

Annex 6 – Street Lighting on New Developments

(July 2024 Revision C)

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
 - a high usage spine road serving local amenities such as shops, schools, leisure facilities, etc.
 - a proposed bus route
- The inclusion of an introduced obstacle constitutes a highway safety hazard. (i.e.: traffic calming).
- The contrast between an existing phase of a development that has street lighting and a proposed phase without street lighting is too great.
- In its opinion the access to the new development where it joins onto the existing road network requires street lighting.

1.2 Developer Instigated Lighting

Where street lighting is not required by the Authority the Developer may wish to propose lighting which would be designed in accordance with BS5489-1:2020 lighting class P6, unless otherwise advised by the Authority (i.e. a development within an E3/E4 environmental zone, or where other appraisal factors do not support a reduction in lighting class through risk assessment).

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 offer a design service for Developer instigated lighting or where the Authority deem lighting is required as per the situations outlined in 1.1 of this document and can provide a quotation for this service on request. Alternatively, the Developer may wish to use their own lighting design consultant to provide a design which meets the

specification as outlined in this document (contact LCC Street Lighting for a design brief). Third party lighting designs must be subject to checking, approval and inspection by the Authority in order to meet its duties under the Highways Act.

To request a quote or design brief for a development, please contact streetlighting@lincolnshire.gov.uk with the following:

- Site location plan
- Site drawing(s) showing proposed adoptable extents and phasing (if applicable)
- Ecology reports (if applicable)
- Other relevant information such as proposed local amenities (parks, schools, shops, community facilities), traffic calming features, bus routes, cycleways, etc.

(Note: Please do not contact individual officers directly as this will not guarantee your enquiry is dealt with efficiently, owing to potential officer absence.)

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 proposed changes in column locations prior to implementation on site to check compliance with LCC specification and design standards. Where the Developer has used their own lighting design consultant, the Developer shall be responsible for re-proposing the design for LCC approval, prior to implementation on site.

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, 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 6 metres (unless otherwise agreed with the Authority).
- Only equipment detailed in 1.4 Specification will be considered for adoption.

- All street lighting columns shall have DNO supplies and internal wiring shall conform 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 dropped 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 BS5489-1:2020 and be sited at the rear of the footway where possible, but within the footway.
- Columns not accessible by use of a MEWP vehicle shall be of the Raise and lower mid-hinge 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 6 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 mid-hinge 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 3000K (or < 3000K depending on the site / design brief)
- Shall be Constant Light Output (CLO) type
- Shall have the capability to adjust the lumen output manually
- Shall have a DALI enabled electronic driver
- Shall have a 7-pin NEMA socket (unless heritage or contemporary type)
- PECU shall be Westire 8480. (Miniature Lucy Zodion 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 off – Elexon Switch Regime 775
- Shall be post top mounted

The following lanterns will be accepted (or similar approved by the Authority):

Conventional Lanterns

TRT Aspect Eco – GR1 / GR2 Lens (Medium Road) or GA2 Lens (Wide Areas), CLO c/w Powerset rating set to output of 10W for P6 schemes. Aggressive Dim Link facility.

TRT Optio Nano – GR1 / GR2 Lens (Medium Road) or GA2 Lens (Wide Areas), CLO c/w Powerset rating set to output of 10W for P6 schemes. Aggressive Dim Link facility.

Contemporary Lanterns (wide areas requiring 360° lighting around the column):

TRT Chalis GA3 Symmetrical lens - CLO c/w Powerset rating set to max . output of 14W. Aggressive Dim Link facility.

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.

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

The following lantern will be accepted (or similar approved by the Authority):

Urbis (Schreder) Abbey – CLO, max output of 2000 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.

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