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01/02/2019  
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Dear Kevin

**Re: Potential light pollution and glare from Kenavon Drive Development.**

Thank you for contacting us about the external lighting of the Kenavon Drive Development. The Development is to the south of the Great Western Main Line. It is located about 500m to the east of Reading Station. The northernmost part of the site is circa 120m to the south of the railway line.

We understand that Reading Borough Council have applied the following Planning Condition to Planning Reference 170509:

"43) No dwelling/building hereby permitted (within the relevant phase of development – a) phase 1, b) phase 2, c) phase 3, as per Indicative Phasing Plan AA5990-2010 Rev A, as received 03/10/2017) shall be occupied until details of a lighting scheme (covering all external lighting proposed, including a plan indicating the locations of the lights, specifications, height, luminance; lens shape/beam pattern and any hoods/shades. The scheme shall also include details on the impact on the nearby railway) have been submitted to and been approved in writing by the Local Planning Authority. No building or use hereby permitted shall be occupied or the use commenced (within the relevant phase of development) until the approved lighting scheme (within the relevant phase of development) has been completed. The lighting scheme shall be maintained as such thereafter."

We have reviewed the lighting scheme designed by MLM Consulting. Specifically, we reviewed their drawing 'Sitewide Plan of External Lighting and Lux Levels' (Rev P02 from 03.02.2017), as well as their 'External Lighting Strategy' (April 2017).

Relevant guidance can be found in the 'Guidance Notes for the Reduction of Obtrusive Light', by the Institution of Lighting Professionals (ILP) in 2011. This is discussed in MLM's External Lighting Strategy in Section 3. According the MLM, their

"Lighting calculations and luminaire choices have been carried out to prevent any impact of light spillage to nearby dwellings or roads/river."

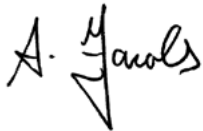
MLM propose to base the lighting strategy on LED fittings, all of which are pole-mounted at a height of 3.5 to 8.0m. The façades of the three blocks will not be floodlit. MLM have provided rendered images and lux level contour plots to support their proposed design. All mast locations, fitting types and lux levels are clearly marked on the drawing. Both, rendered images and lux contours clearly indicate that the public realm lighting of the scheme will be contained to the courtyards and public spaces between the blocks. The lighting has been carefully designed to minimise spillage outside the Development. This is true for light spillage onto the River Kennet to the south, as well as spillage beyond Kenavon Drive to the north.

With all of the light fittings being pole-mounted, the direction of the lighting is predominantly downwards, ensuring that each fitting only shines light onto the pavement below it. This avoids light spillage and also means that the bright parts of the fittings, i.e. the light sources and reflectors, are not visible to observers outside of the Development. This is also true for the drivers of trains arriving at, and departing from, Reading Station.

Given that, as elaborated above, the public realm lighting of Kenavon Drive Development has been carefully designed with minimum light spillage and glare in mind, it is our professional opinion that it will not have an adverse impact on the nearby railway. This applies to lux levels on the tracks, as well as to potential glare to train drivers.

I trust this letter suffices to discharge Condition 43 of Planning Reference 170509 of Reading Borough Council.

Kind Regards,



Dr Axel Jacobs

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