



**CHURCH SQUARE, EGHAM**  
**EXTERNAL LIGHTING PLANNING**  
**STATEMENT**

Albemarle Egham LLP

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# 1 Introduction

WSP Buildings have been appointed by Albemarle Egham LLP to produce a statement regarding the proposed external lighting schemes in connection with the retail development known as Church Square, Egham.

The proposed project comprises the redevelopment of the existing surface car park located to the south of High Street in the centre of Egham.

The redevelopment will incorporate a food retail store of approximately 21,000 sq ft at ground floor level, together with a hotel above the food store providing 80 bedrooms. A surface car park will be provided for disabled use at ground floor level.

A basement covered car park will be provided, which will be operated by the Local Authority. The car park will connect to the ground floor, food retail store and hotel by means of dedicated lifts, and separate ramps will be provided for vehicular access and egress.

External works will include the provision of a secure service yard for the food retail store and access to the rear of the High Street retail stores. A new pedestrian area will be formed to the front elevation, which will connect the new development to the High Street.

## 2 External Lighting Planning Statement

The external lighting to the Church Square Retail Development, Egham, Surrey will be designed in accordance with the following documents:-

1. CIBSE Lighting Guide, LG6: 1992. The Outdoor Environment.
2. The Institution of Lighting Engineers Guidance Notes for the Reduction of Light Pollution: 1997.

Notwithstanding the above, all conditions attached to Planning Consent, with regard to the external lighting scheme, will be discharged in full prior to commencement of installation.

External lighting will be complete with high efficiency discharge lamps, having good colour rendering, and will be designed with zero upward light component. Floodlighting will have asymmetrical distribution and zero upward light component. Consideration will be given to the limitation of overspill illumination on to Church Road and the rear elevations of the existing retail units.

The surface car park at ground floor level will be illuminated by means of amenity lanterns complete with metal halide lamps mounted on 6m high columns. The car park lighting will provide an average illumination of 30lux at ground level, with a minimum illumination of 10lux.

The cycle stands will be illuminated by means of wall mounted versions of the amenity lanterns complete with metal halide lamps. Average illumination levels to this area will be 45lux at ground level without contributions from the canopy lighting. With contributions from other sources, illumination levels will be in excess of 50lux.

The new bus shelter located on Church Road will be illuminated by means of wall mounted versions of the amenity lanterns complete with metal halide lamps. Average illumination levels to this area will be 45lux at ground level without contributions from the roadway lighting. With contributions from other sources, illumination levels will be in excess of 50lux.

The area under the main pedestrian entrance canopy to the retail store will be illuminated by means of recessed downlights complete with metal halide lamps. Average illumination levels to this area will be 50lux at ground level.

The covered walkway between the retail store and High Street will be illuminated by means of recessed downlights complete with metal halide lamps. Average illumination levels to this area will be 75lux at ground level. In addition, recessed ground mounted uplights will be provided within a raised feature strip in the centre of the walkway. The uplights will be complete with LED lamps.

The covered underground car park lighting scheme will generally provide an average illumination of 100lux at floor level, with a minimum to average uniformity of not less than 0.4. Illumination levels at the entrance and exit ramps will be increased to an average of 130lux. The scheme will be designed to meet the current requirements of BS 5489: Part 9.

The covered car park lighting will be complete with compact fluorescent lamps, having good colour rendering. Luminaires will be durable, vandal resistant, enclosed to IP65 and designed in accordance with EN 60598-2-1.



Emergency lighting to the covered car park will be incorporated into the general luminaires and will operate in the event of lighting circuit failure. Average illumination levels under emergency conditions will be in excess of 1lux required to comply with BS 5266.

Floodlights will be located on the service yard external elevations and column mounted on the perimeter of the service yard. The floodlights shall be positioned at 8 and 10 metres above finished ground level. The service yard lighting will provide an average illumination of 60lux at ground level, with a minimum to average uniformity of not less than 0.2.

The access and service route to the rear of the proposed retail store will be illuminated by means of wall mounted versions of the amenity lanterns complete with metal halide lamps. Average illumination levels to this area will be 20lux at ground level with a minimum illumination of 4lux.

The existing roadway lighting on Church Road will be retained as far as practicable. Existing lighting columns will be relocated, where necessary, to accommodate the new development, and additional columns and lanterns will be provided, where required to maintain roadway illuminance levels.

The provision of external illuminated signage will be required by the food retail store and hotel operator. However, the format and extent of signage will be subject to separate applications for Planning permission.

Control of the external lighting schemes will be provided by means of lighting programmers complete with photo-electric daylight sensors. Manual override facilities will be provided for all external lighting. Daylight sensors will be located in positions where operation will not be affected by the exterior lighting. Lighting programmers will be digital with battery back up, and suitable for operation with adjustable daylight sensors. Time delays will be incorporated to prevent inadvertent switching during cloudy conditions. Seasonal adjustments will be automatic.



Appendices, Figures & Tables