Annex 6 - Street Lighting on New Developments

(July 2022 - Revision B)

1.1. Overview

The Authority's policy is that new Developments as part of the section 38 process will not have street lighting installed. This is the case unless the Authority deems that there is a Highway safety need – such as detailed below:

- A road on a new Development is part of a traffic route (i.e.: a higher use, non-estate road)
- The inclusion of an introduced obstacle constitutes a highway safety hazard. (i.e.: traffic calming)
- In the opinion of the Authority access to the new Development where it joins onto the existing road network requires street lighting.

In the limited situations listed above – where lighting is required - the Authority will provide a quote for design or will have a process of checking, approving and inspecting third party designs.

1.2. Developer Instigated Lighting

Where street lighting is not required by the Authority the Developer may wish to propose lighting for footway or placemaking purposes – (It is <u>not</u> to be of a Highway lighting level which would be commensurate with BS5489.)

This will be adopted by the Authority subject to a commuted sum payment in accordance with the Authority's commuted sum policy providing compliance with all installation conditions and specifications as detailed in 1.3 and 1.4 is met.

The Authority will not offer a design service for this; however, such lighting designs must be subject to checking, approval and inspection by the Authority in order to meet its duties under the Highways Act.

All consultation, queries, disputes or agreements regarding the column locations with third parties such as residents prior to adoption by the Authority, shall be conducted by the Developer. The Authority must be informed of any resulting changes in location prior to adoption.

After adoption, the Authority reserves the right to remove and not replace any lighting where a dispute cannot be resolved, or where lighting is repeatedly damaged.

As with Authority required lighting, the Developer shall be responsible for the maintenance and energy charges of the Developer instigated lighting until such a time as it is adopted.

Inspection and test certification and the clearing of any subsequent defects of the street lighting equipment by the Developer must take place prior to adoption.

1.3. Developer Instigated Lighting – conditions for adoption.

- Mounting height of lantern shall be 5 metres.
- Where possible the distance between columns shall be a minimum of 45 metres.
- Only equipment detailed in 1.4 Specification will be considered for adoption.
- All Street Lighting columns shall have DNO supplies and internal wiring shall confirm to requirements of BS7671 and be as per appropriate LCC Termination type SD/14/4 Series and have foundations to LCC SD/14/2A
- Street Lighting equipment shall only be considered for adoption if it is to be situated within the highway extents to be adopted.
- All such lighting shall be part night operation unless meeting the Part Night exemptions referred to in Annex 2 of the Authority's Street Lighting Policy.
- Columns shall not be installed within Drop kerb areas and shall have a minimum clearance of 1.5m from Drives/accesses. Adoptable columns must not be installed in surfaces that are flush with the carriageway.
- Columns shall be installed so that doors are facing oncoming traffic where possible.
- Column setbacks must comply with the requirements of BS5489-1-:2013 and be sited at the rear of the footway where possible, but within the footway.
- Lanterns not accessible by use of a MEWP vehicle shall be mounted on columns of the Raise and lower type.
- The Heritage type option will not be considered unless the development is within a conservation area.

1.4. Developer Instigated Lighting – Specification

Conventional Lighting Columns

- Planted root galvanised columns 5 metre mounting height to BS EN 40 c/w G1a (LCC) root protection. Column shaft diameter of 76mm to allow for vertical mounting of lantern.
- Columns shall be installed so that doors are facing oncoming traffic where possible.

- Raise and lower columns shall be to BS EN 40 and lowerable without requiring the use of a winch mechanism.
- Black painted columns must comply with Paint Specification G2a, and **proof must be provided to the Authority to that effect**. Painted columns will attract a higher commuted sum.

Contemporary Lighting Columns

- For use with Contemporary lanterns columns may be of Conical construction with flush mounted doors.
- Colour shall be grey or black and must comply with Paint Specification G2a as stated above.
- Column shaft diameter shall suit post top mounting of contemporary lantern.

Lanterns

- Shall be LED – with a colour temperature of 2700 or 3000K
- Shall be Constant light output type
- Shall have 7 Pin Nema socket (unless Heritage or Contemporary type)
- PECU shall be Westire 8480 or Lucy Zodion Z Cell. (Miniature SS19 type for Heritage or Contemporary)
- PECU levels for Part Night lighting must be 35 Lux on/00:00 Off/06:00 on/18 Lux On
- Shall be Post top mounted

The following lanterns will be accepted:

Conventional lanterns

TRT Aspect Eco – GR1 or GR2 Lens (Medium), CLO c/w Powerset rating set to max. output of 13W (1500 Lumens). Aggressive Dim Link facility.

TRT Optio OptiSet – Lens 3 EXP (Wider Areas), CLO c/w Powerset rating set to max. output of 11W (1500 Lumens). Aggressive Dim Link facility.

Philips Micro Luma BGP 615 Lens type DM10 (Medium) DX10 (Wider Areas), CLO, max output of 1500 lumens.

Urbis (Schreder) Ampera Mini 8 LED 5068 Lens Type, CLO, max output of 1500 lumens.

All of the above lanterns must be ordered as the manufacturer's standard colour, except where mounted on black columns where the lantern must also be black.

Contemporary Lanterns

For wide areas requiring 360 lighting around the column:

TRT Chalis GA3 Symmetrical lens - CLO c/w Powerset rating set to max. output of 1500 lumens (13W). Aggressive Dim Link facility.

Urbis (Schreder) Alura 16 LED Symmetrical lens 5068 SY max output of 1500 lumens (15.6W)

For roadside areas requiring lighting of carriageway and immediate footway to rear:

TRT Chalis GR2 lens CLO c/w Powerset rating set to max. output of 1500 Lumens (13W) Aggressive Dim Link facility.

Urbis (Schreder) Alura 16 LED Asymmetrical lens 5068 AS max output of 1500 lumens (15.6W)

All of the above lanterns must be ordered as the manufacturer's standard colour, except where mounted on black columns where the lantern must also be black.

Heritage Lantern

A Heritage lantern may only be specified in a conservation area and must be installed on a black column meeting the aforementioned specification.

The Developer may wish to submit details of a column embellishment kit for consideration.

A Heritage lantern will attract a higher commuted sum payment than a conventional lantern.

The following lantern will be accepted:

Urbis (Schreder) Abbey – Lens Type 5098, Clear, CLO, max output of 2400 Lumens

Speed Limit Orders, Signing and Traffic Calming

Developer proposals for Traffic Calming and signing must be provided for checking along with any Lighting proposals in order to ascertain whether illumination is required.

Speed limit orders may be required for new developments to reflect the fact that speed limits by virtue of the presence of a system of street lighting do not apply. The Developer will meet the costs of any required legal orders and neither the road nor the lighting will be adopted until any necessary legal order is in place.