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Dear Stewart,

Re: Pope's Road, Brixton - Solar Glare in relation to the Amended Scheme.

We prepared the Solar Glare Assessment for the planning application ref. 20/01347/FUL. The Applicant, in consultation with the local planning authority [and other stakeholders] is amending the planning application and the key changes are:

- Set back of Western Elevation by 2.5m to provide additional public realm;
- Connection of eastern and western blocks on fourth floor;
- Adjustments to design of central block in-between West and East block; and
- Inclusion of dedicated community space.

In light of the revised scheme, we have reviewed the detailed 3d Model, to the extent applicable to Solar Glare.

We have carried out a qualitative assessment of the above amendments, summarised in more detail on the following pages, and in our professional opinion we do not consider that the revised scheme will materially alter the conclusions of the Solar Glare Assessment.

Yours sincerely,

For and on behalf of GIA,



Krystle Stewart
Associate Partner
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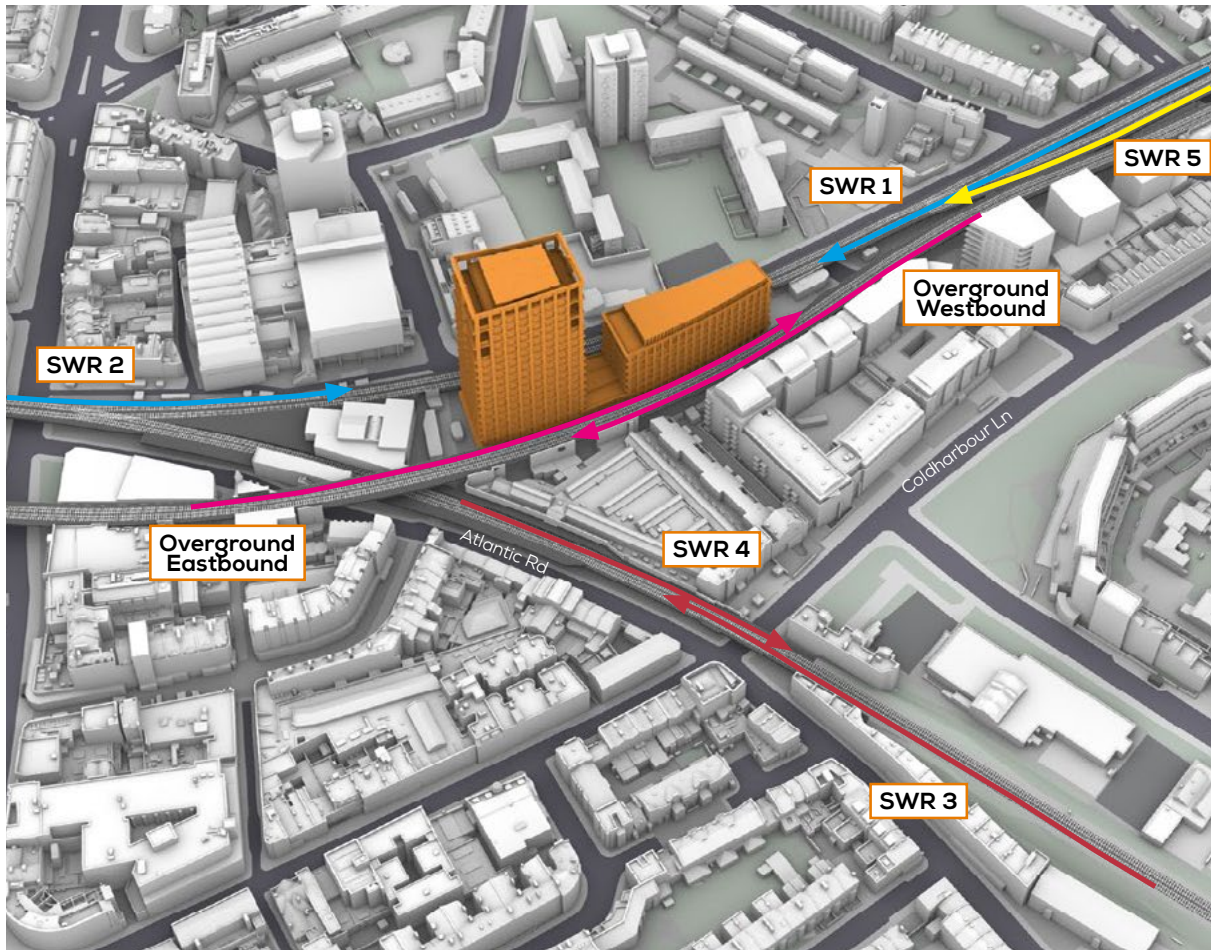


Fig. 01: Track assessed with regard to solar glare within the June 2020 Solar Glare Assessment

The June 2020 'Solar Glare Assessment' was undertaken for five Southwestern Rail lines and two TFL Overground lines. The report concluded that:

"The assessments have demonstrated that the Proposed Scheme would not give rise to major issue in terms of glare from reflected sunlight impacting train driver on the adjacent lines.

Whilst there will be instances of reflections that exceed the threshold along tracks SWR1, SWR2, SWR4, SWR5, Overground Eastbound and Overground Westbound, these are largely above the driver's visor cut-off and fall outside 5° of the drivers direct line of sight so are outside the critical vision zone.

There are no signals that would be impacted by the instances of reflections. Furthermore, the instances of reflections with intensities greater than the threshold would occur for a very short period of time due to the reflections being broken-up by solid elements of the facade, within an isolated section of track and would not cover an area large enough to reflect the full sun disc. As a result, the true intensity of the reflections would be lower than reported.

Overall, in our professional opinion, the Proposed Scheme is in line with regional and local planning policy as it does not have an unacceptably harmful impact on its surroundings in terms of reflected glare."

Tracks SWR1, SWR5 and Overground (Westbound)

These tracks all carry train travelling westbound towards Brixton Station. The predominant facade visible within a drivers line of sight on these tracks is the eastern facade of the east block, which remains unchanged. The west block is only visible above the drivers visor cut-off and the slight shift of the west block would towards the east would not be perceptible by train drivers travelling westbound on these tracks. As such, the conclusions of the June 2020 'Solar Glare Assessment' in relation to these tracks remain valid.

Tracks SWR2 and SWR4

These tracks all carry train travelling eastbound towards Brixton Station. The predominant facade visible within a drivers line of sight on these tracks is the western facade of the west block. The facade design of the west block remains unchanged and the slightly shift of this block to the east would not perceptibly change the potential reflections to drivers travelling on these tracks. As such, the conclusions of the June 2020 'Solar Glare Assessment' in relation to these tracks remain valid.

Track SWR3

This tracks carries train travelling northbound towards Brixton Station. The predominant facade visible within a drivers line of sight on this track is the southern facade of the west block, which remains unchanged. The facade design of the west block remains unchanged and the slightly shift of this block to the east would see it sit slightly further from the drivers direct line of sight, however this would be not perceptibly different from the submitted scheme. As such, the conclusions of the June 2020 'Solar Glare Assessment' in relation to this track remains valid.

The model below illustrates the scheme amendments, where the submitted scheme is shown in dark blue and amended scheme in light blue. From this comparison, we have concluded that the scheme amendments would not perceptibly change the solar reflections visible to train drivers and hence the results of the June 2020 Solar Glare Assessment remain valid.

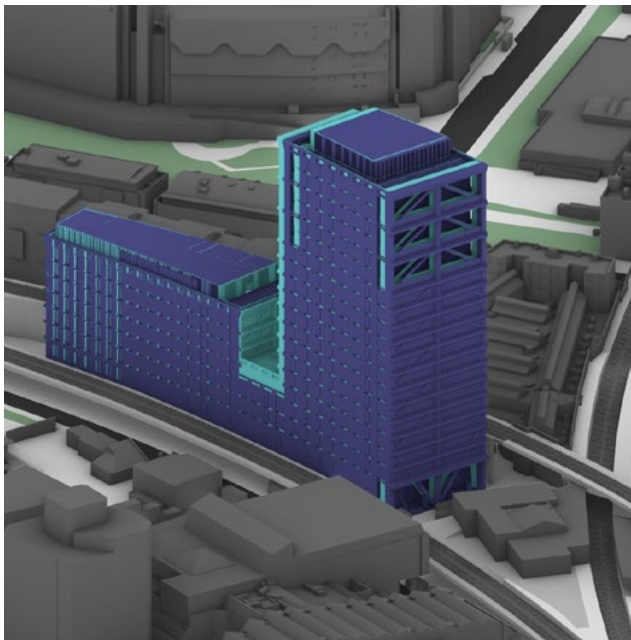


Fig. 02: View from the west

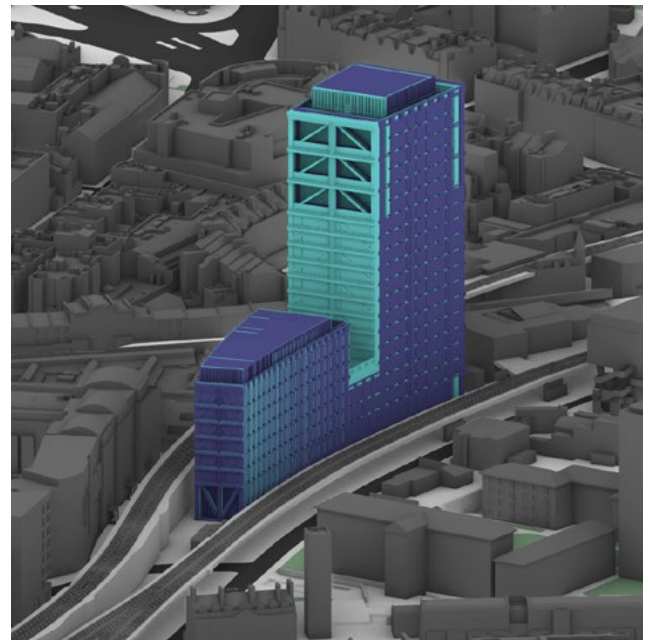


Fig. 03: View from the east