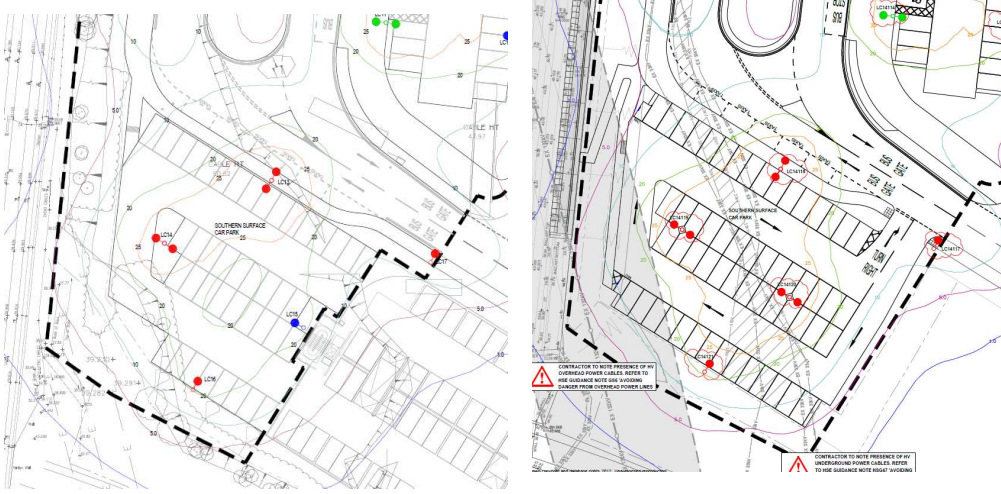
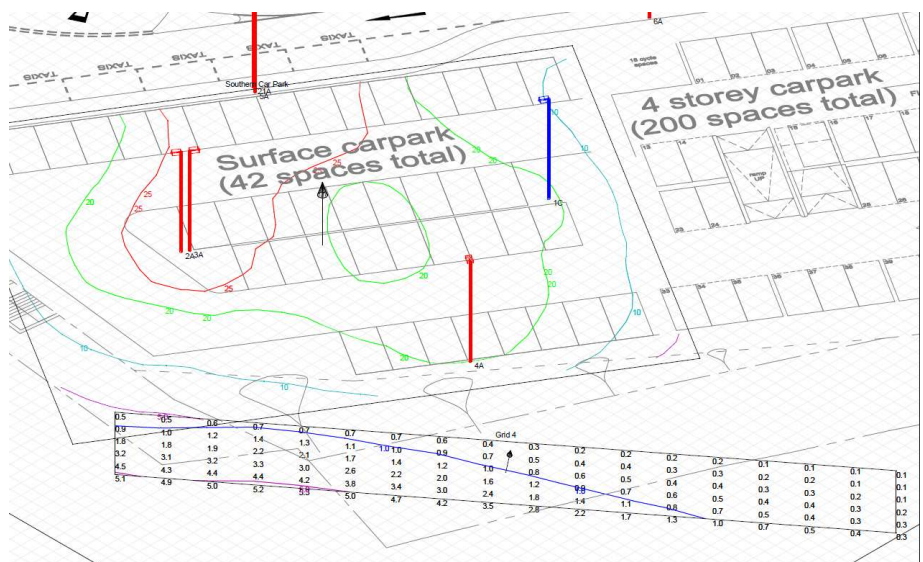


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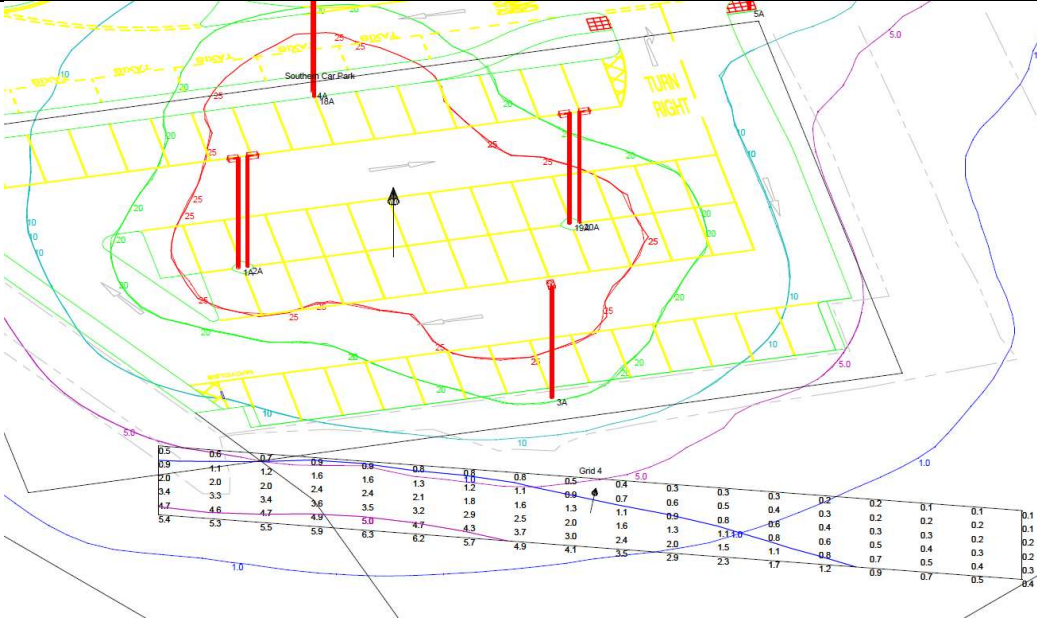
Job Name: Green Park Interchange
Job No: 36382-2011
Note No: 36382-2011-TN009
Date: 9th February 2023
Prepared By: Georgina Roseff
Checked By: Gareth Davies
Subject: Addendum - Lighting Assessment

Item	Subject
1.	Introduction Stantec, formally Peter Brett Associates, have been commissioned by Reading Borough Council (RBC) to complete a detailed design of Green Park Transport Interchange (station to be designed by others). This Technical Note is in response to Planning Condition 21, written in full below, from the Planning Permission (reference: 141944). <i>No development of any phase or part of the development shall commence until details of lighting for that phase or part of the development, including how this will not adversely impact upon wildlife both during and after construction, has been submitted to and approved in writing by the Local Planning Authority. Whilst the details need to provide for adequate lighting for pedestrians care needs to be taken to avoid light spillage around the lakeside. The lighting plan shall include the following figures and appendices:</i> - A short description of the measures that have been implemented to reduce any adverse impact of the scheme; - A layout plan with beam orientation; - A schedule of equipment; - Measures to avoid glare; - An isolux contour map showing light spillage to 1 lux both vertically and horizontally. The approved lighting plan shall thereafter be implemented as agreed and maintained as such thereafter. Stantec, formally Peter Brett Associates had submitted a Lighting Assessment dated March 2018 to address this condition which was then discharged by Reading Borough Council. A Non Material Amendment (NMA) was there submitted to Reading Borough Council, resulting in a separate access to the southern car park (previously this was accessed through a multi-storey car park). The street lighting design was updated as part of this, resulting in one 'double head' lighting column in place of where there was originally a single head column – see Figure 1.

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	 <i>Figure 1: Proposed Street lighting Column Arrangement Comparison (original layout on the left and update on the right)</i> This Technical Note compares the lux modelling from the original lighting assessment to the updated car park layout and lighting layout.
2.	Vertical Lux levels along the 1 lux Isolux Contour The Lighting Assessment highlights the closest sensitive receptor to the southern car park as the road users of Kirton's Farm Road (to the south of the car park). As such this grid has been extracted for this comparison.  <i>Figure 2 - Lux modelling contained within the original Lighting Assessment</i>

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	 <i>Figure 3 – Updated Lux modelling following the update to the car park layout.</i> Comparing the numbers shown within Figure 2 and 3, there are no significant changes to the lighting levels from those previously approved at this location as a result of the lighting design change.
3.	Conclusion This Technical Note demonstrates that there are no significant changes to the lighting levels from those previously approved at this location as a result of the lighting design change.

TECHNICAL NOTE

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Approved (Discipline Lead)
36382-2011-TN009	-	09.02.23	GR	GD	GR

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Peter Brett Associates LLP Caversham Bridge House Waterman Place, Reading Berkshire RG1 8DN

T: +44 (0)118 950 0761 E: reading@peterbrett.com