

Technical Note

Project:	Dunsbury Hill Farm	To:	Steve Dimmock/John Malyon
Subject:	Preliminary Street Lighting Design Statement for Planning Application	From:	Richard Jackson
Date:	01/08/2011	cc:	Keith Stewart/Julian Brett

1. Overall Design Outline

Due to the construction of a new business park and subsequent proposed and realigned road networks, sections of the highway infrastructure will require new street lighting or upgrades to existing street lighting. This lighting will be required to complement and tie in with existing lighting networks. It shall also comply with the following documents.

- BS 5489-1:2003+A2:2008 Code of practice for the design of road lighting – Part 1: Lighting of roads and public amenity areas.
- Hampshire County Council (HCC)'s Street Lighting Policy Document (4th Edition).
- HCC Street Lighting Design Guide (4th Edition).
- HCC Materials Specifications for Developers.

The provision of new lighting has been explored in four key locations:

1. Hulbert Road.

This section of highway is located after Junction 3 of the A3(M) where a new roundabout is being installed to allow traffic entrance into the proposed site.

The roundabout has no provision for pedestrians as the existing road does not allow for pedestrian access.

This section of road is currently unlit and it is proposed to keep this section of road unlit in line with HCC's Street Lighting Policy Document for an E2 Environmental Zone.

However, if after further evaluation by HCC it is decided that it should be lit, it may be included in proposals.

This decision may be made from the evaluation of the benefits of lighting due to a road safety or personal security perspective.

If lit, it is proposed it meets the requirements of the above documentation and also the requirements of Hampshire County Council's Street Lighting Department.

2. Proposed roundabout at Hulbert Road to the first roundabout in the new development.

Similarly to Hulbert Road, this section of highway does not have provision for pedestrian access and is deemed to be an ecologically sensitive area.

This area is also within an E2 Environmental Zone and as such, in line with HCC's policy document, shall remain unlit.

However, if after further evaluation by HCC it is decided that it should be lit, it may be included in proposals.

This decision may be made from the evaluation of the benefits of lighting due to a road safety or personal security perspective.

If lit, it is proposed it meets the requirements of the above documentation and also the requirements of Hampshire County Council's Street Lighting Department.

3. Key link road connecting business units.

Whilst this area is still within the E2 Environmental Zone, the route will be host to both motorised and non-motorised users, with a number of intersections.

The proposed streetscape will consist of a tree-lined highway; a two-lane single carriageway with a shared cycle/footpath in the northern verge set approximately 7.5m from the kerb edge.

It is proposed to light the road to a S4 lighting class and the footpath to a S6 lighting class in line with the Council's recommendations.

The road will be lit using a single-sided 6m lighting column arrangement and a white light source lamp.

Typical spacing's will be 34m between columns. Back-lighting from the luminaires illuminating the highway should be sufficient to light the cycle/foot path to the proposed S6 lighting class. The columns will be placed in line with trees to make the columns appear less obtrusive, however the trees will be spaced in such a way that they will have least effect on the light output onto the lit areas.

4. First roundabout in the new Development.

Whilst this area is still within the E2 Environmental Zone, the roundabout will be the gateway to the new development and host to both motorised and non-motorised users.

It is proposed to light the road to a CE5 lighting class in line with the Council's recommendations.

The road will be lit using 8m lighting columns with a white light source lamp.

Typically the columns will be located in the verge around the roundabout. Where lighting extends into adjoining roads they will be located in the verge or back of footpath.