

Wonderful Barn

Public Lighting Report

Kildare County Council

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Quality information

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Table of Contents

1.	Introduction	5
2.	Design.....	6
3.	Standards	7
4.	Light Pollution	8
5.	Lighting Controls.....	8
6.	Underground Cable Installation and Infrastructure	8

Tables

Table 1: Lighting class Comparability Table; extract from BS 5489-1:2013.....	7
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1. Introduction

The proposed Redevelopment of The Wonderful Barn comprises an area of ca. 19.8Ha, and incorporates the renowned protected structure of the Wonderful Barn and its ancillary buildings, all protected structures, including Barnhall House, two dovecotes, a walled garden and two ranges of adjacent courtyards containing former farm buildings and the public parklands enclosed by the M4 motorway to the South, Celbridge Road R404 to the East and suburban residential developments to the North and West.

The proposed works will protect and enhance the rich architectural heritage and amenity of the Wonderful Barn and adjacent buildings and provide an integrated public amenity park and tourism destination at The Wonderful Barn and associated lands, informed by a detailed conservation and management plan.

The proposed works will comprise of the following:

- Repair, restoration and minor interventions within and to the Wonderful Barn, Barnhall House, two dovecotes, a walled garden and two ranges of adjacent courtyards and former farm buildings to improve and accommodate existing tourist and community amenities and facilities.
- Provision of a 115sqm extension to former farm buildings to provide a commercial kitchen and café with southern outlook into the historic walled working vegetable garden amenity.
- Redevelopment of the current 55 no. allotments to realign the plots within the restored historical landscape axes and provide new and improved facilities for the local allotment users.
- Provision of a new 174sqm building to the East of the existing building complex which will provide a storage facility to replace an existing container on site, new toilets, kitchenette and workshop facilities for the local allotment user group as well as short term workplace facilities for the KCC Parks Department.
- Provision of water and power outlet market facilities adjacent to the new building to accommodate weekly / monthly local markets.
- Improvements and upgrading of existing pedestrian footways and provision of new pedestrian footways and cycle pathways throughout the site.
- Development of a new pedestrian and cycle link through the Wonderful Barn; a continuation of the pedestrian and cycle link (outside of the project boundary) from Celbridge/Backweston to Leixlip, via Castletown House, through Kildare Innovation Campus (former Hewlett Packard site), across the proposed M4 overpass to the Wonderful Barn and onto Leixlip Town Centre and Leixlip Louisa Bridge Station, in accordance with the requirements of TII publications.
- Protection and reinstatement the axial views between Castletown House and the Wonderful Barn and undergrounding of overhead cables as required to maintain uninterrupted views.
- Protection and reinstatement of the integrity of the historic landscape including the Southern and South-Western formal tree lined avenues and forecourt to Barnhall House, formal planting of the walled garden, formal planting of the historic orchard to the Northwest of the building complex and an historic treeline and hedgerow to the Northern boundary of the courtyards.
- Realignment and improvements to pedestrian, cycle and vehicular access to site.
- Provision of new carpark with carparking spaces and bike parking spaces.
- Provision of new external furniture, seating and public lighting throughout the parkland.
- Provision of new wayfinding and signage throughout the parkland.
- Provision of all utilities, necessary services, drainage works and associated site works.
Please refer to the statutory Part 8 notices which provide a full description of the proposed development including the breakdown of applicable floor areas.

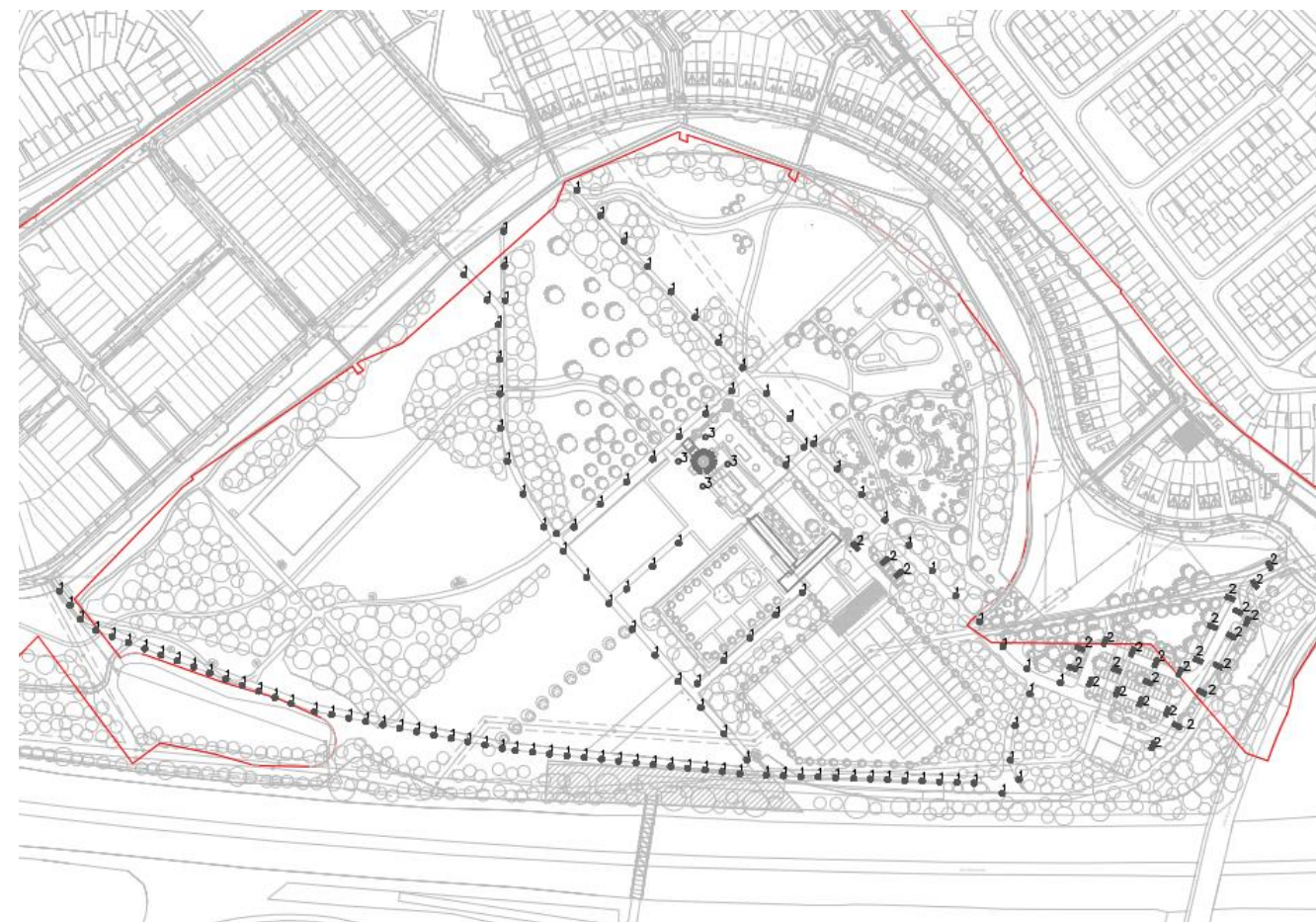


Figure 1: Proposed Development Lighting Scheme

The report has been developed with the following principal considerations:

- I. Provide adequate illumination to contribute towards the safe use of the road and walkways by both vehicles and pedestrians within the development.
- II. Minimise light pollution and visual glare for drivers, pedestrians and neighbouring areas.
- III. Provide a visually interesting environment.
- IV. Minimise the impact of public lighting on ecological creatures (bats).
- V. The complete external lighting installation will be designed in accordance with the regulations for electrical services as ETCI National Rules for Electrical Installations IS EN 10101:2020, as well as BS5489-1:2013 Code of practice for the design of road lighting, IS EN 13201:2003-2, General Specification for Kildare County Council Street Lighting Technical Specification and Technical Guidance Document Part M 2010 regarding Illumination levels.

The predicted performance of the external lighting installations has been assessed in detail using predictive lighting simulation software, Lighting Reality.

The design comprises of pole mounted and architectural bollards (IP65, with IK10 protection, i.e vandal proof) luminaires throughout the development is described in section 2, and lighting control is detailed in Section 5.

2. Design

The proposed external lighting scheme is designed based on best practice, National Transport Authority guidance's and, more importantly, national & international industry standards, incorporating the following considerations.

- Light pollution.
- Disability and discomfort glare.
- Sky glow.
- Current edition of "General Specification for Kildare County Council Street Lighting Technical Specification".

The key items that underpin the design approach are as described below:

- Compliance with lighting standards/ regulations for pedestrian footpath & road lighting functionality.
- Mitigate light spill onto adjoining trees / neighbouring dwellings.
- Coordination with landscape designer to ensure:
 - Luminaire and tree positions are coordinated
 - Luminaires located to avoid damage to the light fitting from falling branches and to avoid the need to regularly maintain them.

To address the afore mentioned the following measures are adopted:

- Consciously positioned luminaires to limit negative spill and light pollution whilst also maintaining the required Lux levels uniformly across the pedestrian footpath around the development.
- An asymmetrical beam optic is employed to physically contain unnecessary light spillage and light pollution.
- Lighting class, as set out in Table 3 of IS EN 13201-2:2015 within the development, shall be as below:

Pedestrian

Lighting Class P4. Illumination levels at 5-lux average, a minimum of 1-lux, with minimum uniformity ratio across all pedestrian sections in line with CIBSE and CIE guides.

Roadway

Lighting Class P1. Illumination levels at 15-lux average, a minimum of 3-lux, and minimum uniformity ratio of 0.25 across all road sections in line with CIBSE and CIE guides.

Car Parking

Lighting Class P1. Illumination levels at 15-lux average, a minimum of 3-lux, and minimum uniformity ratio of 0.25 across all road sections in line with CIBSE and CIE guides.

- It is proposed that 6-metre-high LED lamp direct lighting poles will provide illumination to the roadways and car parking areas, and 0.8-metre high bollards (IK10, vandal proof) will provide illumination on the pedestrian zones (Figure 3). This design is cognisant of the fact that light pollution is negated both in terms of sky glow and light spill.

For the roadway / car-parking lighting, it is proposed to utilise low wattage (59W), with 4000K LED luminaires with +5/-20° inclination to the adjacent surface (Figure 2).



Figure 2: Roadway / Car-Parking Lighting



Figure 3: Pedestrian Zone Lighting

The pedestrian / amenity decorative lighting will comprise of low wattage LED luminaires to suit the aesthetic element of the landscape layout throughout the development, including the flood-illumination of the Wonderful Barn structure (Figure 4).

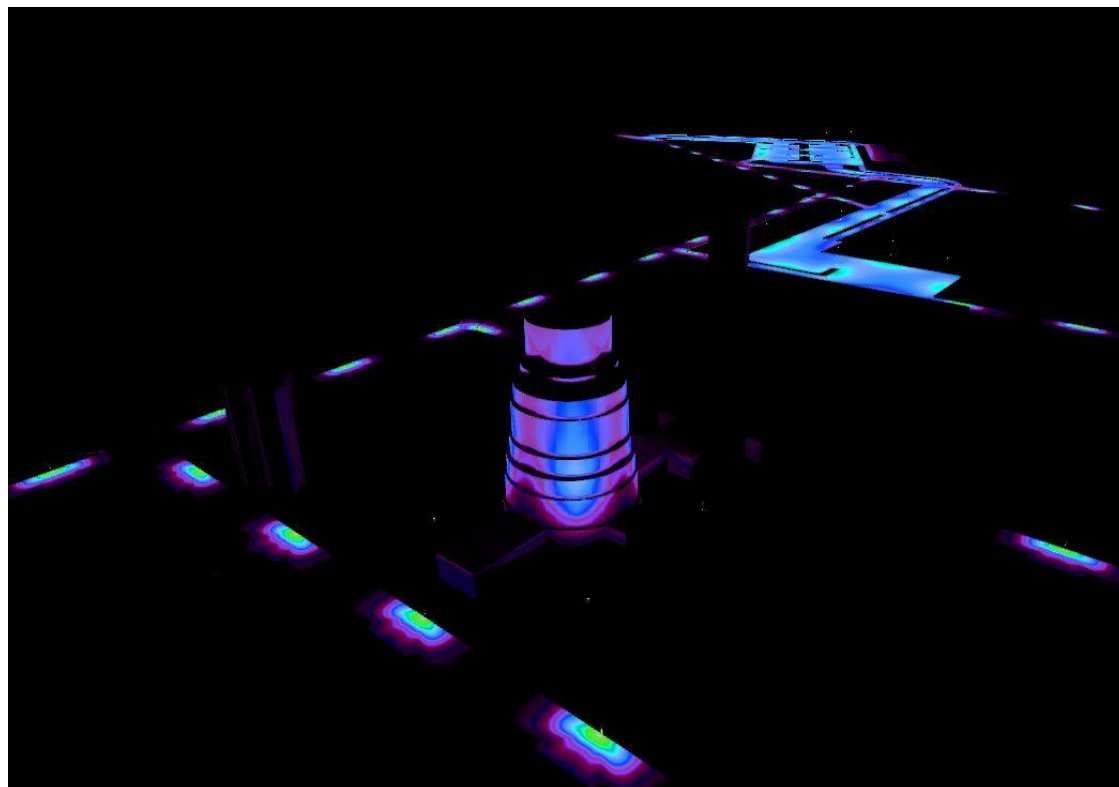


Figure 4: Decorative flood-lighting scheme

3. Standards

Adherence to the relevant Standards/ Regulations ensures a compliant public lighting design at the proposed development.

Reference Standards

- National Rules for Electrical Installations, Electro-Technical Council of Ireland. IS EN 10101:2020
- BS 5489-1 (2013) Code of Practice for the Design of Road Lighting – Part 1: Lighting Roads and Public Amenity Areas
- IS EN 12464-2 (2011) 'Lighting for Workplaces. Outdoor Workplaces'
- IS EN 13201 (2015) Road Lighting – Part 2: Performance Requirements,
- Housing Schemes: Guidebook for ESB Networks Standards for Electrical Services.
- Guidance Notes for The Reduction of Obtrusive Light' Institution of Lighting Engineers, 2005
- Guide to Obtrusive light, The ILE Guidance Notes on the Reduction of Obtrusive Light and CIE
- Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations
- Energy & Efficiency & Performance Standard for Light Bulbs, Public Consultation Document, October 2008
- General Specification for Kildare County Council Street Lighting Technical Specification
- Bats and Lighting – Guidance Notes for Planners, Engineers, Architects and Developers (Bat Conservation Ireland, 2010).

6 Requirements for pedestrians and pedal cyclists

6.1 General requirements

The P classes in Table 3 or the HS classes in Table 4 are intended for pedestrians and pedal cyclists on footways, cycleways, emergency lanes and other road areas lying separately or along the carriageway of a traffic route, and for residential roads, pedestrian streets, parking places, schoolyards, etc.

NOTE 1 Guidance on the application of the above-mentioned classes is given CEN/TR 13201-1.

The average illuminance (\bar{E}), the minimum illuminance (E_{min}), the average hemispherical illuminance (\bar{E}_{hs}) and the overall uniformity of the hemispherical illuminance (U_o) are to be calculated and measured according to EN 13201-3 and EN 13201-4.

The road area for which the requirements of Tables 3 and 4 apply can include all the road area such as carriageways on residential roads and reserves between carriageways, footways and cycleways.

NOTE 2 Limitation of disability glare can be demonstrated by evaluating f_{τ} values for all relevant combinations of observation directions and observer positions (see Annex C) or achieved by the selection of luminaires according to the classes G*1, G*2, G*3, G*4, G*5 or G*6 (see A.1).

NOTE 3 Limitation of discomfort glare can be achieved by the selection of luminaires according to the classes D1, D2, D3, D4, D5 or D6 of Annex A (see A.2). For the HS classes of Table 4, only the classes D5 or D6 are relevant.

Table 3 — P lighting classes

Class	Horizontal illuminance		Additional requirement if facial recognition is necessary	
	\bar{E}^a [minimum maintained] lx	E_{min} [maintained] lx	$E_{v,min}$ [maintained] lx	$E_{sc,min}$ [maintained] lx
P1	15,0	3,00	5,0	5,0
P2	10,0	2,00	3,0	2,0
P3	7,50	1,50	2,5	1,5
P4	5,00	1,00	1,5	1,0
P5	3,00	0,60	1,0	0,6
P6	2,00	0,40	0,6	0,2
P7	performance not determined	performance not determined		

^a To provide for uniformity, the actual value of the maintained average illuminance shall not exceed 1,5 times the minimum \bar{E} value indicated for the class.

NOTE 4 A high colour rendering contributes to a better facial recognition.

Table 1: Lighting class Comparability Table; extract from BS 5489-1:2013

4. Light Pollution

Light pollution is a recognised statutory nuisance. Obtrusive light from installations must be minimised taking into consideration the following.

- Sky glow (direct upward waste light),
- Light trespass (intrusive light and light into windows/windcreens),
- Over illumination, glare (source intensity) and clutter.

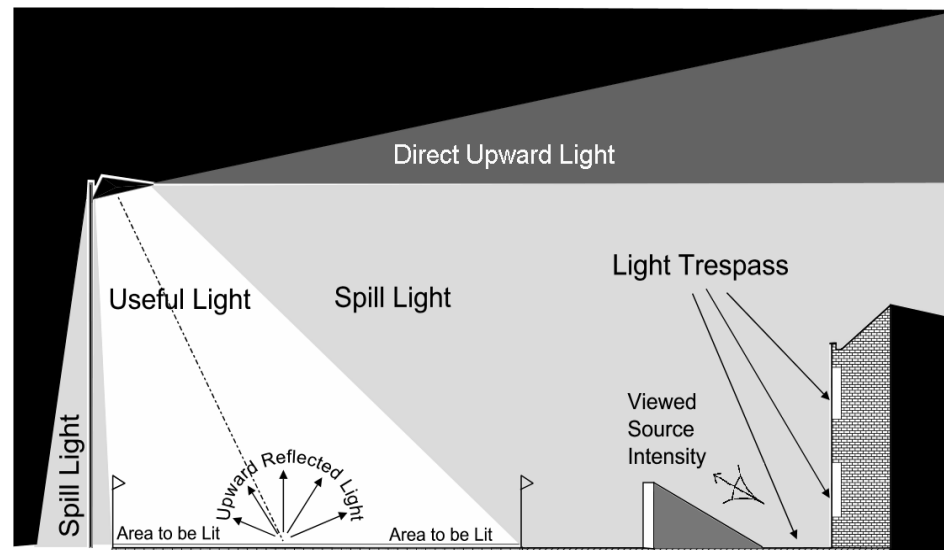


Figure 5: Light Spill

Outline predictive modelling software (Lighting Reality) has facilitated a study, which identifies and reduces potential light pollution.

Predictive modelling has further allowed for the optimum spacing of luminaires which minimise visual clutter from the artificial lighting scheme. Potential problems from glare and over-illumination have been considered and the design proposals use high quality optics coupled with aiming and commissioning to militate against these issues. Also, by optimizing illumination levels, it is possible to help mitigate against sky glow.

For the pedestrian and roadway lighting, it is proposed to utilise low wattage LED luminaires with +5/-20° inclination to the adjacent surface. Luminaires are positioned to comply with IS EN 16462-2 (2007) requirements meeting average Illuminance (Em), uniformity (Uo) and glare rating (GRL) requirements.

5. Lighting Controls

Switching control of the lighting columns will be achieved by means of photocell control. Each individual luminaire shall be capable of being switched "ON" from dusk to dawn, unless otherwise requested by Kildare County Council.

An individual solid-state Photo-Electric Control Unit (PECU) which will include a "fail safe" circuit that switches the luminaire on in the event of photocell failure will control each luminaire. The PECU will incorporate a phototransistor complying with IS 428:1991 as the light sensor, e.g., SELC 84 by Solar Enterprises Ltd., or equivalent approved by the Council. The unit will have a manufacturer's guaranteed warranty period of at least 6 years. The PECU will be designed to fit the National Electrical Manufacturers Association (NEMA) socket provided on each luminaire. Each luminaire will be fitted with a NEMA-type socket for mounting of the PECU unless otherwise directed by the AECOM Engineers. The socket will be fitted with a watertight gasket and secured by 4 non-corrodible screws that shall maintain the IP rating of the canopy. The NEMA socket shall be wired to the luminaire control circuit.



Figure 6: Photocell (PECU)

The maximum angle of light output from all the luminaires has no direct upward illuminance.

In accordance with the IS EN 12464-2; lighting and workplaces, it is calculated that the environmental zone will be E3, i.e. medium district brightness, with a maximum sky glow (URL) of 2.5%. Maximum light trespass (into windows in the surrounding buildings) of 5 Lux and 1 Lux at pre-curfew and post-curfew, respectively, source intensity of 7.5×10^3 cd and $.5 \times 10^3$ cd at pre-curfew and post-curfew, respectively, while the adjacent buildings luminance will be 25 cd max at pre-curfew.

All lamps selected have a DALI ballast and, as a result are dimmable. Dimming of the lamp, if required, is controlled via an astronomical clock which is built into the circuit board of the luminaire determining when the lamp should be switched on/off based on time and date. The required timings to be agreed with KCC (propose to dim between 11pm - 6am).

A series of specific calculations using predictive modelling software results for test illuminance, luminous intensity and glare from a range of angles relative to a light source was conducted. These is concentrated on uniformity and glare in the roadway and pedestrian areas and on light spill and luminous intensity.

The public lighting scheme has been designed so as to maximise energy efficiency and to minimize light spill in so far as possible.

6. Underground Cable Installation and Infrastructure

The underground cable installation shall be in full compliance with "General Specification of Kildare County Council Street Lighting Technical Specification".

Underground cables shall be PVC/SWA/PVC or XPLE/SWA/PVC. The cables shall have an integral earth core, i.e. the wire armour shall not form part of the electric conducting circuit. The size of the cable shall be adequate to limit to 4% voltage drop from the ESB Networks supply point. Cable size shall not be less than 6 mm² cross-section.

In all cases, public lighting cables shall adhere to the following standards:

- SWA Cable to BS 6346 (0.6 / 1 kV);
- SWA Cable to BS 5467 / IS 273 (0.6 / 1 kV);

Underground public lighting cable shall be used exclusively for the public lighting installation.

Where ESB high voltage cables (11 KV / 22 KV) run in parallel with Public Lighting cables in ducts, a minimum separation of 300 mm shall be maintained. Where ESB high voltage cables and Public Lighting Cables cross, they shall do so at right angles. The requirement of crossing at right angles also applies to gas mains.

ESB Networks Mini-Pillars and Public Lighting Section Pillars shall be installed a minimum of 2- metres apart. If this is not physically possible and only with the explicit permission of ESB Networks and Public Lighting Services, these may be installed closer together and equipotentially bonded in accordance with the requirements of the latest edition of the National Rules for Electrical Installations, IS EN 10101.

An earth electrode shall be installed at each public lighting section pillar. The earth electrode used shall comply with the requirements of the latest edition of the National Rules for Electrical Installations, IS EN 10101.

Ducting shall comply with latest version of IS EN 61386-1-21-22-23-24 and shall be single all, coloured red and manufactured from High-Density Polyethylene (H.D.P.E). The nominal external diameter of the duct shall be 107 mm with a minimal wall thickness of 5 mm. Each length of duct shall be stamped with the words "Public Lighting" or "Street Lighting", in 18 mm black lettering repeated at 1-metre intervals. Ducts shall be laid with this legend facing upwards.

Ducting shall be laid in fully coupled unbroken lengths and shall be installed to achieve the minimum buried depths of NYCY cable in the High Density (HD) Polythene ducts as indicated in latest edition of the National Rules for Electrical Installations, IS EN 10101. Draw wires will be provided at all termination points.

A minimum depth of 450 mm cover is required in urban footways, grass margins, pedestrian ways, laneways, and gateway entrances. A minimum depth of 750 mm is required at road crossings or in carriageways.

Road crossing ducts shall be adequately protected by a cover of lean mix concrete and at a depth consistent with road construction requirements, normally a minimum of 750 mm. The duct ends shall be protected from ingress of rubble or other material.

Two lengths of ducting shall be provided at road crossings and under cobble locked surfaces, driveways etc. In general the ducting shall be up to 500mm in front of the column positions, with a minimum of 140mm between centre of the duct and the face of the column.

For ease of future maintenance Public Lighting poles will be proposed in retention sockets in so far as is possible and drop-down columns will be considered to replace LED fittings. Retention sockets will be designed in conjunction with specialist manufacturers and suppliers depending on the space allowable below ground.

Retention socket shall be compliant with Kildare County Council specification for public lighting.

Access chamber shall be provided at all access points for road crossings. Access chamber shall be 'ej' manufactured FJ 60/45, to EN124, loading class B125, suitably resistant to intrusion, of at least 775mm x 625mm square.

