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Our Ref: 0176
Your Ref: 73089

By Email Only: Claire.Booth@bury.gov.uk

Date: 20 August 2026

Dear Claire

Phase 1A Travel Hub - Condition 44 (Detailed Lighting Scheme) ref. 73089 - Additional Information

Further to our recent correspondence, I write on behalf of VINCI Building ('the Applicant') to provide additional information to support the discharge of condition 44 (Detailed Lighting Scheme) pursuant to hybrid planning permission ref. 70449 which states:

"No relevant phase or sub-phase of development shall be occupied until a detailed lighting scheme for that phase of development has been submitted to and approved in writing by the Local Planning Authority for that phase or sub-phase.

The detailed lighting scheme shall include site annotated plans showing lighting positions for the external spaces, facades, building elevations and structures they illuminate, site plans showing horizontal and vertical overspill to include light trespass and source intensity, affecting surrounding residential premises and details of the lighting fittings including: colour, watts and periods of illumination. For the avoidance of doubt, the scheme shall include lighting to be placed along the edge of the site close to neighbouring residential properties.

All lighting works shall be implemented in accordance with the approved details and shall be completed prior to the occupation of any part of the development and shall thereafter be retained and maintained"

This letter should be read in conjunction with the following enclosed plans and documents which have been prepared in response to comments from Bury Metropolitan Borough Council's ('BMBC') street lighting team:

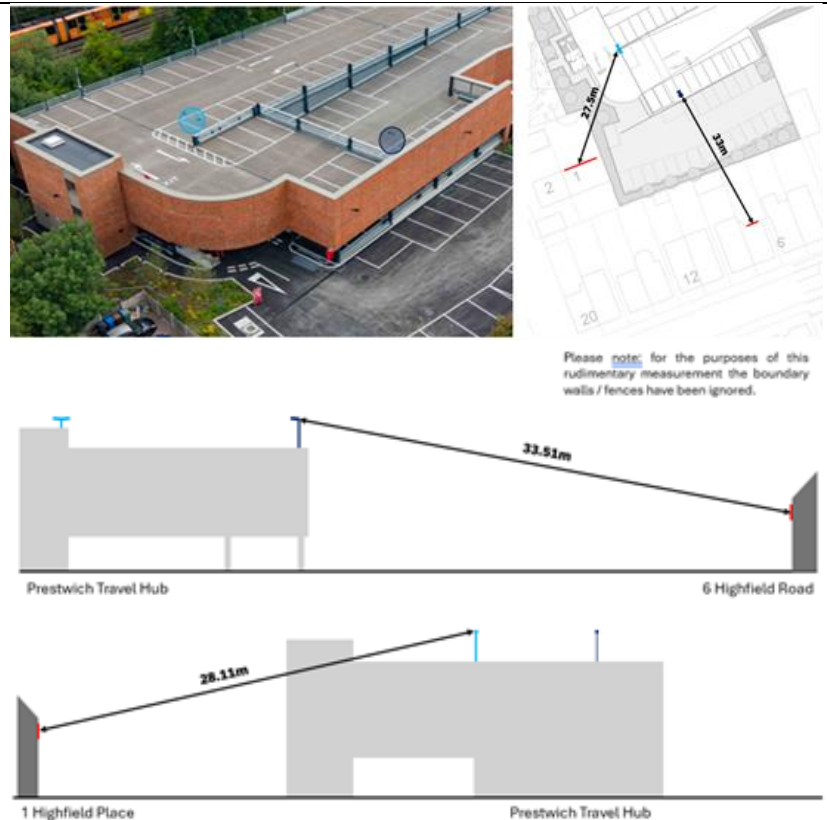
- 17.06.26 FW_ Prestwich Travel Hub Lighting Condition
- 17300-247-P1-00-D-E-630000 Ground Floor General and Emergency layout 1

- 17300-247-P1-00-D-E-630001 Ground Floor General and Emergency layout 2
- 17300-247-P1-00-D-E-630008 Ground Floor External Elevation
- 17300-247-P1-00-D-E-630500 Ground Floor Lighting Control Philosophy
- 17300-247-P1-00-D-E-960001 - EXTERNAL SITE & SURROUNDING
- 17300-247-P1-01-D-E-630002 First Floor General and Emergency layout 1
- 17300-247-P1-01-D-E-630003 First Floor General and Emergency Layout 2
- 17300-247-P1-01-D-E-630009 First Floor External Layout
- 17300-247-P1-01-D-E-630501 First Floor Lighting Control Philosophy
- 17300-247-P1-02-D-E-630004 Second Floor General and Emergency layout 1
- 17300-247-P1-02-D-E-630005 Second Floor General and Emergency layout 2
- 17300-247-P1-02-D-E-630502 Second Floor Lighting Control Philosophy
- 17300-247-P1-ZZ-D-E-630006 Stair 01 General and Emergency Layout
- 17300-247-P1-ZZ-D-E-630007 Stair 02 General and Emergency Layout
- 17300-HAN-P1-02-D-E-006303_Lighting Level & Control Strategy Layout - Roof Level_P03
- 17300-HAN-P1-XX-D-E-009001_External Lighting Strategy - Site Plan_02.Preliminary_P02 (1)
- 17300-JMA-P1-XX-D-A-042200 Fairfax Road Highfield Place Elevations N and S
- 17300-JMA-P1-XX-D-A-042201 Highfield Road Elevation SW NW
- 17300-JMA-P1-XX-D-A-042202 Railway Elevation SE NE
- 17300-JMA-P1-XX-D-A-052200 Longitudinal Section AA
- 17300-JMA-P1-XX-D-A-053200 Cross Section DD
- 17300-JMA-P1-XX-D-A-053201 Cross Section EE
- 17300-JMA-P1-XX-D-A-053202 Cross Section F and G
- 17300-JMA-P1-XX-D-A-053203 Cross Section H and J
- Data Sheets – Luminaire
- Extracts taken from the Hannan Associates Specification 17300-HAN-P1-XX-T-Z-000002 Rev P3 dated 22.01.2025
- Prestwich Travel Hub - Full original spill calculations
- Prestwich Travel Hub - Full receptor based spill calculations
- Prestwich Travel Hub - Glare & Source Intensity Assessment
- Prestwich Travel Hub - Elevations
- Prestwich Travel Hub - Roof original spill calculations
- Prestwich Travel Hub - Roof receptor based spill calculations
- Prestwich Travel Hub - Upward Light - Design Note
- Prestwich Travel Hub – Receptor Distances
- Certificate of Commissioning - 33401 Prestwich Travel Hub
- Elec O&M – Lighting
- Kinetic Switch Specification 1
- Kinetic Switch Specification 2
- Whitecroft Solo Technical Wiring Application Notes
- CAD Designs Of Lighting
- Mistral Midi Dataset And Drawings

BMBC Comments

On 12th June and 30th June 2026 informal comments were received from BMBC's Street Lighting in relation to discharge of condition application ref. 73089 submitted in April 2026. These comments were then supplemented with a more detailed response on 24th July 2026. In the interest of completeness, the table below includes all comments received with Applicant's response, referencing relevant plans and documents were necessary.

BMBC Comment	Applicant Response
The proposed external elevations drawings are not clearly labelled. They need to be for the avoidance of any doubt.	The elevation drawings show the building mount luminaire information including luminaire type, mounting position, and height. The elevation drawings contain labels (Elevation A-A Perimeter Walkway, B-B External Car Park, G-G External Canopy on drawing 630008; Sections A-A and B-B on 630009; Section C-C on 630005). These labels also note to which layout drawing the section/elevation line refers to (see below). On the layout drawings, the section lines are annotated to state which drawing the related section/elevation is drawn. All drawings submitted with this application have been relabelled to include title and reference number for ease of review.
There are no cross-section drawings through and across the site and building showing the height of any external lighting facing towards residential properties, or rooftop lighting, in context with those neighbouring properties.	Creating a cross-section drawing through the site falls outside the scope of an electrical engineering design package. Architectural cross-sections require building sections and topographical data held by Jon Matthews Architects. However, the key information that is needed, the light impact on neighbouring properties, is already provided on drawing 17300-247-P1-00-D-E-960001. This drawing includes vertical plane illuminance calculations at both Highfield Road and Highfield Place residential properties, confirming values below the 2 lux ILP E3 post-curfew limit. All luminaire positions, heights, and directions that they are facing are included on the layout drawings and the design lux plot drawing. In relation to the request for cross sections, the heights of the lighting columns and wall mounted fittings are demonstrated on the below drawings (see below): 17300-247-P1-00-D-E-630008 Rev AI 17300-247-P1-01-D-E-630009 Rev AI 17300-247-P1-02-D-E-630004 Rev AI 17300-247-P1-02-D-E-630005 Rev AI Supplementary drawings to demonstrate the elevations of the overall building, prepared by JMA, have also been provided from the architect (see below): 17300-JMA-P1-XX-D-A-042200 17300-JMA-P1-XX-D-A-042201 17300-JMA-P1-XX-D-A-042202 17300-JMA-P1-XX-D-A-052200 17300-JMA-P1-XX-D-A-053200 17300-JMA-P1-XX-D-A-053201 17300-JMA-P1-XX-D-A-053202 17300-JMA-P1-XX-D-A-053203 Whilst not formal plans, the below section diagrams prepared by VINCI Building show the distances, as a straight line of sight from the travel to the first-floor windows of the nearest sensitive receptors (6 Highfield Road and 1 Highfield Place, respectively) (larger extracts provided with the Plans pack – Travel Hub Receptor Distances)



For clarity, the light head on the roof top 3.4m columns are elevated by 10.3m in comparison to the ground floor external car park level. Originally the design was for the head to be set at 11m, we have brought the heads down to lessen the impact. Please also note that the brick parapet to the roof level has been lifted to a height of 8.425m above the ground floor external car park level. We can confirm that the modelling geometry has been the basis for the calculations demonstrating obtrusive spill, glare and upward spill.

There is no cross section showing the height of the proposed rooftop lighting in context with the wall around the roof top car park.

The luminaire column height (3,400mm above roof FFL) is fully documented on the mounting details in drawings 630004 and 630005. This height was detailed by the client's electrical consultant (Hannan Associates) under the pretence that planning had been submitted based on this height.

See above response in respect of cross sections.

There are no light spillage drawings submitted that show any light spillage residents would experience from the lighting proposed externally and on the rooftop of the building.

Drawing 17300-247-P1-00-D-E-960001 contains an Isolux horizontal lux plot extending beyond the site boundary and Vertical Measuring Plane calculations for both Highfield Road and Highfield Place showing the vertical illuminance residents would experience, which is less than 2 lux post-curfew, compliant with ILP E3. Additional control measures (timeclock, photocell at 1,000 lux threshold, area optics) are also documented.

The following information is also provided to demonstrate the light spillage from the lighting proposed.

Prestwich Travel Hub - Full original spill calculations

	Prestwich Travel Hub - Full receptor based spill calculations Prestwich Travel Hub - Roof original spill calculations Prestwich Travel Hub - Roof receptor based spill calculations Prestwich Travel Hub - Glare & Source Intensity Assessment Prestwich Travel Hub - Upward Light - Design Note Overall, the information provided by the Applicant demonstrates that the lighting scheme complies with contractual, statutory and professional guidance.
Within the submitted drawings, there appears to be lighting proposed on what appears to be the boundary wall with properties on Highfield Road or Highfield Place. In this respect, the lighting is shown on a section of a boundary wall called 'Section C'. Notably the submitted Site Plans showing the external lighting proposal do not show the lighting on the boundary wall with Highfield Road. Clarification of where this lighting is to be located is therefore.	Section C-C (on drawing 630005) shows 'B1' circular LED bulkheads mounted on the inner face of the southern perimeter wall of the roof-level car park structure, not on the site boundary wall with Highfield Road. These luminaires are directed inward and downward across the roof car park surface. They're also shown on the design lux plot drawing as highlighted below. Regarding clarity on the elevations drawings, please refer to the following: - BH0056 Prestwich Travel Hub - Planning condition 44 Elevations which attempts to provide simplified guidance as to the layouts and orientations of each elevation drawing (see below): - 17300-247-P1-00-D-E-630000 Rev AI 17300-247-P1-00-D-E-630001 Rev AI 17300-247-P1-00-D-E-630008 Rev AI 17300-247-P1-01-D-E-630002 Rev AI 17300-247-P1-01-D-E-630003 Rev AI 17300-247-P1-01-D-E-630009 Rev AI As per the 24-7 response dated 17/06/26, the wall mounted bulkhead fittings installed along section C-C are actually installed along the inside face of the walled elevations. The yellow circles denote only lighting installed on the brick elements that are outward facing. 
Not particularly familiar with the Relux lighting software as such, my assessment is based primarily on the relevant British Standards for the Lighting of Roads and Amenity Areas.	With regards to the illuminance levels appearing excessive against BS 5489-1 Table 4, please see below: -

	Table 4 — Maintained lighting levels for outdoor car parks <table><tr><th rowspan="2">Type of area and usage</th><th colspan="2">Values in lux</th></tr><tr><th>$\bar{E}$</th><th>U_o</th></tr><tr><td>Light traffic, e.g. parking areas of shops, terraced and apartment houses; cycle parks</td><td>5</td><td>0.25</td></tr><tr><td>Medium traffic, e.g. parking areas of department stores, office buildings, plants, sports and multipurpose building complexes</td><td>10</td><td>0.25</td></tr><tr><td>Heavy traffic, e.g. parking areas of major shopping centres, major sports and multipurpose sports and building complexes</td><td>20</td><td>0.25</td></tr></table> In areas with low ambient luminance or environmental sensitivity areas, car park lighting levels should be appropriate to the adjacent highway lighting levels. Lighting for open roof level car parks should be planned to avoid visual domination of the skyline by the components used to mount the luminaires during the day and by the light sources at night. <i>NOTE 3 Further information is given in ILP GN01 [N2].</i> The boundary of open roof level car parks should be well defined by illumination of the perimeter and rails. When selecting the location of luminaires and mounting components, the need for access for maintenance should be taken into account. BS 5489-1 Table 4 values are minimum maintained targets, not maximum limits. The standard does not prohibit illuminance levels above these thresholds where the design necessitates them to satisfy the mandatory uniformity requirements. The uniformity requirement of 0.25 is the main design constraint. It is this requirement, not the average illuminance alone, that has driven the luminaire output and configuration selected.	Type of area and usage	Values in lux		$\bar{E}$	U_o	Light traffic, e.g. parking areas of shops, terraced and apartment houses; cycle parks	5	0.25	Medium traffic, e.g. parking areas of department stores, office buildings, plants, sports and multipurpose building complexes	10	0.25	Heavy traffic, e.g. parking areas of major shopping centres, major sports and multipurpose sports and building complexes	20	0.25
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We currently utilise Lighting Reality for road and area lighting design. While this software does provide average and minimum illuminance values for defined areas, I consider that some of the specified average illuminance levels for the roof areas appear to be slightly excessive.	[24-7 Group] The Hannan Associates MEP Performance Specification specifies a minimum average maintained illuminance of 30 lux for the roof level car park. This reflects the open and uncovered nature of the space, the need for adequate visibility for both drivers and pedestrians at night and is in accordance with the CIBSE Lighting Code requirements. BS 5489-1 Table 4 values represent a baseline, with the consultant’s specification imposing a higher standard which the design is required to meet. Column positions on the roof level are fixed by the building structural grid. The luminaire layout is therefore not freely optimisable. With spacing constraints fixed by structure, the luminaire output must be sufficient to raise the minimum point illuminance to a level that achieves $U_o \geq 0.25$ across all roof parking areas. Column heights are limited to 3.4m above floor level. This further hinders effective uniformity design, as illuminance has less height to spread evenly on the car park surface. The current design for the roof level column mount lighting achieves compliance with BS 5489-1 Table 4 and the Hannan Associates MEP specification. The higher average illuminance values in several zones are a consequence of the structural constraints on column positioning and limitation on mounting height, not over-specification, and are necessary to achieve the required uniformity. In response to the "slightly excessive" lux levels and as confirmed by 24-7 Group, the Hannan performance design which forms part of the initial planning application pack, requires the ground floor external areas and the roof top car parking areas to achieve an average illuminance of 30 lx with uniformity of not less than 0.25. 17300-HAN-P1-02-D-E-006303 Rev P03 17300-HAN-P1-XX-D-E-009001 Rev P02														

	We also have replicated some relative extracts taken from the Hannan Associates Specification for clarity: - 17300-HAN-P1-XX-T-Z-000002 Rev P3 VBL and 24-7 Group have then undertaken a verification visit on 27/07-28/07/26 whereby we measured the lux levels across all levels / areas and can confirm that the installation has been calculated and physically checked meets the requirements of the contract, statutory and professional guidance documentation.
Within the Second Floor General & Emergency Lighting drawing (No:17300-247-P1-02-D-E-630005, Rev: C01), the lanterns mounted on the columns are indicated as having a 10-degree tilt. This configuration may result in light being projected towards adjacent properties, potentially causing light intrusion.	The 10° tilt is directed inwards, toward the centre of the roof car park and away from the building perimeter. The luminaires are not tilted outward toward neighbouring properties. The inward tilt serves to extend the effective throw of each luminaire across the parking surface, improving coverage in the zones between columns. With a 0° tilt, several zones would fail to achieve the $U_o \geq 0.25$ uniformity required. The 10° inward tilt is necessary to achieve compliance with BS 5489-1 uniformity requirements. The luminaires specified incorporate an asymmetric 'area optic' distribution which controls upward light output and off-axis spill. This optic, combined with the 10° inward tilt, provides a controlled and directed distribution onto the roof level parking surface. Obtrusive light compliance has already been demonstrated, as submitted previously on drawing ref: 17300-247-P1-00-D-E-960001.
I would recommend that all lanterns on the roof level are set to a 0-degree tilt and are equipped with an optical arrangement that provides full cut-off, thereby minimising light spill and reducing the risk of intrusion	Obtrusive light compliance has been demonstrated, as submitted previously on drawing ref: 17300-247-P1-00-D-E-960001. The vertical plane illuminance at both Highfield Road and Highfield Place residential properties has been calculated at less than 2 lux post-curfew, which complies with ILP Environmental Zone E3 limits. This result was obtained with the luminaires modelled at 10° inward tilt, confirming that the current configuration does not cause unacceptable light intrusion to neighbouring properties. 24-7 group have advised that the 10° inward tilt is the correct and necessary configuration. Adopting a 0° tilt as recommended, would, based on Relux calculations, result in non-compliance with the BS 5489-1 Table 4 uniformity requirement in several areas.
Below is an extract taken from BS 5489-1:2020 Lighting of roads and public amenity areas – Code of practice. The recommended average Lux levels are stated in Table 4 for lighting for outdoor car parks	With regards to the illuminance levels appearing excessive against BS 5489-1 Table 4, please see below: - BS 5489-1 Table 4 values are minimum maintained targets, not maximum limits. The standard does not prohibit illuminance levels above these thresholds where the design necessitates them to satisfy the mandatory uniformity requirements. The uniformity requirement of 0.25 is the main design constraint. It is this requirement, not the average illuminance alone, that has driven the luminaire output and configuration selected. Respectfully, the extracted table 4 (BS 5489-1:2020 Lighting of roads and public amenity areas) states the maintained average lux levels i.e. this is a minimum requirement to be

	maintained, this is not a maximum limiting figure. The Hannan performance design which forms part of the initial planning application pack, require the ground floor external areas and the roof top car parking areas to achieve an average illuminance of 30 lx with uniformity of not less than 0.25. 17300-HAN-P1-02-D-E-006303 Rev P03 17300-HAN-P1-XX-D-E-009001 Rev P02 We also have replicated some relative extracts taken from the Hannan Associates Specification for clarity: - 17300-HAN-P1-XX-T-Z-000002 Rev P3
The submitted information, as it stands, is not sufficient to discharge the condition at this stage.	It is acknowledged that this comment was provided in advance of additional information being submitted. The Applicant considers that the information now with the Council is sufficient to discharge the condition. VINIC and 24-7 Group undertook a verification visit on 27/07-28/07/26 whereby the lux levels across all levels / areas measured. It can be confirmed that the installation has been calculated and physically checked and meets the requirements of the contract, statutory and professional guidance documentation.
While the submitted lighting package includes Relux modelling, external lux plots, luminaire specifications, control details and vertical illuminance calculations at nearby residential measuring planes, further information is required to demonstrate that the roof-level lighting columns and luminaires would not result in unacceptable glare, direct source visibility or visual intrusion to neighbouring residential occupiers who directly overlook the rooftop car park.	A Glare Assessment has been included with the additional information submitted together with an Upward Light Design Note. The Applicant has developed the design to limit the direct source visibility by reducing the column heights, limiting the column head tilt to 10 degrees, lifting the rear parapet and enclosing the rear elevations. These demonstrate that the roof-level columns and luminaires would not result in unacceptable glare or visual intrusion.
(a) Please provide a receptor-based glare/source intensity assessment, confirmation of worst-case residential receptor locations and heights, (b) details of shielding/backlight control, (c) final aiming and tilt details, (d) operational hours, post-curfew controls, and (e) post-installation verification arrangements.	a) Taking into account the calculations originally issued on 15th April 2026 ref. 17300-247-P1-00-D-E-960001 the Applicant has demonstrated that most sensitive receptors were the first floor windows of 6 Highfield Road and 1 Highfield Place. The Applicant has provided the following supplementary calculations and reports that demonstrate the lighting installation to be compliant with the ILP guidance note 01/21. • Prestwich Travel Hub - Full receptor based spill calculation • Prestwich Travel Hub - Roof receptor based spill calculations

	• Prestwich Travel Hub - Glare & Source Intensity Assessment (b) The Applicant has reviewed the use of shielding / back light control external to the fitting optics and considers that the lux outputs would be non-compliant and would require additional light columns to make up the deficiencies. Notwithstanding this, the Applicant has demonstrated that the lighting installation is compliant with the contract, statutory and professional guidance surrounding light spill. (c) As noted above, the as installed information issued from the Operation and Maintenance manuals confirms that the orientation of the roof top columns, with heads tilted at 10 degrees. The two wall mounted heads illuminating the ground floor car park area are tilted to 10 degrees. 17300-247-P1-00-D-E-630000 Rev AI 17300-247-P1-00-D-E-630001 Rev AI 17300-247-P1-00-D-E-630008 Rev AI 17300-247-P1-00-D-E-630500 Rev AI 17300-247-P1-01-D-E-630002 Rev AI 17300-247-P1-01-D-E-630003 Rev AI 17300-247-P1-01-D-E-630009 Rev AI 17300-247-P1-01-D-E-630501 Rev AI 17300-247-P1-02-D-E-630004 Rev AI 17300-247-P1-02-D-E-630005 Rev AI 17300-247-P1-02-D-E-630502 Rev AI 17300-247-P1-ZZ-D-E-630006 Rev AI 17300-247-P1-ZZ-D-E-630007 Rev AI Data Sheets (d) The car park operation will be operated 24/7, 365 days of the year. There is not a curfew imposed on the scheme and therefore the limiting maximum value for obtrusive light spill is 10 lx and for glare it is 10,000 candelas. The submitted package demonstrates compliance with 24/7 operation without a stipulated curfew. 17300-247-P1-00-D-E-960001 Prestwich Travel Hub - Full original spill calculations Prestwich Travel Hub - Full receptor based spill calculations Prestwich Travel Hub (Condition 44) - Roof original spill calculations Prestwich Travel Hub (Condition 44) - Roof receptor based spill calculations Prestwich Travel Hub - Glare & Source Intensity Assessment Prestwich Travel Hub - Upward Light - Design Note" (e) As previously noted, VINCI and 24-7 Group undertook a verification visit on 27/07-28/07/26 whereby they measured the lux levels across all levels / areas and can confirm that the installation meets the requirements of 30 lx average illuminance and the required uniformity criterion.
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The rooftop lighting mounted on columns up to approximately 3.4 m above roof finished floor level (roof level). This means the fittings may be substantially higher than neighbouring garden boundaries and potentially comparable with first-floor window levels or above. Hence the reason why I request again for cross sections through the car park and wider site. These cross sections should show the height of the proposed lights on the rooftop of the car park and include the windows/ window heights of neighbouring windows	For clarity, the light head on the roof top 3.4m columns are elevated by 10.3m in comparison to the ground floor external car park level. Originally the design was for the head to be set at 11m. The Applicant has brought the heads down to lessen the impact. Please also note that the brick parapet to the roof level has been lifted to a height of 8.425m above the ground floor external car park level. It can be confirmed that the modelling geometry has been the basis for the calculations.
The submitted lux plots demonstrate compliance with numerical criteria; however, they do not demonstrate that the lighting would not be conspicuous when viewed from nearby homes. Residents do not experience lighting only as a lux value.	The Applicant acknowledges the statement that the information provided on 15/04/26 demonstrated compliance with the criteria set down via statutory documentation and professional guidance. Reference to whether it would be 'conspicuous' is entirely ambiguous. The Applicant has designed the lighting installations in accordance with contractual, statutory and professional guidelines, then undertaken calculations to demonstrate compliance with this guidance. The Applicant agrees that humans do not experience light on a graduating lux scale. Which is why we use the available statutory and professional guidance documentation written by experts in the field of lighting has been followed, thereby enabling the Applicant to provide a consistent lighting design that can be quantified and proven by calculation, rather than relying on the human eye to determine the correct illuminance.
A rooftop lighting installation on roof of a multi-storey travel hub/ car park can be visually intrusive because lighting columns are elevated above surrounding ground levels; luminaires may be directly visible from upper-floor windows; glare can be more noticeable than measured spill and the rooftop removes the screening effect normally provided by walls or ground-level landscaping	The Applicant notes the point about seeing elevated lighting columns, however it is important to acknowledge that from the outset this project had been designed to deliver a multi storey car park with parking on the roof level. It was always the case that the lighting columns would be visible on the roof as they are fundamental consequence of the base design of this car park. As stated above, the roof top lighting columns were always going to be visible on this type of car park design. The Applicant has developed the design to limit the direct source visibility by reducing the column heights, limiting the column head tilt to 10 degrees, lifting the rear parapet and enclosing the rear elevations. They have made best endeavours to ensure that car park users aren't overlooking the neighbouring dwellings and have sought to reducing lighting spill.

	The submitted package now includes a glare assessment and upward light spill assessment as requested.
The current submission refers generally to glare and over-illumination being "evaluated and addressed", but we cannot see a detailed quantified glare assessment for neighbouring residents. Please provide a Glare Assessment.	The submitted package now includes a glare assessment and upward light spill assessment as requested.
In respect of ensuring neighbouring residents do not suffer from light pollution from the Travel Hub rooftop car park or from any external lighting on the side elevations of the Travel Hub or from within the open air part of the car park, please provide a plan/ documentation showing: • receptor locations at the closest/most exposed residential windows; • (b) receptor heights, including upper-floor windows; • (c) calculated luminous intensity/source intensity towards those receptors; • (d) assessment against relevant ILP obtrusive light criteria; • (e) commentary on direct views of luminaires from dwellings • (f) Receptor plan showing worst-case residential windows	Please refer to responses above for the most sensitive receptor locations. The following reports detail the first floor windows taken as a measured plane 4.5m above external ground level, with the lighting columns at 10.3m above the level of the external ground floor car park. 17300-247-P1-00-D-E-960001 Prestwich Travel Hub - Full receptor based spill calculations Prestwich Travel Hub - Roof receptor based spill calculations Prestwich Travel Hub - Glare & Source Intensity Assessment
The requested receptor plan and schedule should show: • (a) all residential receptors assessed;	The Applicant has demonstrated that the worst case receptors were the first floor windows of 6 Highfield Road and 1 Highfield Place. They have provided the supplementary calculations and reports that demonstrate the lighting installation to be compliant with the ILP guidance note 01/21.

• (b) distance from rooftop columns; • (c) height of receptor points; • (d) whether ground-floor and first-floor windows have been included; • (e) why the selected locations represent the worst-case scenario.	17300-247-P1-00-D-E-960001 Prestwich Travel Hub - Full original spill calculations Prestwich Travel Hub - Full receptor based spill calculations Prestwich Travel Hub - Roof original spill calculations Prestwich Travel Hub - Roof receptor based spill calculations Prestwich Travel Hub - Glare & Source Intensity Assessment Prestwich Travel Hub - Upward Light - Design Note For clarity, the light head on the roof top 3.4m columns are elevated by 10.3m in comparison to the ground floor external car park level. Originally the design was for the head to be set at 11m, we have brought the heads down to lessen the impact. Please also note that the brick parapet to the roof level has been lifted to a height of 8.425m above the ground floor external car park level. The receptor based calculations have been carried out with the first floor windows taken as a measured plane 4.5m above external ground level. Using the geometry from JMA, Planit and 24-7 drawings the first floor windows of 6 Highfield Road are approximately 33m from the nearest column and 1 Highfield Place is 28m from its nearest column. See below. Prestwich Travel Hub - receptor distances The receptor based calculations have been carried out with the first floor windows taken as a measured plane 4.5m above external ground level. When reviewing the window receptors, the Applicant has limited this to first floor windows and then once more limited to review the worst case first floor window receptors of 6 Highfield Road and 1 Highfield Place. VINCI has provided the supplementary calculations and reports that demonstrate the lighting installation to be compliant with the ILP guidance note 01/21. In terms of methodology, the decision was made by the Applicant and 24-7 group to select the first floor windows as the receptors based on sleeping occupants and nuisance from car park lighting permeating after dark. In running those calculations it was evident that the worst case receptors were the first floor windows of 6 Highfield Road and 1 Highfield Place.
Please also supply a separate assessment of the proposed rooftop lighting only as the external lux drawing appears to assess the overall external lighting scheme. The Council therefore requests a specific calculation isolating the impact of the roof-level car park lighting, because it is the height of this and its	a) The Applicant has produced and issued the following reports isolating every light fitting except the roof top column mounted heads. b) Drawing 17300-247-P1-00-D-E-960001 issued on 15/04/26 covered the entirety of the rear face of the neighbouring dwellings with the full lighting design operable in the model. The Applicant has provided the supplementary calculations and reports that demonstrate the lighting installation to be compliant with the ILP guidance note 01/21. (c) As previously noted, the car park operation is expected to

close proximity to residential properties and the amenity of neighbouring residents that is the key amenity concern. This should show: • (a) roof lighting only; • (b) all external lighting combined; • (c) pre-curfew and post-curfew scenarios; • (d) any dimmed/set-back or operational modes.	be 24/7, 365 days a year. There is not a curfew imposed on the scheme and therefore the limiting maximum value for obtrusive light spill is 10 lx and for glare it is 10,000 candelas. (d) In the absence of a curfew stipulation and in view of the fact that Applicants calculations prove compliance with the contract, statutory and professional guidance, we do not have any dimming, set back or operational modes. The external lighting system has a timeclock and photocell arrangement meaning the lights will only be illuminated during prescribed periods and in hours of darkness.
Please also provide confirmation of lighting hours and post-curfew definition	Please see above.
The submitted control philosophy states that the roof-level car park lighting will be controlled by photocell, timeclock and manual override, and will operate during hours of darkness when the car park is operational. Please provide: • (a) proposed operating hours; • (b) what times are defined as "curfew"; • (c) whether roof lighting remains on after car park closes • (d) whether rooftop lighting is dimmed or switched off when the roof deck is not in use; • (e) safeguards preventing manual override from leaving lights on for long periods	a) Please see above b) Please see above c) The car park will operate 24/7 Meaning the external lights will illuminate in hours of darkness. d) The rooftop lighting will not be dimmed or switched off during the hours of darkness. (e) The external lighting system has a timeclock and photocell arrangement meaning the lights will only illuminated during prescribed periods and in hours of darkness. It is unclear what further safeguards the Council would require.
The submitted lux plot document refers to high-quality optics, aiming and commissioning to mitigate light spill and sky glow, but the Council requires precise details of what physical mitigation is included. Please provide:	a) The Applicant provides the following lighting information taken from the Operation & Maintenance manuals, including as installed drawings, datasheets and manufacturers information and distribution files. 17300-247-P1-00-D-E-630000 Rev AI 17300-247-P1-00-D-E-630001 Rev AI 17300-247-P1-00-D-E-630008 Rev AI 17300-247-P1-00-D-E-630500 Rev AI

• (a) luminaire optical distribution files/details; • (b) confirmation of backlight control; • (c) shielding/louvre/cowl details where fittings face homes; • (d) confirmation that no upward light is emitted; • (e) manufacturer's photometric files for the final installed fittings	17300-247-P1-01-D-E-630002 Rev AI 17300-247-P1-01-D-E-630003 Rev AI 17300-247-P1-01-D-E-630009 Rev AI 17300-247-P1-01-D-E-630501 Rev AI 17300-247-P1-02-D-E-630004 Rev AI 17300-247-P1-02-D-E-630005 Rev AI 17300-247-P1-02-D-E-630502 Rev AI 17300-247-P1-ZZ-D-E-630006 Rev AI 17300-247-P1-ZZ-D-E-630007 Rev AI Data Sheets kolo-ip65-hood_K6H44KHBLEM_downloads mistral-midi-downloads (b) The column mounted fittings do not have a back light control. The submitted package demonstrates compliance with contract, statutory and professional guidance. (c) The column mounted fittings do not have shielding, louvre or a cowl fitted. The submitted package demonstrates compliance with contract, statutory and professional guidance. (d) The Applicant has provided the following report to demonstrate that there is 0% upward light spill against a limiting criteria of 5%. Prestwich Travel Hub - Upward Light - Design Note (e) Please see response to a) above
Please also provide confirmation of tilt, orientation and aiming as the drawings and additional information submitted within an email refer to roof-level column-mounted luminaires with a 10° tilt, however, to ensure residents overlooking the site do not suffer from light pollution/nuisance, please provide: • (a) final aiming/orientation plan; • (b) confirmation that the tilt will not exceed the submitted details; • (c) confirmation that luminaires will not be adjusted on site in a way that increases light towards dwellings;	(a) In response to the request for the as installed aiming and orientation layouts for the external lighting, the following lighting information taken from the Operation & Maintenance manuals is provided: 17300-247-P1-00-D-E-630000 Rev AI 17300-247-P1-00-D-E-630001 Rev AI 17300-247-P1-00-D-E-630008 Rev AI 17300-247-P1-00-D-E-630500 Rev AI 17300-247-P1-01-D-E-630002 Rev AI 17300-247-P1-01-D-E-630003 Rev AI 17300-247-P1-01-D-E-630009 Rev AI 17300-247-P1-01-D-E-630501 Rev AI 17300-247-P1-02-D-E-630004 Rev AI 17300-247-P1-02-D-E-630005 Rev AI 17300-247-P1-02-D-E-630502 Rev AI 17300-247-P1-ZZ-D-E-630006 Rev AI 17300-247-P1-ZZ-D-E-630007 Rev AI (b) The as installed information issued from the Operation and Maintenance manuals confirms that the orientation of the roof top columns, with heads tilted at 10 degrees. With the two wall mounted heads illuminating the ground floor car park area are tilted to 10 degrees to perform in accordance with the delivered design and calculations package. The tilt will not exceed 10 degrees.

• (d) a commissioning certificate after installation	(c) The Applicant confirms that luminaires will not be adjusted in a way that increases light towards dwellings. (d) The lighting commissioning certificate is included with this letter. <i>Certificate of Commissioning - 33401 Prestwich Travel Hub</i>
Moving on, the fittings are specified as 4000K. As cool lighting tends to be more noticeable, has a warmer colour temperature, such as 3000K, been considered for the roof level, particularly where luminaires are visible from residential properties? If not, the LPA invites you to look at this	The Applicant contract design has proceeded with 4000K fittings as per the contractual requirements. The submitted package demonstrates compliance with all contract, statutory and professional guidance with regards to obtrusive spill and glare. On this basis, a 3000k has not been considered.
In addition, in the interests of clarity, please amend Drawing no. 17300-247-P1-00-D-E-630008 Revision C02: Ground Floor External Elevations and rename each part elevation with the compass direction and the way the elevation faces. E.g. 'west facing elevation facing Highfield Road; North facing elevation facing xxxx'. Please also provide a drawing showing the full elevations of the Travel hub with the location of all external lighting proposed to the building plotted. These amended plans are required for the avoidance of any doubt.	Prestwich Travel Hub - Elevations provides simplified guidance as to the layouts and orientations of each elevation drawing. The elevation titles on files have been updated as requested.
Please also explain why amended Ground Floor, First Floor and Stairwells have been amended when the Council did not specifically ask for these to be amended, as the Council is primarily concerned with the lighting on the external elevations of the car park and on the roof level car park.	Only the title bar has changed to represent the status of the drawing. Nothing else has been amended.
To conclude; for a rooftop car park next to/ overlooking dwellings, the current submission does not	Additional information has been provided to address LPA comments. Overall, the proposals are considered to accord with relevant technical guidance and the requirement of condition 44 have been met.

sufficiently close down the specific amenity risk from visible elevated roof-mounted luminaires and glare. The LPA therefore invites you to provide the information requested above.	
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I trust this is in order and provides sufficient information to now discharge condition 44. Should you wish to discuss then please do not hesitate to contact me.

Yours Sincerely



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For and on behalf of Asteer Planning LLP