utilitarian spaces between buildings and also of spaces that mediate between the core and the wider landscape such as the Henry Moore Lawn that meets the river to the north and the Barbara Hepworth Lawn and grassland 'apron' that defines an outer edge between the Dovecote, Britten Pears building and Riverside Cafe and reedbeds to the east. Where trees occur, they are generally marking or a constituent part of natural features such as hedgerows, other boundaries or elements – e.g. the pond or ditch – and occasionally a group such as the stand of Black pines in the Paddock car park or Ash trees adjacent the Craft Shop car park. Overall, planting at Snape is of a simple, elemental nature that does not detract from the wider natural environment.

Hedgerow and grassland

The main proposed planting relating to this planning application is within the FLD2 Paddock car park adjacent the Blue Badge parking spaces and consists of a small section of intermittent mixed native hedgerow with trees and a species-rich grassland field layer (to the base of the hedges) separating the parking area from the accessible route which runs north along the proposed FLD1 embankment. As previously noted, the purpose of the hedgerow in this location is to reduce the impact of the car park for Iken View residents. It is also part of a wider proposal for the Paddock car park to help clarify parking zones in an informal way. The two main constituent hedgerow species are native hawthorn and field maple, both found in close proximity, with smaller quantities of holly, common dogwood, dog rose and honeysuckle. This section also includes 2no. hawthorn trees as standard trees within the hedgerow. It is envisaged that the hedgerow will be no more than 1m wide at its base and maintained at a height of a maximum 1.5m with the standard hawthorn trees allowed to grow to maturity.

The field layer is proposed as species-rich grassland, selected for variable conditions of soil/substrate and sun/shade. Emorsgate EM3 Special-purpose meadow mix is suggested or (similar approved) for its tolerance to a range of different conditions.



Common Hawthorn tree (Crataegus monogyna)



Mixed native hedgerow



Emorsgate EM3 Special General Purpose Meadow Mix 1

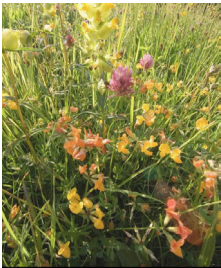


Hawthorn blossom



Hawthorn berries

Hawthorn (Crataegus monogyna) = 50%
Field maple (Acer campestre) = 20%
Holly (Ilex aquifolium) = 10%
Dogwood (Cornus sanguinea) = 10%
Dog rose (Rosa canina) = 5%
Honeysuckle (Lonicera periclymenum) = 5%



Existing grass areas in the Southern Car Park

3.8.1. Biodiversity and Arboriculture

In order to form the blue badge parking spaces in FLD2, the existing area of poor quality 'other neutral grassland' is required to be converted to hard standing with a resultant deficit in grassland. In order to compensate for this, and achieve a minimum 10% biodiversity net gain, the ecologist has recommended creating an area of moderate quality other neutral grassland. (please see the Biodiversity Net Gain Feasibility Report). It has not been possible to accommodate this within the red line site boundary for this application and together BPA and the project team have identified a number of options for locations where this can be created which are within the wider site ownership boundary as there is insufficient space within the red line boundary.

A small area designated as scrub falls within the red line boundary south of the blue badge spaces which includes a fig and self-seeded sycamore that have grown up around a disused structure. While these are not required to be removed immediately to form the blue badge facility which is part of this application, it may be of benefit to remove them in relation to the wider car parking proposals in the future. There is sufficient space to create an equivalent or greater area of scrub habitat (including minimum 10% BNG) within the Paddock car park, or within the wider Maltings Site area, should this work be carried out in the future.

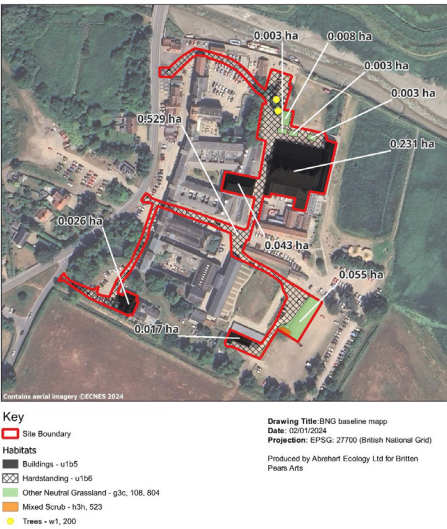
The Tree Survey Review and Arboriculture Impact Assessment and Method Statements (the Landscape Partnership) sets out the current status and management actions of trees across the entire site, and so extends beyond the redline of this application to include areas impacted by the new Flood Defences. It identifies all trees to be removed and those potentially impacted by the proposals with method statements and tree protection measures.

In relation to this planning application, at the Craft Shop and Pond side car parks the arboriculturist has provided a method statement for re-surfacing works within RPA's to particularly protect the adjacent ash trees which requires a careful no-dig or minimal excavation approach for the resurfacing and protection measures for adjacent trees. There are also two ash trees that lie outside of the red line boundary which are category U trees and have been recommended for removal: T009 and T021.

With regard to the area of scrub noted in the Ecology Report (see above), the Tree survey identifies a Fig tree T067 within the zone. Should this require future removal, it will be reviewed outside of this planning application.

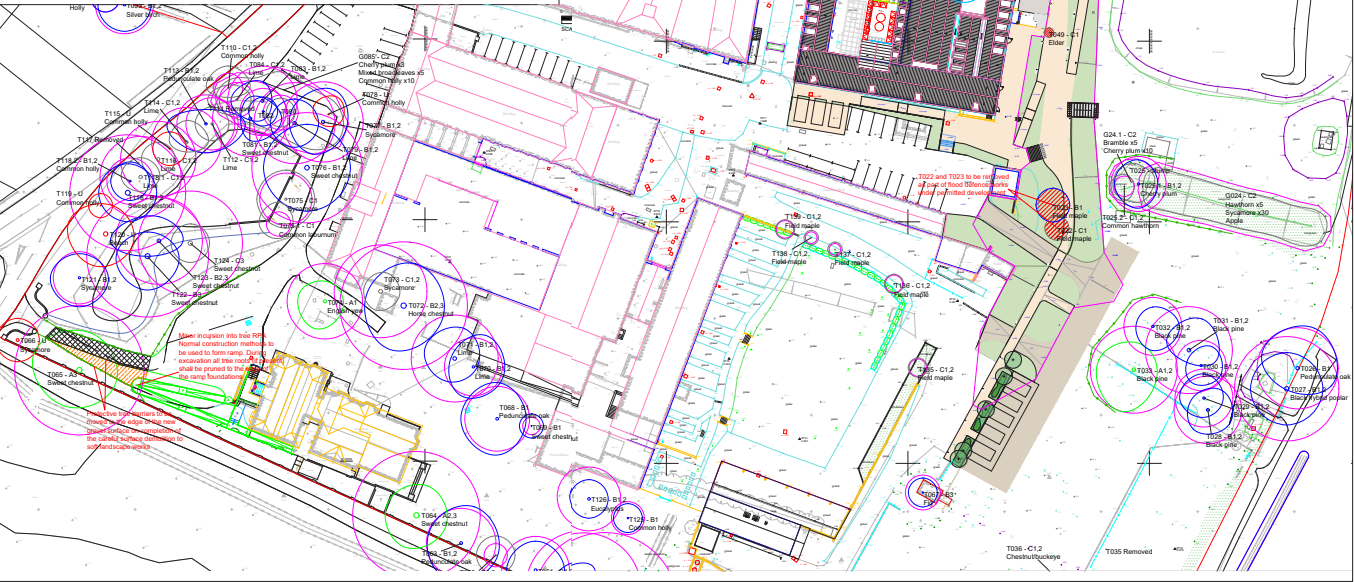
The new ramped access to and roadway re-alignment to Snape Bridge House will be within the RPA of a Sweet Chestnut T065, and the report includes a method statement for how works should proceed in this area.

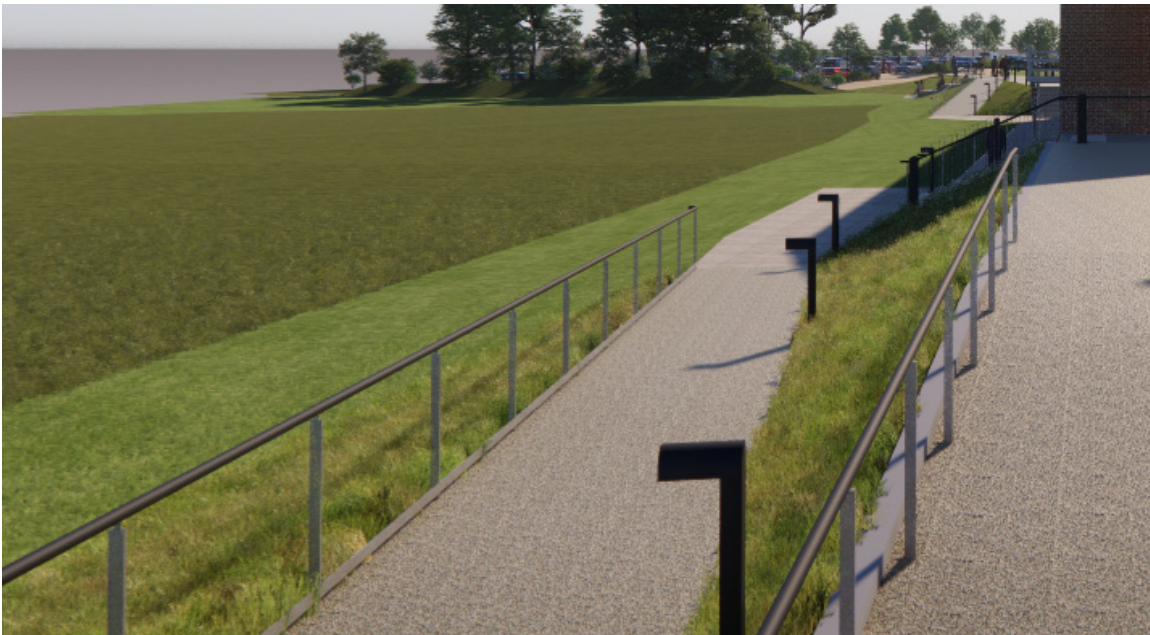
In relation to the WMA works which are outside this application - a small handful of trees are to be removed to facilitate the new flood embankment works. These include an ash tree T134 currently growing in the ditch adjacent the Henry Moore Lawn; 2 young field maples adjacent the Dovecote T022 and T023 which may be translocated to a new location if feasible and a small elder bush T049 in the existing embankment adjacent the Trask Café courtyard. Additional tree planting is proposed as part of the wider Paddock car park which will help to address the loss of trees associated with these works.



Extract from Abrehart Ecology Report showing habitats recorded within the application redline

Extract from TLP Tree report showing mapping of tree works





Species Rich Meadow Embankment, Early Growth



Species Rich Meadow Embankment, High Summer



3.9. External Lighting Design

3.9.1. Existing Installation and Proposals overview

The existing lighting installation around the buildings and landscape at the Maltings comprises building mounted wall fittings and bollards to light the paved routes. The bollards are dark sky fittings and are controlled via the BMS to switch off out of operating hours. The building mounted fittings have emergency back up.

New lighting shall be installed to the areas of new landscaping works where the existing is found to be below minimum requirements for the new Blue Badge spaces that are being formalised. The extent of this is expected to be in the Craft Shop Car park area and in the Southern Paddock area, where dedicated parking lighting does not yet exist.

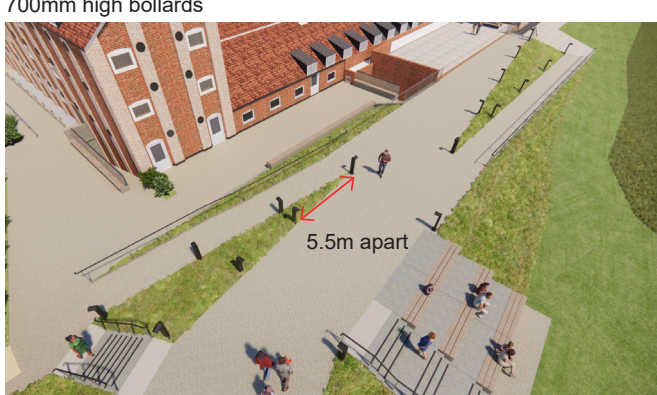
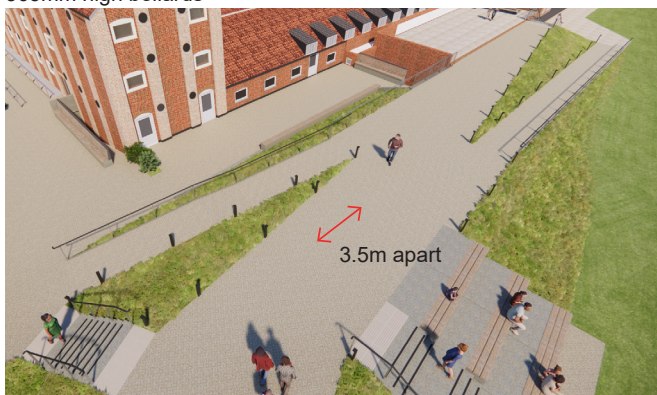
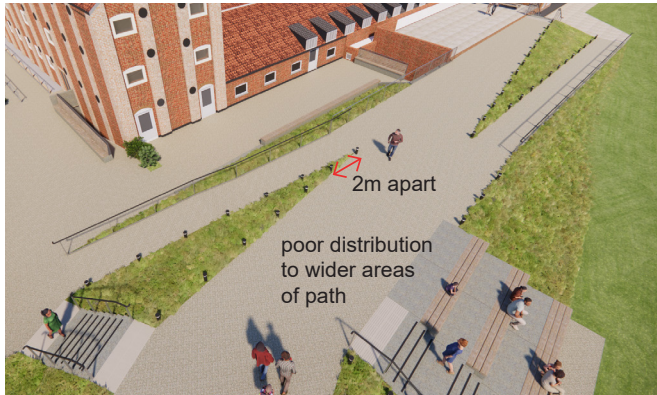
The new external lighting shall be BMS controlled with photocell and time clock. With exception of testing and servicing the external lights are not ON during daylight hours.

Attention shall be made to meet the requirements of the ILE Guidance notes with respect to light pollution and considering the recommendations therein with respect to: -

- Limiting the upward light ratio of the selected luminaries.
- Limiting the illuminance at the windows of nearby properties.
- Limiting the intensity of each light source in potentially obtrusive directions



3.9.2. Lighting Strategy Options to deliver good uniformity of lighting




3.9.3. Split approach for ramps+steps vs flat path areas

Following a review of the various areas of new landscaping routes including the flood defence areas, it has been agreed that it would be preferred to light the sloped and stepped route areas which have handrails, with LED linear fittings set into the handrails. This will omit the need for bollard lights in these areas which create visual clutter in the daytime setting, and mean these bollards are only needed for paths where there are no handrails being installed.

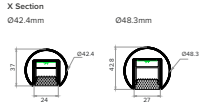


Product Details Glowrail

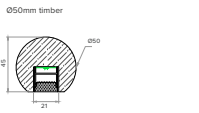


Specification		
Output	SO	HO
Power Consumption	9.6 W/m	14.4 W/m
Efficacy	54 Lm/W	76 Lm/W
Voltage	48VDC	48VDC
IP Rating	IP40 or IP65	
LED Colour ¹	2.7K/3.0K/4.0K/5.0K, RGBW, WWCW (White Mix 2.7K - 6.5K)	

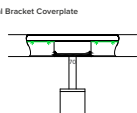
X Section
Ø42.4mm

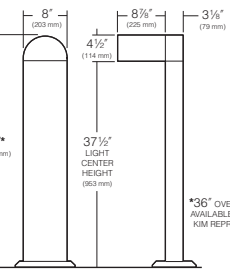


Ø50mm timber

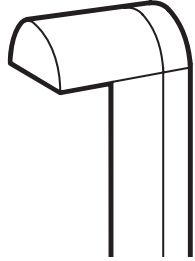


Typical Bracket Coverplate

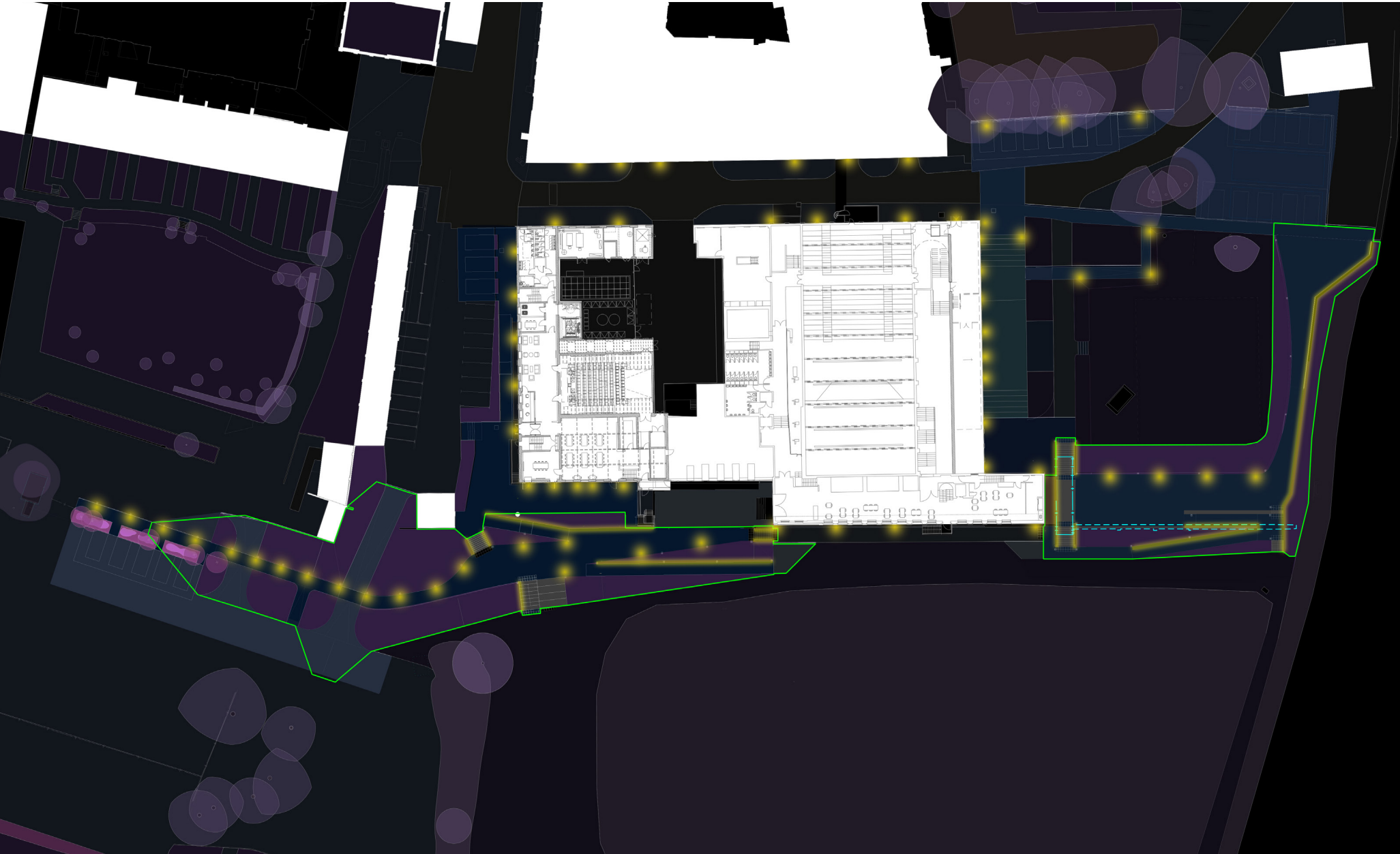




***36" OVERALL HEIGHT AVAILABLE - CONTACT KJM REPRESENTATIVE**



3.9.4. Lighting Overview



3.10. Conclusions

The intent for the scope of these works is to improve the overall accessibility of the Snape Maltings Buildings, and to safeguard them and the Britten Pears operations on this historic site for future generations so that the vision of the founders of the organisation can be continued.

As such, the works included in this report are careful and considered alterations to the historic building fabric, to make strategic changes and improvements. Where required there are permanent adjustments proposed, and where possible we have aimed to be sympathetic to the original buildings along with their adaptations that have been made by BPA over the years as their functions have evolved from industrial to cultural.



"The Snape Maltings site is one of change, adaptation and evolution. The on-going re-use of redundant structures gives the maltings site vibrancy and secures its long-term survival"

Snape Maltings Conservation Area Appraisal, 2014