

## Meeting notes

### London Legacy Development Corporation

**Meeting date: 6<sup>th</sup> March 2018**

**Time: 15:00 pm**

**Venue: LLDC, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ**

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#### Key Project Milestones (to be agreed)

- Massing freeze– May 4<sup>th</sup> 2018
- QRP May/June and September
- EIA programme to complete in September
- Submission of application October 2018
- Committee Report finalised for February
- S106 completed for March 2019

#### Key issues planning issues

- Height, scale and massing of structure and its relation to the surrounding context
- Design quality of the skin of the building – ‘at rest and at play’ during the day and night
- Interrogating the evidence base for a clear objective need for the venue and demonstrating the public benefit at a local and London level
- Accessibility and servicing of venue (Montfichet Road /Angel Lane)
- Delivery of Bridges – liaison with Newham/TfL and Network Rail
- Podium – design quality of landscaping and public access
- Proposed Improvement works to the road network
- Coordination of Newham re licencing restrictions
- Phasing of infrastructure delivery

#### Project management

- Separate PPAs – Likely for there to be one for LLDC and Newham and one for GLA/TfL
- Involvement of Park Operations Team – re event management planning
- Coordination with Newham /TfL/ Network Rail
- Programme of meeting topics to be agreed- transport to feature in early discussions

#### Summary of Applicant Actions following meeting of 06/03/2018

- Updated PPA to follow from DP9 focusing on milestones and deliverables
- Provide list of applicant consultant team – DP9
- Provide rational of the objective ‘need’ for the proposed concert facility – DP9

- Public realm /landscaping details to be added to list of planning deliverables if not in DAS
- Clarity to be provided re landscaping and public access to the podium
- Car parking /Coach parking/Crowd movement assumptions to be provided
- Wind to be added to the list EIA topics
- Consultation programmed details to be provided, including who has /will be invited?
- Submission of local plan representation? – DP9

#### DD Actions

- Identify our consultant team – people, instruction protocol, delivery timescales
- Check site land use allocation and any reps received as part of local plan consultation.
- QRP - check indicative dates and protocols to get this set up– (information submission dates etc)
- Set up an initial project programme for the couple of months set out key deadlines – when we should receive information/when we should receive feedback
- Initiate conversation Newham to agree principle of regular meetings/establish key contacts – which meetings and when

#### Key contacts

- LBN Planning
- LBN Highways (Landing of bridges)
- LBN Licencing (Hours of operation/Noise/Event management)
- LBN Environmental Health (Hours of operation/Noise/Event management)
- TfL – identify relevant contact.
- LLDC Parks and operations team?
- Any others

# MEETING NOTE



100 Pall Mall  
London  
SW1Y 5NQ

<b>Attendees:</b>	[Redacted]	LLDC
	[Redacted]	LLDC
	[Redacted]	LLDC
	[Redacted]	Pinsent Mason - LLDC legal
	[Redacted]	CH2M – consultant for LLDC
	[Redacted]	Arup – consultant for LLDC
	[Redacted]	
	[Redacted]	Populous
	[Redacted]	HSF
	[Redacted]	Momentum
	[Redacted]	Trium
	[Redacted]	DP9
<b>Date &amp; Time of Meeting:</b>	6 <sup>th</sup> March 2018 15.00	<b>Location:</b> LLDC, Stratford Place
<b>Subject</b>	Madison Square Garden, Stratford	

	Action
<p><b>Introductions</b></p> <p>█ explained the purpose of the meeting to introduce the team and to provide a high level overview of the project, to discuss the draft PPA and to agree the key planning issues to form the basis of on-going pre-application discussions.</p> <p><b>Planning Performance Agreement</b></p> <p>█ explained the approach to the draft PPA, focussed around weekly meetings to discuss key topics, in addition to presentations to the LLDC QRP and Planning Committee briefings.</p> <p>█ advised that MSG’s programme targets submission of the planning application in October 2018.</p> <p>█ questioned whether separate PPAs will be entered into with Newham, GLA and TfL.</p> <p>█ advised that the matter had been discussed with Newham officers (█ and █) and the intention is that Newham would be a signatory to the PPA. █</p>	

suggested there should be a separate PPA with GLA/TfL. [REDACTED] agreed that this seemed a sensible approach.

[REDACTED] suggested that the first LLDC Planning Committee member briefing session should be targeted for late March (26<sup>th</sup>). LLDC and DP9 to coordinate.

**LLDC/DP9**

[REDACTED] also suggested that it would be beneficial for the second LLDC Planning Committee briefing to be scheduled following MSG's public consultation process.

[REDACTED] advised that the initial public consultation is currently scheduled to be undertaken in May/June 2018.

DP9 to prepare a pre-application meeting schedule to identify suggested topic specific agendas for each weekly meeting.

**DP9**

[REDACTED] outlined suggested changes to the draft PPA:

- Amend Section 4 to state that weekly pre-app meetings will be targeted, rather than list the date of each pre-app meeting;
- List dates for other key pre-application targets i.e. Quality Review Panel meetings, committee member briefing sessions and public consultation timescales; and
- Insert the schedule of weekly pre-app meetings as an appendix to the PPA.

DP9 to update PPA and issue to LLDC. LLDC to make any further comments.

**DP9/LLDC**

[REDACTED] queried whether a lump sum fee should be included within Section 5 of the PPA, or broken down for each consultant. DP9 to confirm.

**DP9**

### **Launch Event**

DP9 to provide further information to [REDACTED] on the MSG launch event (20<sup>th</sup> March).

**DP9**

### **Key Planning Considerations**

[REDACTED] summarised the key planning considerations to be discussed through the pre-application process.

#### Land Use:

- [REDACTED] advised that the proposed land use fell within the uses promoted within the LLDC Local Plan Site Allocation (SA3.1: Stratford Town Centre West) which allocates the site for "large-scale town centre uses with supporting elements". The site is not allocated for residential. [REDACTED] agreed that this is what the adopted policy says.
- [REDACTED] asked whether MSG intended to make representations in response to the LLDC Local Plan Review. The initial consultation stage (Scope of the Review) ended in January 2018, however [REDACTED] suggested that the LLDC policy team would still accept representations. [REDACTED] advised that MSG will be making representations.

**DP9**

#### Economic Benefits/Need Assessment

- [REDACTED] outlined that the economic benefits and the need for the proposed venue would form part of the pre-application discussions and the planning application submission.

- [REDACTED] advised that the proposed venue would deliver approximately 3,000 jobs. Discussions with LBN have already commenced regarding local labour via Workplace.
- [REDACTED] and [REDACTED] advised that MSG is also considering incorporating a smaller venue within the proposed scheme [REDACTED]
- [REDACTED] explained that the impacts of the proposed scheme on the night time economy, including existing venues, will be considered in the application. The matter is also being discussed with the GLA's culture team.

#### Design:

- [REDACTED] provided an initial overview of an early version of the design concept. The design concept is still evolving and will be subject to change. The concept is based around a sphere, sitting within a podium. The design concept is expected to be fixed in April 2018.
- [REDACTED] advised that the venue is intended primarily for music, entertaining and e-gaming. It is not being designed as a sports venue. The venue capacity will be circa 17,500, increasing to over 18,000 when allowing for standing at certain events.
- [REDACTED] explained that the venue will have very high levels of noise insulation. Noise from the railways needs to be fully mitigated.
- [REDACTED] outlined that various material options are currently being considered for the external façade of the venue, including LED lighting.
- [REDACTED] advised that matters relating to illuminance and advertising will need to be discussed.
- [REDACTED] advised that appearance of the 'skin' of the building 'at rest and at play' during the day and night will be an important consideration [REDACTED] advised that committee members may request examples of precedent schemes to help understand the proposed façade.

#### Townscape and views:

- [REDACTED] emphasised that future presentations will need to demonstrate how the proposed design/massing fits within the surrounding built context from a townscape perspective.
- [REDACTED] advised that townscape information is being prepared and will be discussed at a separate topic meeting.
- DP9 to agree key viewpoints with LLDC.

#### Daylight/Sunlight:

- [REDACTED] advised that daylight/sunlight impacts will be assessed and will be a matter for a separate topic meeting.

#### Transport

- [REDACTED] and [REDACTED] summarised the approach to access and transport, likely to comprise vehicle access from Angel Lane, a new pedestrian access directly from the Town Centre Bridge and new pedestrian access bridges to Monfitchet Road. Safety and counter terrorism is a key issue that has implications for all transport matters.
- [REDACTED] reminded [REDACTED] to be aware of the Monfitchet Road highway improvement scheme currently being prepared.

DP9

<ul style="list-style-type: none"> <li>• [redacted] advised that key issues to consider further include improvements to Montfitchet Road and potential capacity improvements at Stratford Station.</li> <li>• [redacted] advised that transportation would be discussed at the next topic specific meeting.</li> <li>• [redacted] advised that CH2M are unable to attend the next scheduled meeting on 15<sup>th</sup> March and therefore the meeting will be rearranged. [redacted] to coordinate.</li> <li>• [redacted] advised that the transportation meeting should also be attended by Newham Highways and TfL.</li> <li>• [redacted] advised that engagement with Network Rail in relation to Rail Safety will be a separate process.</li> </ul>	<p><b>DP9/ Momentum</b></p>
<p><u>Public Realm:</u></p> <ul style="list-style-type: none"> <li>• [redacted] advised that public realm is a key topic.</li> <li>• [redacted] queried whether the venue ancillary uses and surrounding public realm will be open to the public during non-event times. DP9 to confirm.</li> <li>• [redacted] advised that this will primarily be informed by security considerations.</li> </ul>	<p><b>DP9</b></p>
<p><u>Wind:</u></p> <ul style="list-style-type: none"> <li>• [redacted] advised that wind is a further key planning consideration that will need to be discussed in detail.</li> </ul>	
<p><b>Approach to Environmental Impact Assessment</b></p> <p>[redacted] agreed that early dialogue regarding EIA scoping would be beneficial.</p> <p>[redacted] advised that the EIA Scoping Opinion is currently scheduled to be submitted in May 2018.</p> <p>[redacted] advised that the Biodiversity Report, Phase 1 Contamination Report and Desktop Archaeological Report should form part of the Scoping Report submission.</p> <p>[redacted] advised that based on existing knowledge of the site and its immediate surrounds, it is currently envisaged that the key EIA topics will be as follows:</p> <ul style="list-style-type: none"> <li>• Socio-Economics and Health;</li> <li>• Highways, Transport and Movement;</li> <li>• Air Quality;</li> <li>• Noise and Vibration;</li> <li>• Wind Microclimate;</li> <li>• Daylight, Sunlight, Overshadowing;</li> <li>• Light Spillage and Solar Glare;</li> <li>• Built Heritage, Townscape and Visual Impact; and</li> <li>• Climate Change</li> </ul>	<p><b>Trium</b></p>
<p><b>Approach to S106 Agreement</b></p> <p>[redacted] advised that the aspiration is to front load the S106 process, with the aim of having an advanced Heads of Terms to accompany the planning application submission and a draft S106 for committee.</p> <p>[redacted] suggested that legal meetings are incorporated in the PPA schedule of pre-application meetings.</p>	<p><b>DP9</b></p>

█ advised that the EIA assessment process is scheduled to be undertaken July to September, and therefore could feed into the S106 Heads of Terms negotiations.

█ and █ discussed the objective to minimise pre-commencement conditions/s106 clauses where possible and for the application to include an appropriate level of detail on key matters, to give decision makers the necessary comfort.

**Licensing Application**

█ advised that the timing of the licensing application will need to be considered in the context of the timings for the submission of the planning application. █ to consider this further.

**HSF**

**Project Team Schedule**

DP9 to circulate MSG project team schedule to LLDC.

**DP9**

**Next Meeting**

The transport topic meeting is to be rearranged.

**DP9**

The next meeting on the 15<sup>th</sup> March could be used as a planning specific catch up to finalise the PPA. DP9 to confirm.

**DP9**

DRAFT

## London Legacy Development Corporation

**Meeting date: 15<sup>th</sup> March 2018**

**Time: 14:00**

**Venue:** LLDC meeting room 10, Level 10, 1 Stratford Place, Montfichet Road,  
London, E20 1EJ

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- Reviewed PPA. Agreed in principle. Schedule of meetings, key topics to be discussed and fee to be agreed.
- Update on Sphere dimensions - approximately is 90m x 120m
- Momentum to advise on transport matters – involved with London Stadium
- Highways/Montfichet/Bridge Landing –design quality will be an important consideration
- Podium, public realm and new connections also of utmost importance
- Access for general public on new connections also important
- Fix date for transport meeting with LBN - arrange for [REDACTED] to attend
- Involve LB Newham and Park Operations – [REDACTED]
- Early engagement with Stratford Station Working Group Advised
- Planning Committee Briefing scheduled for March 27th
- MSG Light Show proposed at Copperbox –March 20th



**London Legacy Development Corporation****Meeting date: 21<sup>th</sup> March 2018****Time: 15:30 pm****Venue: LB Newham**

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- Introduction to Scheme
- 50% Concept – Client Fix proposed for April 2018
- 18,150 seated / 22,000 with collapsed seating
- 3 new bridges – Montfichet x2 and 1 on Angel Lane
- Public realm over two levels
- External escalator on Podium to manage levels – resilience?
- Proposal to share servicing for HS1
- Ambulance/Emergency Access separate route
- Principle issue at Stratford is interchange within station
- Road Closures – possible for Montfichet Road – possible closure on event /Unlikely for Angel Lane
- Need details about projected number of event days and how this would sit when other events take place in the area.
- Not proposing new entrance to Stratford Station
- Access from Maryland Station?
- Wayfinding/Ticket information – directing access to and from key stations is important
- Noted that Montfichet is closed currently for events – but there is need to consider the impact of more frequent closures -having required to the frequency of events
- Wheelchair access – every bridge, access point to the site should be designed to be inclusive
- Landscape architects should be appointed to design Montfichet
- There is a current/historic scheme for Montfichet designed which should be considered.
- Involved narrowing of Road and introduction of cycle lanes to improve public realm
- Need to consider possibility of wider interventions than currently proposed. Likely it will need to extend to Pennybrookes at its northern point
- Should take account of Westfield Avenue proposals and
- What are the implications for Taxis? Where will they queue?
- Concern that security issues will prevent/limit access to Podium undermining public benefit
- Important not to fully enclose the public route across podium so that it doesn't feel like walking through a 'car park'
- New routes should be of a high standard, include trees where possible
- New access proposed at Leyton road – 1m difference (near railway tavern?)

- Proposal for bridge over HS1 box
- Rationalise signalling and junction to allow servicing within the site.
- Servicing to take place within the Podium
- Stopping up order likely to be required.
- Approach to servicing appears acceptable but data is need to understand crowd numbers/flows to understand impacts and whether lift provision is adequate
- Details needed to understand the likely timing of events, how this interfaces with Stadium events, other venues in the park and the O2
- There is preference for a solution that does not close Montfichet Road on each event day

## London Legacy Development Corporation

**Meeting date: 27<sup>th</sup> March 2018**

**Time: 12:00 pm**

**Venue: DP9**

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- Run through draft EIA Scoping Note
- Follow up scoping opinion discussion to take place in April 2018
- Transport Scoping meeting to be schedule separately

**Notes of a Briefing of the London Legacy Development Corporation Planning Decisions Committee**

**Date:** Tuesday 27 March 2018  
**Time:** 2.00 pm  
**Venue:** LLDC, Level 10, 1 Stratford Place, Montfichet Road, London E20 1EJ

**PRESENT:** [REDACTED]  
[REDACTED] (for item 3 only)  
[REDACTED] [REDACTED]  
[REDACTED] MRTPI MRICS  
[REDACTED] CBE RA  
[REDACTED]  
[REDACTED]

**IN ATTENDANCE:** [REDACTED] [REDACTED]  
[REDACTED]  
[REDACTED] (Pinsent Masons)  
[REDACTED] (GLA)

Items 1 and 2 have been removed as they do not relate to the FOI/EIR request

### 3. Madison Square Garden

3.1 Members received a briefing note and presentation which set out the emerging proposals. **All the information provided to the Committee for this briefing was confidential and must not be shared with any outside parties.** The following points were made in discussion:

- a) The architects were at an early stage of concept design.
- b) The venue would hold immersive events (not sport) and would have 18,150 seats.
- c) Consultation events would be held over the Summer.
- d) The developers were addressing security and counter-terrorism issues with the police and transport issues with TfL. They were also in close contact with the local boroughs.
- e) There would be jobs for local people during construction and operation when there would be c.4,000 FTE jobs.
- f) The impacts on residential areas nearby would be mitigated by the railway on the site boundary and office/business space would be closest to the venue.
- g) Members wanted to be reassured about the lighting and advertising and did not want the venue to become a massive billboard or to cause safety issues for the railway.
- h) Members were concerned about the height and reminded the developers of the requirements of BN10.
- i) Members also sought reassurance on maintenance in the long term.
- j) The Committee also wanted to know more about how the public realm surrounding the venue would be made attractive, enjoyable and safe.

3.2 The application would be submitted in October 2018 for consideration and decision by the Committee in due course. Completion was scheduled for 2021.

**Contact Officer:** [REDACTED]; Telephone: [REDACTED];  
email: [REDACTED]

## London Legacy Development Corporation

**Meeting date: 10<sup>th</sup> April 2018**

**Time: 12:00 pm**

**Venue: TfL, Victoria. Room 2A/B Victoria Station House**

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- Initial Programme and approach to pre-application and application
- Development Overview
- Transport Assessment overview and assumptions
  - Scenario testing
  - Stratford station work and other meetings
  - Highway network
- MSG Proposed to model outside of the station only.  
Advised that it would be beneficial to model within Stratford Station if there is data available. TfL to advise on whether data can be released and in what form.
- Modelling would need to look at the PM peak and the weekend
- Access to and from Stratford International
- Operational Effects and Event Management
  - Ingress & egress routes
  - Bus operations
  - Coach operations
  - Taxi and Private Hire operations
  - Private car parking, set-down / pick-up
  - Cycle access and parking
- More detailed operational meeting likely to be required with buses, coaches and taxis
- If closing of road is undesirable it may be necessary to build a bridge across Montfichet Road
- Key issues are:
- Decant from venue and impact on station

- Arrival and impact on Montfichet/existing taxi/bus/coach infrastructure/operation of the highway
- Taxi's – where would these be accommodated.
- Need to assess impact of the additional arm to the town centre link bridge

## London Legacy Development Corporation

**Meeting date: 12<sup>th</sup> April 2018**

**Time: 10:30am**

**Venue:** LLDC meeting room 10, Level 10, 1 Stratford Place, Montfichet Road,  
London, E20 1EJ

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**Attendees: LLDC, LBN, DP9, Volterra.**

- Overview of potential economic benefits
- Scheme represents an opportunity for Growth in the Host Boroughs
- Need meaningful measures of how opportunities for local people will be captured.
- Be realistic about winnable contracts for SME's
- Digital Skill Pathways – upskilling/education opportunities
- LLDC Programme to complement LBN
- Times scale for socio-economic breakdown to be provided (End of May?)
- Important to understand the phasing of opportunities and when they might arise
- Growth Borough Unit website
- Convergence Statement
- -Review Westfield model – employment and training.

Follow up meeting required which will look at breakdown of high level economic benefits and how they might translate into employment opportunities / skills. Timescales – 6 weeks?



**London Legacy Development Corporation****Meeting date: 16<sup>th</sup> April 2018****Time: 10:00am****Venue:** LLDC meeting room 10, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ

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Clarification required of the rationale for the proposed mass in this location. The team will also need to demonstrate how the requirements of Policy BN.10 for outstanding architecture will be met.

Particular consideration should be given to key views, and the impact of the 120m uninterrupted mass.

We would like to explore the following in more detail at future design sessions:

**Height and Massing**

- Jelly mould massing taking account of BRE
- Viewpoints to be agreed from local streets

**Plan and Layout**

- Analysis of seat to stage relationship /screen size compared with similar sized arenas (e.g. the O2) and a typical London Theatre – fleshing out the design rationale for the why the sphere is the size that it is (notwithstanding the MSG's commercial aspirations)
- Understanding of the commercial offer
- Access and servicing routes and facilities
- Understanding the publicly accessible areas and the quality of these spaces

**Architectural Expression**

- Design precedents of spherical structures – what has been done well and why – what has been less successful and why
- Seeing the material that will form the skin of the building – understanding its appearance in different light and its surface/texture with integrated LEDs – how will it look when images / lighting is turned off
- Ideally seeing a small scale mock-up of the above
- Understanding the impact of lighting / imaging on passing trains, vehicular traffic and adjacent residences
- Understanding and glare / solar reflection from the sphere surface and any resulting impact on the surrounding buildings, public realm, residences
- Interface between the sphere and the podium, and the sphere and the back of house / backstage element
- Architectural expression of the podium structure and the back of house / backstage element
- Quality of space within the podium

- Understanding how the sphere will be cleaned and maintained. Impact of facilities requirements on its appearance

### **Landscape and Public Realm**

- Scope of work and public realm interventions beyond the immediate island site – focusing on Montfichet Road but to include other key routes to the site
- Crowd flow analysis for routes to and from the site and analysis of width requirements of routes
- Expectation is for transformation of public realm on Montfichet Road
- Public realm session focusing on the podium – access to and from it and landscaping aspirations, extent of public areas
- Visual relationship between the garden deck and the podium beneath, how cut outs or step backs or interim levels make the invitation/welcome, and how inviting the podium will be during normal operation rather than event mode, including how the steps/lifts are configured
- Reassurance that the necessary amount of planting medium will be provided to achieve the extensive planted garden deck indicated
- Routes around the sphere on the podium and garden levels
- Levels
- Details of fencing/balustrades that may be required – and how this will look and feel both from within the space
- Views from within the podium and from outside the podium taking this into account – the concern being the type of balustrade may cause a greater sense of enclosure in the space and resulting in views from outside being diminished, reducing the sense of connection which would place greater emphasis on how the public realm steps down to meet its surroundings.
- Details of bridge connections / lifts / stairs / ramps and interface with existing elements
- Wind modelling and pedestrian/movement analysis – impact of wind on activity at podium level, Montfichet and adjacencies.

### **Inclusive Design**

- General inclusivity and accessibility audit/review in relation to the public realm, landscape and the building

## London Legacy Development Corporation

Meeting date: 25<sup>th</sup> April 2018

Time: 15:00

Venue: LLDC, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ

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- Proposed Scoping Document based on Stadium [REDACTED]
- Proposal for Non-Event Day Travel Plans and Event Day Travel Plans
- Framework Event Management Plan will pick up crowd and traffic management, deliveries and servicing, taxi's
- Questions regarding whether and how often Montfichet may need to be closed – likely to depend on the size of the event and whether or not the road was closed in connection with another event.
- Angel Lane – need a study to evaluate pedestrian movement to and from the area and the nearby stations (to include Maryland as this is a competitive distance to the venue)
- Study should look at Windmill Lane
- The Scenario's tested in the [REDACTED] need to be agreed.
- Should overlap football with concerts at the stadium, peak movement of people at Westfield and overlap with the PM transport peak.
- Should evaluate loadings on the Jubilee Line
- [REDACTED] to brief [REDACTED] on proposals for potential projects coming forward for Stratford Station
- Crossrail – it is not known if this will be 24 hour service
- Discussion about whether, subject to assessment, later event times may be conditions in the event night-time services improve beyond current day provision
- Local parking controls - what are they? Need to investigate what restrictions are currently in place
- Event ~Day controlled parking zones – will they be needed?
- Advised that Stratford Waterfront Scoping Opinion should inform the report
- Modelling of the Stratford Station should be undertaken – TfL to arrange of access to Legion modelling
- Strategy for Staff parking is unclear.
- Strategy for Blue Badge Parking is unclear.
- Advised that the scheme should be presented to the Built Environment Access Panel
- At what point do we agree assumptions underpinning the modelling for each profile of event that could take place?

## **London Legacy Development Corporation**

**Meeting date: 27<sup>th</sup> April 2018**

**Time: 10:30am**

**Venue: LLDC, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ**

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### **Attendees: LLDC, DP9, M+E, Greengage**

- Overview of energy strategy
- Proposal seeking to connect to the District Heating Network
- 100% heating and majority of cooling proposed from Engie
- -How does an event space of this size and heating/cooling profile impact on the remaining phases of the Stratford Masterplan
- What is the capacity for heating and cooling at Engie -resilience?
- What is the performance of the LED?s how many?
- Likely to achieve 'close' compliance with London Plan – assuming Part L
- Overview of Sustainability Strategy
- BREAAAM tracker provided
- Material efficiency
- Climate change adaptation
- Water efficiency and management
- Stage 2 energy study needed in order to provide full and proper advice on policy compliance matters.

# MEETING NOTE



100 Pall Mall  
London  
SW1Y 5NQ

<b>Attendees:</b>	[REDACTED]	LLDC
	[REDACTED]	Pinsent Masons
	[REDACTED]	Arup
	[REDACTED]	MSG
	[REDACTED]	HSF
	[REDACTED]	HSF
	[REDACTED]	DP9
	[REDACTED]	DP9
	[REDACTED]	
<b>Date</b>	Friday 4 <sup>th</sup> May 2018	
<b>Subject</b>	Stratford Gardens – S106	

## General Principles

[REDACTED] explained that it will be important to progress the licensing discussions with the licensing authority (LB Newham) in parallel with the preparation and determination of the planning application, to ensure any licensing restrictions on the venue are consistent with planning conditions / s106 obligations and to avoid the two processes being run one after the other, causing repetition of the same issues and confusion for local residents.

In this context, [REDACTED] suggested that the licensing authority should attend certain pre-application meetings. [REDACTED] agreed with this.

[REDACTED] confirmed that MSG is in the process of appointing a licensing solicitor.

[REDACTED] advised that the advert consent application / S278 Agreement will also be progressed alongside the planning application.

[REDACTED] outlined that the S106 obligations will need to be CIL compliant i.e. obligations should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

## Programme

■ outlined that the intention is for the application submission to be accompanied by an Environmental Statement, which outlines the impacts on the local area, and identifies the required mitigation measures and proportionate infrastructure contributions/improvements to make the development acceptable.

■ explained that the intention is to progress and submit detailed Heads of Terms as part of the application submission i.e. to front load the S106 process as far as possible.

■ outlined that the aim is then for the S106 Agreement to be drafted during determination of the application, which would ensure there are limited delays in agreeing the S106 Agreement / issuing the decision notice post-committee. This was agreed in principle by Pinsent Masons LLP and LLDC.

### **Titles and Parties**

■ confirmed the freehold of the site is owned by Stratford Garden Property Limited.

■ explained that the development is likely to involve some limited over sailing over land owned by Network Rail, the Secretary of State/ HS1 Limited and Engie. ■ suggested that it is not necessary to include these landowners as part of the S106 Agreement. ■ agreed with this on the assumption that this 'over sailing' land is not, of itself, required to be subject to any planning obligations.

■ said that he expected LB Newham would wish to be a party to the S106 Agreement. ■ to consider this further.

■ advised he does not anticipate that it will be necessary for TfL to be party to the S106 Agreement based on MSG's current expectations as to the contents of the Agreement. ■ advised they are comfortable with this, but suggested early engagement with TfL to discuss and confirm because TfL are separately represented and LLDC/PM cannot speak for them.

### **S106 Headings**

■ outlined the intention is to limit the number of S106 obligations/conditions that restrict the operation of the venue as far as possible. This will be informed by the ongoing technical assessments.

Furthermore, there should be as few pre-commencement conditions and obligations as possible so that MSG may start construction on site promptly after the grant of planning permission.

■ outlined a need to discuss and understand with LLDC any restrictions on the operation of the venue as soon as possible, given that this will be crucial to the commerciality of the venue.

### ***Event Management***

■ explained that there are multiple stakeholders with whom it will be necessary for MSG to engage regarding the management of events, such as the Safety Advisory Group and the Olympic Park Management Team etc. Full list of relevant entities to be confirmed by LLDC.

■ confirmed that an Event Management Plan would be produced prior to the grant of planning permission, for LLDC's approval, and relevant consultants are engaged to produce this. The Plan would be relevant for both the planning and licensing applications.

█ advised that MSG should engage/co-ordinate with relevant local groups and surrounding neighbours (e.g. Westfield) to discuss the impact of the development on the surrounding area, and explain how any adverse impact will be mitigated.

In this context, █ advised that MSG should engage with surrounding neighbours and local groups on the Event Management Plan.

█ queried whether TfL are seeking support for station staff during event days. █ advised that this is not considered appropriate.

█ advised that any contributions would need to be proportionate to mitigate any impacts of the development, and not mitigate pre-existing issues.

█ advised it is not expected that the development would contribute to infrastructure which is included on the LLDC's regulation 123 list (nor would this in fact be lawful under the current CIL Regulations).

█ advised that under the new EIA regulations it may be necessary for the LLDC to secure measures to monitor the effects of the development (i.e. Travel Plan, noise, light). SH outlined that a community liaison process would need to be established as part of this.

█ explained that there would be parts of the Development accessible from the public realm area without the need for a ticket to an event, such as restaurants etc.

### *Transport*

█ outlined that the key transport related considerations will be:

- Servicing and deliveries
- Construction Management
- Travel Plan
- Blue badge parking
- Event timings / management
- Infrastructure contributions – █ outlined that the contributions need to be proportionate to the level of impact.

█ advised that the expectation is for the development to contribute towards Stratford Station, but the level of contribution and what exactly it will be spent on will be dependent on the level of impact (as informed by the technical assessments).

█ advised that other measures to reduce impact on Stratford Station would be considered e.g. measures to encourage use of alternative public transport routes, such as Maryland station, and limiting the impact on peak hours as far as possible.

█ advised that MSG is in the process of developing a scheme for Montfichet Road, which would be presented to LLDC.

█ advised that the Montfichet Rd scheme will need to be reflected in the Travel Plan i.e. closure of Montfichet Rd during events.

█ advised that there is a need to establish a theoretical area where highways works may take place. In particular, █ was keen to understand how the bridges will connect into the highway.

█ outlined there is a need for LLDC to consider whether Controlled Parking Zones should be altered to mitigate the impact of the development.

### *Public Realm*

█ outlined that LLDC would expect public access to accessible areas outside of the actual venue itself e.g. the bridges. █ commented that LLDC has well established 'public realm' drafting from the various Stratford City section 106 agreements. █ said he was familiar with this as was himself involved in the drafting of it.

█ outlined that MSG are comfortable with public access to the site, including the podium, but that access may need to be restricted at certain times E.g. for the purposes of security or public safety. It is not expected that 24 hour access will be available to the podium, with closures overnight to avoid the risk of anti-social behaviour.

It was explained that all bridges would remain in private ownership and the Section 106 Agreement will contain obligations in relation to the terms for access to the public realm.

It was discussed that an estate management plan would be required to cover public access to the site.

### *Sphere Exterior*

█ outlined that the sphere exterior will be made up of LED screens.

█ advised that the design of the sphere exterior allows for the intensity/content to be controlled on different parts of the building.

█ explained this could be used to control light pollution to nearby sensitive receptors (i.e. residential developments) and mitigate safety concerns (including rail/road distraction). This will be informed by the ongoing technical assessments.

It was discussed that further consideration will be required as to how road/rail safety is assessed in the context of the sphere exterior display.

█ advised that public art could potentially be displayed on the sphere exterior – this would need to be discussed further.

█ advised that a visual management strategy will be developed to take account of the above considerations.

### *Employment*

█ outlined that MSG is keen to engage with LLDC and Newham to develop a positive employment, skills and training strategy.

█ outlined that MSG is keen to link this to a digital related training programmes i.e. linked to MSG operations.



█ outlined that the employment, skills and training strategy would be developed as part of the application submission.

### *Community Programme*

█ outlined that MSG is hiring a community engagement manager, and is keen to develop a community programme, to include for example, engagement with local schools.

█ outlined that the intention is to link the programme to MSG operations.

Other possible items discussed included: opportunities for local artists to use space at the venue, work experience opportunities for local residents/young people and scholarship funding.

█ advised that LB Newham is likely to request free ticket allocations for local residents. █  
█

### *Energy and Sustainability*

█ advised that a range of sustainability measures will be incorporated into the design of the building. These were discussed at the pre-application meeting on 27<sup>th</sup> April, including the following:

- Using reasonable endeavours to Connect into the ENGIE CHP Plant, subject to an ability to cascade out on commercial grounds. JL said that the end stage of the cascade would be a carbon off-set payment based on the price per carbon tonne as set out in the carbon offset SPD.
- Materials efficiency e.g. intention to reduce material use in building design, encouraging reuse of existing materials and use of recycled content etc.
- Climate Change Adaptation e.g. increase asset resilience to future climate change impacts including risks to end user safety from extreme weather events and climate change.
- Water Efficiency and management e.g. a water efficiency strategy to achieve the maximum number of BREEAM credits and demonstrate compliance with relevant policy requirements, rainwater harvesting.

### *Design*

█ outlined there will need to be an obligation within the S106 Agreement addressing the situation where the scheme architect is changed post the grant of consent, so as to ensure a building of a high quality design is delivered. This will be in the usual standard form.

### *Security*

A pre-application meeting is scheduled for 2<sup>nd</sup> July to discuss security measures in further detail.

### **Planning Use Class**

█ outlined that it seems most sensible to have the planning use class of the venue as Sui Generis – This was agreed by the LLDC. █ advised that the building would be treated as one planning unit with a description of the uses within the building to be agreed for the purpose of defining the

Sui Generis use. [REDACTED] agreed to prepare a description to include the podium and the public realm area.

DRAFT

# MEETING NOTE



100 Pall Mall  
London  
SW1Y 5NQ

<b>Attendees:</b>	[Redacted]	LLDC
	[Redacted]	LLDC
	[Redacted]	LLDC
	[Redacted]	Arup
	[Redacted]	Point2
	[Redacted]	HSF
	[Redacted]	Populous
	[Redacted]	DP9
	[Redacted]	DP9
<b>Date</b>	Friday 11 <sup>th</sup> May 2018	
<b>Subject</b>	Stratford Gardens – Daylight/Sunlight	

## Daylight/Sunlight considerations

█ outlined that a laser scan survey of the site and surrounding buildings has been undertaken to inform the daylight/sunlight analysis.

█ confirmed that Point2 has also obtained floor layouts for surrounding residential buildings.

█ set out the Building Research Establishment assessment methods to measure internal daylight/sunlight levels:

- Vertical Sky Component;
- No Sky Line;
- Average Daylight Factor;
- Annual Probable Sunlight Hours.

█ outlined that initial analysis has been undertaken to assess the potential impact of the proposed development on lighting levels to surrounding residential receptors.

█ stated that surrounding student and hotel buildings have not been included in the initial analysis, as these uses are transient in nature and therefore occupiers do not experience the same impacts.

█ advised that the impact on surrounding student and hotel buildings (and any other sites with a reasonable expectation of light) should be included as part of the detailed assessment, but

recognised that natural light to these uses may be given less weight than standard residential accommodation.

■ suggested that example cases of less weight being applied to daylight/sunlight levels to hotel/student uses should be outlined.

There was discussion regarding the planning history of site ref 8 and 9 within the Point 2 pre-app presentation document (to the north east of the Stratford Garden site). A planning application was approved on this land (The Railway Tavern, 131 Angel Lane) on 22<sup>nd</sup> December 2017 for redevelopment of the site to provide a 298-room hotel ranging in height from 3 to 8 storeys (ref: 16/02650/FUL). This site falls outside of LLDC's jurisdiction and was determined by LB Newham.

■ outlined that the initial analysis demonstrates that the lighting levels to surrounding residential properties (with the proposed development in place) are as follows:

#### *Daylight*

- VSC – of 2065 windows within 38 surrounding properties, 1857 satisfy the BRE Guidance (90%);
- NSL - of 1027 rooms, 994 satisfy BRE Guidance (96.8%)

The better NSL results reflect the fact that many rooms are served by more than one window.

#### *Sunlight*

- APSH – of 1248 windows, 1150 satisfy BRE Guidance (92%)

■ advised that impacts will be greater at the lower levels of the Telford Homes Stratford Central building.

■ advised that the daylight/sunlight assessment should both include and exclude recessed balconies from assessed internal areas.

■ advised that the projecting balconies at the Chobham Farm development to the north of the site prejudice light levels to these properties. It was agreed that the daylight/sunlight assessment should both include and exclude these balconies as part of the assessment to demonstrate the impact of the balconies on light levels to the properties.

■ questioned what the existing daylight/sunlight levels are to the surrounding residential buildings (i.e. existing baseline condition). ■ outlined this information would be provided as part of the detailed daylight/sunlight assessment. **Point2 to include in assessment.**

As the site is currently vacant, ■ outlined that it is appropriate to assess the impact of the proposed development against an alternative baseline massing i.e. a building of the same height, size and equal distance away as the massing on neighbouring sites. This 'mirrored baseline' approach accords with the BRE guidance.

■ outlined that the assessed alternative baseline mirrors the massing to the south-east and the north of the site on the opposite sides of the railway (i.e. Stratford Central/Telford Homes and Chobham Farm schemes). ■ confirmed the initial analysis indicates that generally, the impact of the proposed sphere massing on daylight/sunlight levels to the assessed surrounding residential properties is less significant in comparison to the impact of the alternative baseline mirror massing.

■■■ questioned whether the assessed alternative baseline mirror massing would be approved by LLDC, i.e. that the mirror massing may not be acceptable in design terms.

■■■ stated the mirrored baseline approach is an accepted methodology within the BRE guidance. ■■■ advised that developing an alternative baseline condition which strays from the BRE guidelines would not be legally robust and therefore could be subject to legal challenge. In this context, ■■■ advised that assessment of the proposed scheme should seek to accord with BRE guidance.

■■■ explained that the purpose of the mirror analysis is not to assess what scale of hypothetical development would be likely to be granted planning permission on the site, but to take account of windows on neighbouring sites that already take "more than their fair share of light" due to the design of the existing building. The BRE guidance indicates that one way to demonstrate in such cases whether or not the main factor in the relative loss of light is the presence of a balcony, recessed window or projecting wing on the existing building, is to carry out an additional calculation without the obstruction in place. What the BRE Guide is concerned with in these cases is whether a larger relative reduction in VSC may be unavoidable even with a relatively modest obstruction opposite.

■■■ outlined that the mirrored baseline approach / removal of obstructions should form part of the assessment, in addition to assessing the impact of the proposed massing against the existing baseline condition / without obstructions removed. ■■■ added that he was not sure there would be any daylight / sunlight issues due to the shape of the proposed building and that alternative baselines may not in fact be necessary given that about 90% of windows would satisfy the BRE guidance anyway.

■■■ confirmed the daylight/sunlight assessment would analyse:

- The impact of the proposed massing against the existing baseline condition;
- The impact of the proposed massing + cumulative schemes against the existing baseline condition;
- The impact of the proposed massing against the alternative baseline condition / without obstructions;
- The impact of the proposed massing + cumulative schemes against the alternative baseline condition / without obstructions;

■■■ said that Arup has a standard pro forma for capturing the required information to be presented within the daylight/sunlight assessment. ■■■ **to circulate.**

■■■ advised that ADF levels should also be provided within the daylight/sunlight assessment.

It was agreed that a cutback analysis would not be necessary or appropriate given the unique proposed design of the development as a sphere.

■■■ advised that the impact of the proposed massing on surrounding open spaces should be assessed.

■■■ confirmed this would form part of the daylight/sunlight assessment.

■■■ confirmed that the next daylight/sunlight meeting should be held at Point2 offices. **DP9 to co-ordinate.**

### **Light Pollution**

■ advised that the emission of light from the building façade and associated impact on neighbouring properties will be assessed in accordance with Institution of Lighting Professionals – Guidance Notes for the Reduction of Obtrusive Light. The analysis will need to take account of moving images potentially having less impact than a static continuous light source.

■ to confirm which Environmental Zone the scheme is to be assessed against. **Point2 to confirm.**

■ confirmed that the lighting design of the building is still being worked on and that the analysis of light pollution from the sphere exterior is an iterative process which will be discussed with Network Rail and considered in the context of rail safety, surrounding residential properties etc.

■ advised that the MSG team is likely to be in a position to discuss light pollution with LLDC in 4-6 weeks' time.

■ said that there is a need to understand what the sphere looks like from the inside of surrounding properties. ■ also suggested that the visual impact of the proposed development might be considered in the context of examples of other buildings across the world where relevant, e.g. spherical buildings in Gothenburg, Shanghai and at the Astana Expo site.

■ advised that the health impacts of light pollution / intrusion need to be considered as part of the Environmental Statement.

■ also advised that the ■ would need to include a solar glare / reflection study and queried how much information on this would be included within the ■ coping report. **Trium to confirm.**

**London Legacy Development Corporation**

**Meeting date: 11<sup>th</sup> May 2018**

**Time: 13:00**

**Venue: LLDC, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ**

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**Attendees: LLDC, DP9, ARUP, [REDACTED], Trium**

- EIA Scoping Report review likely to be June
- Baseline noise and vibration assessment to be undertaken
- Modelling of Crowd noise expected i.e. monitoring of events in the park
- Noise break out heat map to be prepared.
- Sampling to include areas around Maryland Station (Windmill Lane) and Pennybrookes
- Construction process is unlikely to be normal – important to understand likely process to assess acceptability of impact methodology. Significance criteria to be provided in Scoping opinion
- [REDACTED] to provide note for dissemination to [REDACTED]
- What is Newham's policy regarding noise break out?
- Appropriate thresholds should be agreed - impact on design of build
- Draft NPPF /Agent of Change policy – will be key considerations

# Candidate Views Comments:



**Attendees: LLDC, DP9, ARUP, Tavernors**

**18/05/2018**

The table below sets out a number of changes that should be made to various candidate view points.

It is expected that a finalised list of view locations will be sent through which will be accompanied by a method statement explaining the rationale as to why these views were chosen. In order to explain this fully, the method statement will need to describe the assumptions used for view location selection, which will include a description of the baseline operational condition, i.e. whether there will be a 'standby' mode and what this will be, or whether it will be continual advertising.

The method statement will also need to clearly explain the assessment scenarios to be included within the visual assessment. In terms of time frames, this is assumed to be an assessment during construction, year one of operation and year fifteen, which will be applied to all view locations. However, the method statement must also explain why certain views have been chosen for other assessment scenarios, including illuminated/non-illuminated views, day time / night time views, winter / summer views, and whether any views warrant animated examples of operational situations.

We wish to review the method statement. Once the method statement has been agreed, this will form the basis of the visual assessment.

We expect the finalised list of views to include:

- Up to date models of the Stratford Waterfront Development and Lend Lease's International Quarter London South development. For the latter the consent masterplan is being revised and consultation is underway on the new IQL south scheme where a significant residential element is proposed.
- Updated rendering to ensure modelling in TVIA is accurate and reflect as built/ proposed townscape
- Details of the schemes that have been assessed within the model and the methodology for constructing the render.
- Outline dots to be show position of building in cumulative views where the development is obscured by buildings. Currently done for some but not for all
- Colour coding to distinguish between Outline, detailed planning applications and baseline 2022/23 and future baseline. The method statement should explain the variations around other committed / consented outline / full planning apps. For example, anything with full permission should be a solid white (to stand out from the grey tonal model being used) – all others should be wireline – to keep it simple – outline should be wire modelled to one colour and be transparent so we can see through. For outline scheme it is likely the developer would build to the maximum parameters (so lets say pink for this) then the future baseline to another wireline and another colour i.e. transparent – yellow.
- Methodology and approach to assess night time views. To be agreed with asap.



View Number	View Names	Comments
1.	LVMF 9A.1   King Henry VIII's Mound	Should be included as an appendix viewpoint.
2.	Hackney Marshes: football fields	Keep.
3.	Lee Valley Hockey and Tennis Centre - north-east corner	Keep.
4.	Victoria Park: footpath north from Queen's Gate	Keep.
5.	White Post Lane: bridge over River Lee Navigation	Keep Update to incorporate latest Stratford Waterfront , East Wick and Sweetwater schemes.
6.	Queen Elizabeth Olympic Park: Eastcross Bridge	Keep.
7.	Queen Elizabeth Olympic Park: East Wick	If the Sphere is visible in Winter this view should be kept.
8.	Queen Elizabeth Olympic Park: Waterden Road - bridge over River Lea	Keep.
9.	Queen Elizabeth Olympic Park: Diamond Bridge	Delete.
10.	Jubilee Greenway, south of London Stadium	This viewpoint should be take further along the Greenway, directly adjacent to entrance of the ViewTube. See picture attached showing example of this view from the location.
11.	Queen Elizabeth Olympic Park: London Stadium	Delete.
12.	Queen Elizabeth Olympic Park: Thornton Bridge	Keep. Insert updated UCLE scheme.
13.	Queen Elizabeth Olympic Park: South Lawn	Keep. Insert updated Stratford Waterfront and UCLE scheme.
14.	Queen Elizabeth Olympic Park: Arcelormittal Orbit	Keep. Insert updated Stratford Waterfront and UCLE scheme.
15.	Tredeggar Road	Can be deleted.
16.	Pudding Mill Lane Station	Re-orientate view towards MSG site. Current view unduly captures stadium which is mostly not visible from this view point from the pictures. Rendering issue.

17.	Three Mills Green: lookout point in Wild Kingdom	*A suggested alternative view point is attached which should be used.
18.	Abbey Mills Pumping Station: south	As above, a suggested alternative view point is attached.
19.	Memorial Recreation Ground - south-east corner	Move viewpoint to a footpath, further east and on the footpath located between the Memorial Recreation Ground and the East London Crematorium and Cemetery
20.	Channelsea Path, alongside Kerrison Road	Keep.
21.	Mortham Street, looking north along Rokeby Street	Keep.
22.	West Ham Park	No change suggested.
23.	Stratford Park - entrance from Densham Road	Keep.
24.	Carpenter's Estate: Gibbins Road open space	Keep. Check fencing is correct in this render.
25.	Stratford High Street, junction with Broadway	Keep.
26.	West Ham Lane - east	Suggested new location further back (east) along West Ham Lane. Candidate view would be further back in front of the public seating space. Viewpoint would be framed to the South by the Old Town Hall Building. Rendering of the Listed Obelisk should be reviewed as its form isn't quite right, nor is its height.
27.	Broadway, opposite St John's Church	Suggested new location directly outside 57 Broadway instead of existing viewpoints 27 and 28. Same side of pavement. New position would take in views of the building and background between trees.
28.	Broadway, entrance to Stratford Office Village	=. Suggest this view is kept in addition to new view outside 57 Broadway set out in comments above. Views into the Conservation Area from this point are identified as key views in LBN conservation area appraisal.
29.	The Grove, opposite Great Eastern Road	Keep.
30.	The Grove, corner with Manbey Grove	Keep.
31.	Manbey Grove, corner with Water Lane	Keep.
32.	Maryland Point	Bridge wall in render appears much lower than the case when observed on site. Rendering issued to be rectified. Pub to the right of the picture has not been modelled correctly. Rendering should be updated to reflect as built townscape.

33.	Maryland Station	Current render appears to be missing 7/8 storey building consented to the front of pub in the foreground . There is a permission that appears to be mission from the render which has been identified as planning permission 17/02285/FUL for Redevelopment of the site including the retention of the existing Cart & Horses Public House, demolition of the existing extension to the rear of the existing public house and the provision of 29 new residential dwellings within a part 3 / part 7 storey building, plus basement level, with associated residential amenity space, landscaping and cycle parking.   The Cart And Horses 1 Maryland Point Stratford London E15 1PF
34.	Great Eastern Road, junction with Station Street	Keep.
35.	Station Street	Move location of camera forward from Island to the edge of the public space to just in front of the Taxi Rank.
36.	Pedestrian Footbridge between Jupp Road and Station Street	Keep. Can you confirm which planning permission has been modelled in the centre of the shot? LLDC design are of the view that this that is a 16-storey building.
37.	Great Eastern Road, junction with Angel Lane	Keep.
38.	Angel Lane, corner with Windmill Lane	Keep.
39.	Henniker Road, north of Colegrave Primary School	Move viewpoint to pavement directly outside of No. 92 Henniker road. This view is more likely to be representative of views from 1 <sup>st</sup> floor of these properties. Issues with current rendering of school need to be remedied. School buildings/fencing, appear larger and more solid that it is in image and when observed from the site.
40.	Penny Brookes Street, junction with Montfichet Road	Keep.
41.	Queen Elizabeth Olympic Park: East Village - Victory Park	Move view point to the Mound within the Park.
42.	Olympic Park Avenue Bridge - north	Keep.
43.	Montfichet Road, outside Stratford Place	Move location of camera to the upper concourse, at the top of the steps which lead down to this location.
44.	Montfichet Road	Keep.

## London Legacy Development Corporation

**Meeting date: 25<sup>th</sup> May 2018**

**Time: 10:30am**

**Venue: LLDC, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ**

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- Overview of local plan review programme
- Engagement with local landowners – including MSG
- MSG advise they may submit comments on the site as part of the consultation.

## London Legacy Development Corporation

**Meeting title:** BEAP Meeting – MSG Sphere

**Meeting date/time:** Thursday 31<sup>st</sup> May 2018, 11.00 – 13.00

**Venue:** LLDC Offices, Rooms 1&2

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### Attendees:

#### BEAP Members:

██████████ - BEAP Chair (████)

██████████, Action and Rights Newham (████)

██████████, LB Camden (████)

██████████ Standing Start (████)

██████████, Attitude is Everything (████)

██████████, V&A Museum (████)

#### Observers in Attendance:

██████████, LLDC Inclusive Design (████)

██████████, LLDC PPDT (████)

██████████, LLDC PPDT (████)

#### MSH Sphere Design Team:

██████████, Populous Architects (████)

██████████, Access Consultant (████)

██████████, Momentum (████)

██████████, DP9 (████)

#### Apologies:

██████████, Sport England (BEAP member)

██████████ey, GLA Access Advisor (BEAP member)

██████████, JCT Business Solutions (BEAP member)

██████████h, Buro Happold (BEAP member)

██████████, Guide Dogs (BEAP member)

#### No Apologies or Attendance:

██████████ (BEAP member)

██████████ (BEAP member)

██████████ (BEAP member)

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## 1. Introductions

- 1.1. █████ started the meeting with round the table introductions and handed over to █████ for agenda overview
- 1.2. █████ gave a brief introduction to the session before handing over to the design team

## 2. Madison Square Gardens (MSG) 'Sphere'

- 2.1. The design team introduced the project to the panel running through a PowerPoint presentation
- 2.2. Following the presentation [REDACTED] presented a couple of key areas they were keen to discuss to get BEAP feedback on, these were; Angel Lane entrance area and options for a mobility service to support access to and from the venue
- 2.3. BEAP members held questions until the end of the presentation when [REDACTED] chaired the following Q&A discussion

### BEAP Remarks:

[REDACTED] was keen for the views of the panel on the Angel Lane entrance area including proposals for a landscaped, combined ramp and stairs:

- [REDACTED] – concerned that during 'event mode' masses of people exiting the venue at Angel Lane will cross the integrated steps/ramp feature making it impossible for wheelchair users to use the ramp
- [REDACTED] – how will you do the upstands and handrails along the ramp to stop people from cutting across it? [REDACTED] – would use landscaping as well as handrails to protect the ramp for wheelchair users and it would be stewarded during an event
- [REDACTED] – numbers here would be about 2000 – 4000 people on egress?  
[REDACTED] – correct
- [REDACTED] – people often don't follow the logic or the instruction of marshals
- [REDACTED] – even when it's not in event mode, in day to day use people will sit on the steps creating further potential obstructions on the ramp
- [REDACTED] – the integrated steps and ramp route is likely to become swamped during egress, leaving wheelchair users having to fight *across* crowd flow – no protected route for wheelchair users
- [REDACTED] – so prefer a segregated ramp? [REDACTED] – yes for event egress (*including emergency egress*)
- [REDACTED] – suggest developing a couple of options that demonstrate an inclusive route (*so wheelchair users don't feel like they have been 'separated' from companions*) but need better assurances that wheelchair users will be protected from cross-cutting crowd flow on event egress
- [REDACTED] – look at the gradients to make as shallow as possible
- [REDACTED] – the vehicle access ramp that is 1:12 – can people use that ramp if they can and want to? [REDACTED] – this is primarily for emergency vehicle access but it can be used by pedestrians in a managed way and so is an option for people who can manage the gradient.
- [REDACTED] – all the detail of this area is still to be looked at, we are setting the principles now
- [REDACTED] – on the steps ensure there are handrails on the wall sides as well as in the middle (not currently shown). [REDACTED]/[REDACTED] advised that would be the case
- [REDACTED] – make sure whatever is delivered here doesn't encourage any unwanted skateboard use, where pedestrians have priority

■ went around each panel member for their individual points following the design team's presentation:

■:

- Parking and drop-off points – needs addressed. For the London Stadium many people use Westfield Shopping Centre car park – look at the capacity of Westfield – is it possible, what numbers of Blue Badge spaces are available etc. Design team to report back
- ■ – drop off close to the venue is really important, not just for disabled people but also for parents who will want to drop their kids off near the venue entrance for kids shows. The road layouts around the venue entrances will be really important
- ■ – intent is that this is primarily a public transport venue using the connections of Stratford station and buses but understands that this will be an issue. The management strategy of the venue will be led to encourage customers to use the local public transport links
- ■ – risk is that the streets around the venue get clogged up as people use all available on-street parking reasonably nearby and then walk to the venue. ■ – there is a multi-storey car park nearby. ■ – yes but you have to pay to use it and people are unlikely to want to pay if they are just picking up and dropping off. ■ – management systems are needed
- ■ - seating development needs to come back to the panel for review. ■ – yes, we will bring back the seating plan including highlighting all the wheelchair user seating areas and ambulant/amenity seating areas for the venue. ■ – we are currently looking at a good mix of wheelchair user seating across all areas and sections. ■ – there is also other aspects/technology to the seating that help create immersive experiences to consider
- ■ – client creating a lot of new technology for the venue including, 'Beam Forming Speakers' which can direct sound to individual chairs which may have particular benefits for people with hearing impairments (*i.e. being able to 'feel' sound*)
- ■ – will there be some seating available without all of the additional technology attached or 'activated' as some people may not want or be able to cope with it? ■ – yes there will be choice
- ■ – how would this work with induction loop technology? ■ – it would replace the need for induction loops. ■ – recommend looking at the National Theatre's new project where they are using prism glasses for captioning and BSL interpretation etc. (<https://www.thestage.co.uk/features/2017/specs-appeal-caption-glasses-transform-theatre/>)
- ■ – ensure that performers areas are equally well designed to be inclusive as the staff and customer areas – consider disabled performers.
- ■ – will the construction of the venue negatively affect access over the town centre link bridge? ■ – not expected to, would look to keep this accessible link open during construction. Platforms 10 and 11 of Stratford station will also continue to operate throughout

- ■ – town centre link bridge has no rest areas with seating on it. Would recommend that the addition of this venue ensures that rest areas with seating is provided across the link bridge and on the bridge over to the venue
- ■ – lift sizes – the existing lift sizes up to the town centre link bridge (*x2 lifts on each side*) were supposed to be able to adequately cope with anticipated crowd flow. However, on most days, with the volume of shoppers using Westfield, there are huge queues to use these lifts. It's not just wheelchair users who use the lifts but ambulant disabled, older people, people with young kids, with prams and buggies, with lots of shopping, large suitcases etc. They are already not meeting demand on busy days. ■ – the venue is counter-cyclical with Westfield which may help (*people will arrive at the venue as shoppers are leaving Westfield*)
- ■ – also the escalators up to the town centre link bridge are very unreliable and more often than not, broken down

■:

- Performers areas to be inclusive and big enough for disabled performers to get changed comfortably (*i.e. provision of changing benches*). ■  
■ – back of house areas are important to ensure the experiences of acts coming to the venue is positive
- Family seating configuration for wheelchair users – need to ensure that wheelchair user viewing areas allow for wheelchair users to sit with their family members and not be separated. Flexibility is important to allow this and not be limited to one wheelchair user space with one adjacent companion seat only

■:

- Concerned by the use of a glass floor (*some people may be uncomfortable walking on this*). ■ – the image shown was not an accurate representation of what is proposed. Protected glass or open areas will be provided to offer views of the 'Sphere' so people can see that it is a sphere as it goes to ground and not a dome. These are for views and it's not intended to be for people to walk on

■:

- Toilets – to be changeable to allow more or less male/female toilets depending on the event taking place and anticipated demographic attending. ■ – agree, the toilets will be designed to allow a 70% swing to male or female depending on the demographic attending
- Will there also be some gender neutral and unisex options? ■ – yes
- Security – consider fast-track lanes for disabled customers and also ensure that people with hidden disabilities have access to these lanes also. ■ – would you be happy to identify yourself to the venue beforehand and provide evidence of your disability if asked for it? ■ – yes. ■ – this needs a robust management system



- ■ – security is looking at better ‘mag and bag’ arches that can be better integrated into the building and create less of a barrier for all users, but in particular many disabled users
- ■ – bollards – if needed for security can these be integrated into the wayfinding and signage strategy.
- ■ – need to build a journey plan and suite of options for disabled ticket holders coming to the venue, including parking, drop-off, fast-track routes etc. Need to provide choice

■:

- Exciting project
- Will the firefighting lifts be used as emergency evacuation lifts before the fire service arrive? ■ – working through that now but yes, that is the current plan. Refuge areas/spaces will also be identified – will come back to BEAP with how that will work
- ■ – new London Plan coming through now requires at least one evacuation lift per core. ■/■ – all (x6) cores are fire fighting
- Seating – foyers can be very large, have rest areas with seating internally along pedestrian routes
- Sightlines – standing provision for some shows, ensure that the seating behind standing areas get excellent and uninterrupted line of sight
- New BS 8300 Part 2 2018 now requires 2% of the seating capacity is wheelchair accessible and 1% is ambulant disabled amenity seating (**Note: for capacities over 10,000 Accessible Stadia guidance still applies**)
- Nightclubs – ensure inclusive design of these spaces also
- Hospitality boxes – typically one wheelchair user space. Ideally be more flexible to accommodate more than one wheelchair user when needed. ■ – hospitality boxes should be more flexible so that the whole row could be taken out if needed to accommodate a group of wheelchair users
- Rest bite/quiet spaces - have some quiet space (*that isn't a medical unit*) for people who need to step away from the action for a while, including some people with Autism

■:

- Need to provide a dedicated multi-faith room for the venue for both staff and customers (*and performers*). ■ – would normally have one of these in staff area but not customer areas but will look at that

■:

- Will there be provision for assistance/guide dog spending areas? ■ – yes that has been raised and is being looked at

■:

- If people are being encouraged to come by public transport, consider that you may have a greater percentage of people coming to the venue in mobility scooters. Will there be places to store (and possibly charge) these types of equipment in the venue? ■ – yes, we will look at mobility equipment storage
- ■ – have the team got enough information to go on regarding proposing some options for a ‘mobility service’ connecting the venue

- with surrounding public transport, pick-up/drop-off and parking? ■ – where could it be, what equipment does it use, how is it managed – needs to be explored further. ■ – suggest that the team bring back some options for a possible mobility service model to assist disabled people get to and from the venue. ■ – a buggy may be challenging considering the crowds and road use – needs looked at in some detail
- ■ – in the next meeting keen to also raise the wayfinding strategy for the venue to ensure it is as intuitive as possible and how it can help to spread the crowds more evenly
  - ■ – assume there no way of dropping people directly onto the train station platforms (10&11). ■ – not possible due to safety and security
  - ■ – will you have events on at same time as the stadium? ■ – yes this is possible but will be worked through. ■ – this venue is likely to finish later than stadium events
  - ■ – can we secure any Section 106 monies to improve the existing escalators up to the town centre link bridge? ■ – will look into that

### 3. Conclusions and Meeting Actions

Design team to take on board the key comments and provide responses. The design team to come back to present to BEAP as the designs evolve (dates TBC).

#### MSG Sphere:

- 3.1. Parking and Drop-Off/Pick-Up** – design team to come back with options and a proposed strategy for Blue Badge holders. A usable number of dedicated Blue Badge spaces needs to be identified (*noted that this is most likely to be in Westfield car park*). What does that mean in terms of parking charges and travel distances from these spaces to the venue seats. A dedicated pick-up/drop-off point for disabled users to be identified as close as possible to one of the venue entrances. Must be cognisant that parents with children (and others) will also want to drop off close by, what is the strategy for this
- 3.2. Mobility Assistance** – design team to consider support for disabled people getting from parking, drop-off and public transport links to the venue. Design team to also consider fast-track options for disabled customers arriving at the venue (*in tandem with management procedures to be applied*).
- 3.3. Rest Areas with Seating** – will be needed along key pedestrian routes both externally and internally considering the significant travel distances involved. LLDC's Inclusive Design Standards (IDS) recommends rest areas at no more than 50m intervals
- 3.4. Passenger Lifts Capacity** – design team to take into account that the existing passenger lifts on the town centre link bridge are known to regularly have large queues, even on non-event days. The size and number of lifts proposed to get up to podium level need to be robust and display how they will accommodate the anticipated use considering not just wheelchair users but ambulant disabled people, older people, people with young children, people with a temporary disability and people who just choose the lifts over the stairs

- 3.5. Angel Lane Entrance Area** – design team to develop options that allow for an inclusive route whilst offering protection for wheelchair users during crowded event and emergency egress
- 3.6. Flexibility and Capacity of Wheelchair User Viewing Positions** – design team to demonstrate flexibility and not just target minimum numbers from Accessible Stadia. Wheelchair user spaces should be available in multiple locations and configurations including hospitality areas and allow wheelchair users to sit with a group and not just one single companion
- 3.7. Disabled Performers Provision** – design team to ensure that facilities for performers are equally as inclusive as that for staff and customers. Dressing rooms to be appropriately sized and include accessible shower and changing facilities
- 3.8. Multi-faith and quiet space** – design to address the need for a dedicated multi-faith room for staff and customers. Also consider quiet areas in the building where people can go to take a break from the crowds, noise and lively atmosphere if they need to
- 3.9. Mobility Equipment Storage** – design team to address mobility equipment use, considering that more people may attend in large powered wheelchairs and mobility scooters given the lack of parking close by. Develop a strategy for mobility equipment use and storage during performances. Also consider impact on passenger lift sizes

*Next Meeting: suggest user journeys and hypothetical case studies are used to interrogate the anticipated experience of disabled customers, staff and performers interacting with this building*

**Next Scheduled BEAP Meeting:**

- Thursday the 26<sup>th</sup> July 2018 at LLDC offices

## London Legacy Development Corporation

**Meeting date: 1 June 2018**

**Time: 10:30**

**Venue:** LLDC meeting room 10, Level 10, 1 Stratford Place, Montfichet Road,  
London, E20 1EJ

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### **Attendees: LLDC DP9, London Communications Agency**

- Overview of Consultation approach
- Sign-posted LLDC Code of Conduct setting our corporate approach to consultation
- Emphasised a need for consultation strategy to be diverse and inclusive and demonstrate early on how they have meaningfully engaged hard to reach groups and show that their approach is inclusive and diverse.
- Will be important to show that their strategy has effectively engaged a broad range of people including the elderly and other protected groups. Encourage them to think about how this venue could will be designed to accommodate a wide range of needs -taking account of both physical and mental health issues
- Signposted Mayors vision for a diverse and inclusive city
- Indicated that they may want to approach Legacy Youth Voice- a panel of young people from the four boroughs.
- LDA to provide a list of schools/and groups they are were looking to approach.
- Follow up with a list of known music organisations in the area
- Offered MSG opportunity to present to Park Panel on July 9<sup>h</sup>
- Encouraged them to offer translations of their publicity material to ensure they engage a broad and diverse mix

## London Legacy Development Corporation

**Meeting date: 5<sup>th</sup> June 2018**

**Time: 09:00am**

**Venue: LLDC, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ**

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### **Attendees: LLDC, DP9, Trium,**

- Review of baseline scoping note
- Proposal to simplify from SWFT approach
- Agreed that baseline scope will likely depend on the discipline i.e. Townscape vs noise
- Agreed we need to define future baseline beyond 2022
- Indicated a number of projects not on the future baseline that should be included for assessment.
- Need to agree assumptions about future baseline up until the LLDC corporate project is complete i.e. 2027/2031.
- What will be built out and when? And is what is being modelled up to date?
- Important for cumulative assessment
- Should establish a cut off date for cumulative development
- Scoping report likely to be submitted in July

**London Legacy Development Corporation**

**Meeting date: 8<sup>th</sup> June 2018**

**Time: 10:30 am**

**Venue: LLDC, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ**

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The purpose of the meeting was to highlight the security aspirations for the development,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



## London Legacy Development Corporation

**Meeting date: 29<sup>th</sup> June 2018**

**Time: 10:30am**

**Venue: LLDC, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ**

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### **Attendees: LLDC, DP9, Momentum, Populous**

- Overview of approach to Montfichet Road Bridge Landings
- Request for further information to understand design rationale.
- Clear steer that that current proposals require significant work
- Scope of work on Montfichet likely to need to be extended beyond current boundary.
- Need to understand benefits and dis-benefits of bridge landing on either the east of west side of Montfichet Road

## London Legacy Development Corporation

**Meeting date: 3<sup>rd</sup> July 2018**

**Time: 09:00am**

**Venue: LLDC, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ**

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**Attendees: LLDC, DP9, ARUP, TRIUM**

Discussed topics likely to be Scoped out

- Soil
- Ecology
- Accident and emergency
- Electronic interference
- Water resources, flood risk
- Archaeology
- Geo-environmental
- Aviation

Various technical reports which support case of scoping out to be submitted with scoping opinion

Topics to be scoped in

### **Socio-economics/ health and determinants of health**

Scope of assessment to be fleshed out.

Explore if design phases effects should be taken into account as well as construction and operation.

### **Highways transport and pedestrian movement**

-define opening forecast for operational phase

### **Air quality**

Possible to scope out on the basis on for more information being provided

Need to clarify dispersion modelling being used

IAQM screening guidance should be used.

### **Noise**

-Awaiting noise note from Sandy Brown

### **Wind**

-Clarification of whether landscaping will be included for mitigation

-Need to clarify source of data

**Daylight/ sunlight**

-Need to agree criteria for significance

**Built heritage/Townscape**

-Broadly agreed as part of townscape meeting.

-Need to agreed what is shown within the assessment for building at rest and at play.

-Likelihood of splitting chapters – TVIA to be separate from built heritage

**Climate change**

- impact of the development on climate and impact of climate change on the development

-Evolved baseline approach agreed

# MINUTES



## London Legacy Development Corporation

**Meeting title:** Park Panel

**Meeting date:** 9<sup>th</sup> July 2018

**Time:** 18:00

**Venue:** Marketing Suite, LLDC Offices, 1 Stratford Place, London E20 1EJ

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### Present:

#### Panel Members

- [REDACTED] - Ward Panel ( [REDACTED] )
- [REDACTED] - Association of Ironworks Residents ( [REDACTED] )
- [REDACTED] - E20 Community & Cultural Interest Organisation ( [REDACTED] )
- [REDACTED] - Chobham Manor Residents Association ( [REDACTED] )
- [REDACTED] - Manor Gardening Society ( [REDACTED] )
- [REDACTED] - Park Champions ( [REDACTED] )

#### LLDC

- [REDACTED] - Communities & Business Manager ( [REDACTED] )
- [REDACTED] - Executive Director Park Operations and Venues ( [REDACTED] )
- [REDACTED] - Design Principal - Landscape & Public Realm ( [REDACTED] )
- [REDACTED] - Principal Planning Development Manager ( [REDACTED] )

#### External

- [REDACTED] - Madison Square Garden ( [REDACTED] )
- [REDACTED] - Blakeney Group ( [REDACTED] )
- [REDACTED] - DP9 ( [REDACTED] )
- [REDACTED] - London Communications Agency ( [REDACTED] )
- [REDACTED] - LDA Design ( [REDACTED] )

#### Apologies:

- [REDACTED] - Chandos East Hub
- [REDACTED] - Legacy Youth Voice
- [REDACTED] - Association of Ironworks Residents
- [REDACTED] - East Village Playgroup
- [REDACTED] - Stratford Original
- [REDACTED] - Hackney Wick and Fish Island Cultural Interest Group
- [REDACTED] - Omega Works
- [REDACTED] - Hackney Wick and Fish Island Community Development Trust
- [REDACTED] - Venue rep
- [REDACTED] - Friends of Bow Back Rivers

## 1. Introductions

- 1.1. [REDACTED] opened the meeting and there was a round of introductions.
- 1.2. [REDACTED] then handed over to [REDACTED] SVP Development & Construction Madison Square Garden Company.

## 2. Madison Square Garden (MSG) Sphere London

- 2.1. [REDACTED] provided a short overview of who Madison Square Garden (MSG) is including:
  - 2.1.1. Details of their portfolio of venues across the United States.
  - 2.1.2. This is their first project outside of the US.
  - 2.1.3. The aim is to bring live entertainment into the 21<sup>st</sup> Century by combining entertainment with technology to create a new experience for the audience.
  - 2.1.4. The first sphere will be in Las Vegas.
  - 2.1.5. The design team is led by Populous who designed the London Stadium, the O2 and the Emirates.
- 2.2. [REDACTED] then handed over to [REDACTED] from DP9 who took the panel through the proposals this included a view of the site from the LLDC's offices. Key points included:
  - 2.2.1. The site is land locked primarily by railway lines and a key priority is to get connectivity into the site.
  - 2.2.2. The proposals include the creation of a podium level coming in from Angel Lane and then a number of new bridges and access points.
  - 2.2.3. The site is designated for development within the LLDC Local Plan and can support uses suitable for a metropolitan town centre.
  - 2.2.4. There will be new public realm.
  - 2.2.5. In seating mode the sphere will have a capacity of 18,000, both seating and standing it will have a capacity of 21,000.
  - 2.2.6. The structure will be spherical in nature and will be a LED structure both externally and internally.
  - 2.2.7. Will be able to control both internally and externally the content and brightness of the LEDs.
  - 2.2.8. The external façade can also show internal content.
  - 2.2.9. This technology allows the building to become the show and reduces the need for the promoter to bring in lots of lighting rigs.
  - 2.2.10. The screen is about 3.8 acres.
  - 2.2.11. Looking at using sound beam technology to enhance the experience.
- 2.3. [REDACTED]
- 2.4. [REDACTED]
- 2.5. [REDACTED] then provided an overview of the consultation activity currently being undertaken from the mobile truck.
- 2.6. [REDACTED] - explained that there is a number of ways to provide feedback and that they will be back out in September.

- 2.7. [REDACTED] - asked the panel to encourage people to come along and see the truck and provide their feedback.
- 2.8. The team then showed a short video on the proposals.
- 2.9. [REDACTED] - responded that the proposals are really exciting and asked if the video was on Youtube or anything.
- 2.10. [REDACTED] - responded that the video wasn't online yet but it is in the truck and to encourage people to come along.
- 2.11. [REDACTED] - asked if the materials were online.
- 2.12. [REDACTED] stated that the materials will be online shortly.
- 2.13. [REDACTED] - asked if the team had spoken to Stratford Circus and Theatre Royal.
- 2.14. [REDACTED] - responded that they had been in touch and early discussions had included different ways to link up.
- 2.15. [REDACTED] - added that they were happy to talk to different groups.
- 2.16. [REDACTED] asked about the price point for events.
- 2.17. [REDACTED]
- 2.18. [REDACTED]
- 2.19. [REDACTED] - asked if an impact assessment was being undertaken in relation to the impact on Stratford Station as it is currently struggling now.
- 2.20. [REDACTED] - acknowledged that concerns around capacity at Stratford Station have been repeatedly raised by different stakeholders and it is likely that attendees would arrive in a trickle way rather than all at once and the team have been looking at different ways to disperse the crowd after an event.
- 2.21. [REDACTED] - reiterated his concerns about the station.
- 2.22. [REDACTED] - added that there is the Stratford Overview Group who are looking at improvements to station. Stratford Station is the 3rd or 4<sup>th</sup> busiest station in London. The group are looking at a number of new entrances. As part of the planning process MSG will need to demonstrate how they are supporting the station.
- 2.23. [REDACTED] - reiterated that they are fully aware of the issue.
- 2.24. [REDACTED] - asked where people will park.
- 2.25. [REDACTED] - stated that they will be promoting public transport modes.
- 2.26. [REDACTED] - added would expect a requirement of the S106 to be for MSG to monitor the modal split of attendees.
- 2.27. [REDACTED] - asked if the proposals had been tried anywhere else.
- 2.28. [REDACTED] - that a high level search for sites was undertaken which resulted in them purchasing this site.
- 2.29. [REDACTED] - furthermore questioned if detailed drawings existed.
- 2.30. [REDACTED] - confirmed that drawings were being produced and would be available in September and for the planning application.
- 2.31. [REDACTED] - asked if there would be Newham resident discounts.
- 2.32. [REDACTED] - responded that they would need to take this away to consider.
- 2.33. [REDACTED] - asked if this could be considered as part of the S106 agreement.
- 2.34. [REDACTED] - stated that a S106 is used to mitigate against the impact of the development locally and those impacts are still being assessed.
- 2.35. [REDACTED] - closed that they welcome the comments made and would look to address the points raised.

2.36. <https://london.msg.com/>

### 3. Park Significance

- 3.1. [REDACTED] provided an overview presentation of the work currently being undertaken on Park Significance. This included the following:
  - 3.1.1. Understanding what is special about the Park.
  - 3.1.2. Considering the design vision for the different areas of the Park.
  - 3.1.3. Testing what makes the Park special.
  - 3.1.4. Presentation attached- **ACTION**
- 3.2. Members then did an interactive activity to:
  - 3.2.1. Indicate on the Park map the things that are special to them in the Park.
  - 3.2.2. Indicate on the map the things that they feel are threats or are under threat.
  - 3.2.3. Indicate on the map the things that they feel could change over time.
- 3.3. [REDACTED] - then invited the group to join a Park walk about to investigate the areas in more detail and if couldn't join the walkabout then a questionnaire is being prepare that people can complete.
- 3.4. An ask was made for an additional Park Panel walk. -**ACTION**

### 4. Actions previous meeting

4.1. Summary of the actions from May's meeting:

Meeting item	Action	Lead	Update
East Works Programme	Issue presentation	[REDACTED]	Presentation attached to the minutes
	Issue flyer	[REDACTED]	Flyer attached to the minutes
CIL Neighbourhood Fund	Issues CIL application forms	[REDACTED]	Issued to the group
AOB	Update on Tumbling Bay review works	[REDACTED]	Works complete. The annual inspection will now happen in December so any closures are during less busy times.
	Confirm number of events permitted in the north of the Park	[REDACTED]	6 high impact events per a year are permitted under licensing. Dress rehearsals and runs are not classified as licensable activities.
	Raise with Stadium regarding evacuation announcement	[REDACTED]	This was flagged and also residents raised directly
	[REDACTED] to send [REDACTED] image of pollution	[REDACTED]	Raised with Lendlease who was resolving the issue
	Reinstate Yonder as online sharing tool for members	[REDACTED]	New members added and there for people to use

### 5. Park Management

- 5.1. [REDACTED] - raised a number of points including:
  - 5.1.1. Following feedback from Chobham Manor residents patrols in the north of the Park had been increased and 21 incidents were reported mainly around cannabis. Will continue to monitor.
  - 5.1.2. Have now received the first draft of the road traffic audit which contains some recommendations. We are liaising with [REDACTED] regarding amends before releasing the report.
  - 5.1.3. An update on buses from a CCTV review which seemed to show a reduction in the numbers.
  - 5.1.4. Letter to be issued to residents regarding Elrow Town on 18<sup>th</sup> and 19<sup>th</sup> August.
- 5.2. [REDACTED] - asked if lighting on Olympic Park Avenue was mentioned.
- 5.3. [REDACTED] - stated he would check the status.
- 5.4. [REDACTED] - confirmed that the number of red buses using the route had reduced but that the number of coaches and Mega buses had increased. In addition to construction lorries.
- 5.5. [REDACTED] T- asked about RideLondon notification to residents and when this will be.
- 5.6. [REDACTED] - confirmed that there will be communication with residents but will confirm dates of notifications. - **ACTION**

## 6. AOB

- 6.1. [REDACTED] - raised that the Peloton Avenue hoardings have been graffitied.
- 6.2. [REDACTED] - stated that the traffic lights on the new crossing by John Lewis on Westfield Avenue are in the tree so you only see the red light when you are there.
- 6.3. [REDACTED] - responded that would raise with Newham. - **ACTION**
- 6.4. [REDACTED] - raised about access routes in regard to Shell when going from the iron bridge to the greenway and difficulties depending on which direction you are going.
- 6.5. [REDACTED] - responded that this shouldn't be the case and would check the situation and that this is the last year that Shell will be happening on the Park.- **ACTION**
- 6.6. [REDACTED] - raised issues with the hardstanding outside the allotments, with people doing drugs and parking there. [REDACTED] - did add that don't feel threatened.
- 6.7. [REDACTED] - stated that members of his team were looking at the area. - **ACTION**
- 6.8. [REDACTED] - added that any issues in the space should be raised with Police Sergeant [REDACTED] as the Sergeant for the area.
- 6.9. [REDACTED] - raised ongoing issues with Lee Valley regarding tannoys linked with event activity especially early in the morning.
- 6.10. [REDACTED] - asked about the cement proposals for Bow East.
- 6.11. [REDACTED] - updated that the applications have had discussions with the planning authority and are looking at a joint application and are being encouraged to undertake consultation. Will keep the group updated.

## Actions

Meeting item	Action	Lead	Update
Park Significance	Share presentation	[REDACTED]	
	Arrange an additional meeting as a Park walk	[REDACTED]	



Park management	Confirmation of when the RideLondon notices will be issued to residents.	■	
AOB	Raise with Newham regarding positioning of traffic lights on Westfield Avenue near John Lewis.	■	
	Check cycle and pedestrian routes around the Shell site with the team.	■	
	Review hardstanding area near the allotments	■	

**Next meeting: 10<sup>th</sup> September**

Future meetings:

12<sup>th</sup> November

14<sup>th</sup> January 2019

## London Legacy Development Corporation Quality Review Panel

### Report of Formal Review Meeting: Madison Square Garden Sphere

Thursday 12 July 2018

Level 10, 1 Stratford Place, Montfichet Road, London E20 1EJ

#### Panel

[REDACTED] (chair)

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

#### Attendees

[REDACTED]	LLDC Planning Policy and Decisions Team
[REDACTED]	LLDC Planning Policy and Decisions Team
[REDACTED]	London Legacy Development Corporation
[REDACTED]	London Legacy Development Corporation
[REDACTED]	London Borough of Newham
[REDACTED]	Frame Projects

#### Apologies / report copied to

[REDACTED]	LLDC Planning Policy and Decisions Team
[REDACTED]	London Borough of Newham

#### Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation the LLDC is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

**1. Project name and site address**

Madison Square Garden Sphere, land off Angel Lane, Stratford

**2. Presenting team**

██████████	Populous
██████████	Populous
██████████	Madison Square Garden Company
██████████	Tavernor Consultancy
██████████	Momentum Transport
██████████	ME Engineers
██████████	DP9

**3. Planning authority’s views**

The planning authority has welcomed early engagement with the Madison Square Garden design team. While a number of meetings have been held on more technical matters, only one meeting has so far been held specifically on the design of the Sphere.

Issues that the planning authority continues to pursue include: the rationale for the proposed scale of the building; its impact on the townscape; external appearance, including when the LED panels are active; the public realm strategy, including proposed bridges and landing points; the interface with Montfichet Road; and accessibility and inclusive design.

The Madison Square Garden Sphere will be required to meet the provisions of LLDC Local Plan Policy BN.10, including a requirement for ‘outstanding architecture’.

**4. Quality Review Panel’s views**

*Summary*

In principle, the Quality Review Panel supports the proposal for the Madison Square Garden Sphere – it will be a spectacular addition to Stratford. There are, however, a number of details that require further careful consideration. These include the public realm in and around the site; the impact of illuminated LED panels; and access. The panel recommends that opportunities created by development of this site for improving Stratford’s connectivity and permeability be exploited as far as possible. It is not clear at the moment that the most is being made of the Sphere to create and reinforce connections. While the panel does not see scope for it to comment on the Sphere’s overarching design, it raises issues around the uses of and relationship between the podiums. The special quality of the Sphere must be ensured through an effective maintenance strategy. Accessibility and inclusive design should receive particular attention – including exploring fresh ideas for moving around and through the site. These comments are expanded below.

### *Response to context*

- The panel commends the design team for an excellent presentation of the proposal for the Madison Square Garden Sphere – including taking the wider public realm as its starting point.
- It welcomes a proposal for this otherwise unused site in the heart of Stratford. It offers an enormous opportunity to unlock this large – but difficult – site.
- The Sphere – a huge geodesic dome – creates a striking spectacle within Stratford. In the sense that Stratford and its surrounding locality is a place with a predominantly young population, to whom the Sphere is likely to appeal particularly, it can be considered appropriate. It could be a very exciting addition, not only to Stratford but also more widely to London.
- A major consideration should be what the Sphere gives back to the locality. The opportunities that it presents are largely to do with connectivity and permeability – it could, for example, improve connectivity between Leyton to Stratford. The panel recommends that these opportunities be exploited as fully as possible in order to make a convincing case in relation to improved public routes.
- The panel recommends that particular attention be given to the relationship between the Sphere and Montfichet Road, including the proposed bridge from Montfichet Road to the podium level (bridge 2). The natural desire line from Stratford station would be along the west side of Montfichet Road; successfully connecting the bridge, which is expected to be heavily used, across Montfichet Road would be desirable, if this is technically feasible.
- The Sphere is surrounded by railway infrastructure – and the panel encourages continuing discussions with Network Rail and HS1 to ensure satisfactory resolution of the edges of the site.

### *Plan and layout*

- The panel acknowledges the challenges of using the spaces around the Sphere – the podium (level 02) and the upper podium (level 03) – but given that improved connectivity should be an objective, use of these spaces should be maximised. It recommends further exploration of ways to increase the impact of the Sphere, for example by having some routes through open throughout the day and night. This will, however, be dependent on ensuring safety.
- While the panel supports the idea of the different podium levels, it is not evident at the moment that they will encourage movement through the site.

- The panel asks what might draw people to the upper podium – other than access to the building. Its use may be largely limited to times when events are taking place. The panel recommends further consideration of increasing the connectivity between the two podium levels, as well as their use.

#### *Architectural expression*

- As a spectacle, the Sphere is compelling. The panel considers that there is little scope for it to comment on its design as a dome, as this is established as the Madison Square Garden ‘brand’. The images presented of both the interior and exterior of the building are, however, impressive.
- An important and complex discussion is to be had on the Sphere’s LED distribution zoning. The panel recommends careful consideration of the impact of the LED panels when illuminated, including on neighbouring residential properties.
- A maintenance strategy, including cleaning, also needs particular attention in order to ensure the quality of the building’s appearance – its glitz and bling – over the long term. The panel notes that the intention is to include discreet horizontal rails to facilitate cleaning, and this would be strongly supported as an alternative to projecting gantries.

#### *Public realm and landscape design strategy*

- The panel repeats the point above about maximising the potential of the Sphere to create strong connectivity across and through the site.
- The panel supports the idea of the upper podium being used as a social space.

#### *Microclimatic conditions*

- It is encouraging that thought is already being given to mitigating prevailing winds at the podium and upper podium levels. Mitigation may include trees and other features within the public realm.

#### *Accessibility and inclusive design*

- The panel notes that the proposal for the Sphere has been considered by the LLDC Built Environment Access Panel (BEAP).
- Particular attention needs to be given to the transition between levels: street (level 01); podium (level 02); and upper podium (level 03).

- The scale of the Sphere is large – with substantial distances to be negotiated if moving around and up and down the different levels. This presents a challenge – but also an opportunity to look at things differently and provide different choices for moving around.

*Next steps*

- The Quality Review Panel encourages the design team to continue to develop the design for the Madison Square Garden Sphere, taking into account the comments above, and in consultation with planning officers.
- It would welcome the opportunity to comment again as details of the design are developed further.

# File Note

# ARUP

13 Fitzroy Street  
London  
W1T 4BQ  
United Kingdom  
www.arup.com

t +44 20 7636 1531  
d +44 20 7755 2758

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Project title LLDC Environmental

Job number

248753-02

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cc

File reference

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Prepared by

Date

2 August 2018

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Subject MSG Sphere London - Review of Draft Energy Statement and comments on pre-application meeting

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## Introduction

Arup attended a pre-application meeting regarding energy and sustainability with the applicant on the 20<sup>th</sup> July 2018. The applicant's engineer, ME Engineers, presented a draft of the energy strategy and an overview of the approach to sustainability. The proposed approach and discussions are summarised below. Arup recommendations, based on the information provided, are highlighted in bold text.

## Energy Strategy

The Energy Strategy approach follows the "Be Lean, Be Clean, Be Green" approach required by LLDC Policy S.2 and London Plan Policy 5.2.

The applicant has used the Building Regulations National Calculation Methodology (NCM) for the calculation of regulated energy use. This is in line with policy and the Mayor's guidance. In the meeting, and the draft Energy Statement, the applicant raises the issue that the NCM is likely to significantly underestimate the actual energy use of the building due to the standard "profiles" that are applied to occupancy and operational factors. The applicant suggested that some method of accounting for this "performance gap" could be agreed with LLDC.

While this is a welcome suggestion, it should be noted that the NCM methodology presented is the one outlined in the Mayor's guidance and is the same one that would be used for any other building type. A number of studies carried out in the UK have shown that in-use energy is typically 2-5 times higher than the energy use predicted during design<sup>1</sup> i.e. this energy underestimation issue is not specific to unusual building types although it will tend to be exacerbated where the spaces have unusual or highly variable uses.

The applicant suggested that if the LLDC wished to pursue a more accurate estimation of in-use energy, an energy model could be produced following the alternative CIBSE TM54 methodology. A CIBSE TM54 model is a more detailed dynamic energy model which includes unregulated loads (e.g. lifts, catering equipment, small power) and usage profiles that are specific to the building and

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<sup>1</sup> <https://www.cibse.org/getmedia/55cf31bd-d9eb-4ffa-b2e2-e567327ee45f/cb11.pdf.aspx>

## File Note

248753-02

2 August 2018

the likely usage. The applicant suggested that this could be compared to in-use energy monitoring over the first few years of operation with an agreed condition put in place that exceedance of the target would be offset by a payment to the LLDC offset fund.

While this would be a good approach to incentive more efficient operation of the building, it should be noted that this is beyond the policy requirements in the LLDC Local Plan.

The draft Energy Statement shows a reduction of 4.7% from the Building Regulations Part L baseline through energy efficiency measures (“Be Lean”) and a 22.5% reduction through connection to the ENGIE district energy system (“Be Clean”).

ENGIE have been approached to provide 100% of the heating for the development and a significant portion of the cooling. It is not clear at this stage whether there would be any impact on other schemes currently in development if this amount of capacity is withdrawn from the district system for a single building. **If possible, the applicant and ENGIE should provide some detail around this in the submitted Energy Statement to demonstrate that the committed CO<sub>2</sub> reductions of other consented schemes will not be adversely affected by the connection of this building.**

The draft Energy Statement argues that no renewables are feasible for the site and therefore no contribution from the “Be Green” element of the energy hierarchy is anticipated. The GLA recommends that energy reduction on site is maximised before recourse to offsetting payments.

**It is recommended that the applicant provides further details on the feasibility of renewables.**

A number of technologies (e.g. photovoltaics and heat pumps) appear to be technically feasible but have been ruled out without further viability assessment. We would expect to see the potential contribution of these technologies analysed in more detail and efforts made to overcome potential issues in order that they could be incorporated.

The overall CO<sub>2</sub> emissions reduction proposed is 27.2% which is a shortfall of 7.8% against LLDC and GLA policy (35%). At the current offsetting rate of £60 per tonne per year for 30 years, this would attract an offset payment of approximately £250,000. **Currently full BRUKL reports for the building at each stage of the energy hierarchy have not been provided. These should be included in the final submission.**

Currently overheating is not addressed in the Energy Statement which is recommended in the Mayor’s guidance on preparing energy assessments. Although it is recognised that there will be a need for cooling, **it is recommended that the cooling hierarchy is referenced specifically to demonstrate how cooling requirements have been minimised. For this building, this should include measures incorporated to minimise internal heat gains from equipment and lighting.**



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## Sustainability Strategy

The applicant has proposed that the building could achieve a BREEAM Excellent rating under the BREEAM 2014 Bespoke scheme. This exceeds the requirement within LLDC Policy S.4 and is welcomed.

A number of considerations for the sustainability strategy were summarised – **these should be presented in the context of LLDC policy and the applicant should focus on how outcomes will be validated in the completed building e.g. reduction of embodied carbon impacts.**

**The applicant is reminded that Policy S.5 should be specifically addressed and the measures incorporated to maximise opportunities to reduce water use should be clearly stated.** This should include internal water use and any external water use (e.g. for façade cleaning, irrigation, etc).

**London Legacy Development Corporation**

**Meeting date: 24<sup>th</sup> July 2018**

**Time: 14:30 pm**

**Venue: LLDC**

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## **Presentation to members on Scheme**

### **Issues raised:**

- **Stratford Station**
- **Quality of Landscaping on the podium**
- **Accessibility of venue**
- **Cumulative impact with other venues**

## London Legacy Development Corporation

**Meeting date: 25<sup>th</sup> July 2018**

**Time: 14:30**

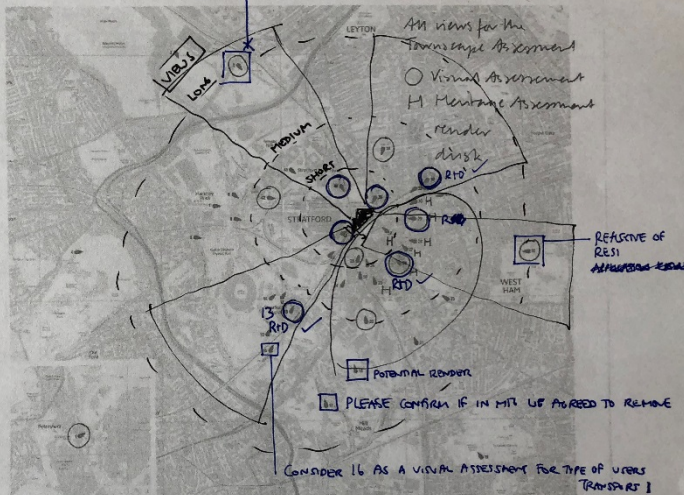
**Venue: LLDC**

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### **Attendees: LLDC, DP9, ARUP, Miller Hare**

- LLDC to feedback on baseline 2022 and 2031 and methodology.
- Each view will have 5 images – existing/baseline 2018, 2022 (evolved) and 2031 (evolved). Then wireline for 2022 (evolved) + wireline 2031 (evolved).
- 6 renders – same scenarios.
- Proposing one ‘active’ mode.
- Justification for blue render to be made.
- Night views – likely to be wireline
- How is glare analysis represented within views
- Kinetic views to be explored and possibly to form part of the assessment. Single fixed point only. Location to be agreed. Would provide LLDC with a look and feel for the typical display of the sphere in on mode.
- ARUP Comments/Mark up attached via link:  
<https://arup.sharefile.com/d-s932b3144aad46508>

- 1 LVMF BA.11 King Henry VIII's Mound
- 2 Hackney Marshes: football fields
- 3 Lee Valley Hockey and Tennis Centre - north-east corner
- 4 Victoria Park: footpath north from Queen's Gate
- 5 White Post Lane: bridge over River Lee Navigation
- 6 Queen Elizabeth Olympic Park: Eastcross Bridge
- 7 Queen Elizabeth Olympic Park: East Wick
- 8 Queen Elizabeth Olympic Park: Watenden Road - bridge over River Lee
- 9 Jubilee Greenway: The View Table
- 10 Queen Elizabeth Olympic Park: Thornton Bridge
- 11 Queen Elizabeth Olympic Park: South Lawn
- 12 Queen Elizabeth Olympic Park: Arcadormital Orbital
- 13 Pudding Mill Lane Station
- 14 Three Mills Green: south
- 15 Abbey Mills Pumping Station
- 16 Memorial Recreation Ground - south-east corner
- 17 Channelsea Path, alongside Kersnon Road
- 18 Northam Street, looking north along Rokaby Street
- 19 West Ham Park
- 20 Stratford Park - entrance from Denham Road
- 21 Carpenter's Estate: Gibbins Road open space
- 22 Stratford High Street, junction with Broadway
- 23 West Ham Lane - east
- 24 Broadway, entrance to Stratford Office Village
- 25 The Grove, opposite Great Eastern Road
- 26 The Grove, corner with Manby Grove
- 27 Manby Grove, corner with Water Lane
- 28 Maryland Point
- 29 Maryland Station
- 30 Great Eastern Road, junction with Station Street
- 31 Pedestrian Footbridge between Jupp Road and Station Street
- 32 Great Eastern Road, junction with Angel Lane
- 33 Angel Lane, corner with Windmill Lane
- 34 Henniker Road, north of Colgrange Primary School
- 35 Penny Brook Street, junction with Montfichet Road
- 36 Queen Elizabeth Olympic Park: East Village - Victory Park
- 37 Olympic Park Avenue Bridge - north
- 38 Montfichet Road, outside Stratford Place
- 39 Montfichet Road



Views for Visual Assessment  
Wireline / render / dusk / R10  
July 2018 mJH@here

Views list July 2018

	LLDC request	Wireline Render	Dusk	Townscape (T) Heritage (H) Visual (V)	RELEVANCE OF RES1
1	LVMF BA.11 King Henry VIII's Mound	W		T, V + H ?	
2	Hackney Marshes: football fields	W		T	
3	Lee Valley Hockey and Tennis Centre - north-east corner	W		T, V	
4	Victoria Park: footpath north from Queen's Gate	W		T	POTENTIAL REMOVAL (more relevant)
5	White Post Lane: bridge over River Lee Navigation	W		T	
6	Queen Elizabeth Olympic Park: Eastcross Bridge	W		T	
7	Queen Elizabeth Olympic Park: East Wick	W		T	POTENTIAL REMOVAL?
8	Queen Elizabeth Olympic Park: Watenden Road - bridge over River Lee	W		T	
9	Jubilee Greenway: south of London Stadium	relocated	W	T	
10	Queen Elizabeth Olympic Park: Thornton Bridge	W		T	
11	Queen Elizabeth Olympic Park: South Lawn	W		T	
12	Queen Elizabeth Olympic Park: Arcadormital Orbital	W		T	
13	Queen Elizabeth Olympic Park: South Lawn	R standby and active	Dusk	T, V	
14	Queen Elizabeth Olympic Park: Arcadormital Orbital	W		T	
15	Pudding Mill Lane Station	relocated	W	T + V	
16	Three Mills Green: lookout point in Wild Kingdom	relocated	W	T	ATTEMPT
17	Abbey Mills Pumping Station: south	relocated	W	T	NOT VISIBLE
18	Memorial Recreation Ground - south-east corner	relocated	W R 30%	T + V	SMOKE LAYERS RENDER
19	Channelsea Path, alongside Kersnon Road	W		T, V	
20	Northam Street, looking north along Rokaby Street	W		T	
21	West Ham Park	W		T, V	
22	Stratford Park - entrance from Denham Road	W		T	COULD BE DELETED

NOTED NO WIRELINE OF MSG LAY PRESENT  
APPLICANT TO RE-SUBMIT VIEWS WITH MSG WIRELINE TO ALLOW FOR REVIEW  
Tavernor TBHVIA Methodology Issued to LLDC  
Stratford Garden 18 July 2018

24	Carpenter's Estate: Gibbins Road open space		W	T, H	
25	Stratford High Street, junction with Broadway		W	T, H	
26	West Ham Lane - east	relocated	R standby and active	Dusk T, H, V	
27	Broadway, opposite St John's Church	relocated	W	T, H	
28	Broadway, entrance to Stratford Office Village		W	T, H	
29	The Grove, opposite Great Eastern Road		W R 30%	T, H, V	PHO PH 30-00%
30	The Grove, corner with Manby Grove		W	T, H, V	
31	Manby Grove, corner with Water Lane		W	T	
32	Maryland Point		W	T + V	
33	Maryland Station		R standby and active	Dusk T, V	
34	Great Eastern Road, junction with Station Street		W	T	
35	Station Street	relocated	W	T, V	
36	Pedestrian Footbridge between Jupp Road and Station Street		W	T + V	
37	Great Eastern Road, junction with Angel Lane		W	T, H	
38	Angel Lane, corner with Windmill Lane		R standby and active	T, V	
39	Henniker Road, north of Colgrange Primary School	relocated	W	T, V	
40	Penny Brook Street, junction with Montfichet Road		R standby and active	T, V	
41	Queen Elizabeth Olympic Park: East Village - Victory Park	relocated	W	T	
42	Olympic Park Avenue Bridge - north		W	T, V	
43	Montfichet Road, outside Stratford Place	relocated	R standby and active	T, V	
44	Montfichet Road		W	T	

See annotated MillerHare views map attached for view locations.  
ALL RELOCATED ONE AS AGREED IN PREVIOUS MEETING + AGREED IN JULY MEET.

- Key actions for the applicant is to address the material of the structure, and propose relevant on and off modes/render/image selection. (these should be selected and agreed as the most relevant – ie typical output)
- Would be useful to retain add ZTV as a page.

- Would be useful to see another round or draft with the scheme dropped into the actual photos

## London Legacy Development Corporation

**Meeting date: 27<sup>th</sup> July 2018**

**Time: 10:30 pm**

**Venue:** LLDC meeting room 10, Level 10, 1 Stratford Place, Montfichet Road,  
London, E20 1EJ

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### **Attendees: LLDC, DP9, MP**

- Introductions
- Operations experience to date
- Anticipate draft of event management plan to be available for comments within 6 weeks.
- Detail of what is considered Framework Management Plan and Operational Management Plan needs to be agreed.
- LLDC need to understand how the profile of events affects the management procedure
- Licensing to follow planning - no longer to run in tandem
- Modelling to look at a full range of events and profiles – not just full capacity
- i.e. family shows
- Need to establish whether all event types can operate at the times proposed?
- Contingency in case night tube stops?/extends?
- Need to agree principle of resourcing - who will be responsible for areas outside stations, who pays and where this will be secured.
- How late will Maryland/Crossrail finish?
- How will route to and from Maryland be managed?
- Coordination between venues will be a key consideration.
- Wayfinding – in the future more likely to be more software focused compare to traditional methods.
- How managed by a planning condition?
- Important for MSG to coordinate with Park Advisory Group, Safety Advisory Group and Construction Management Group.
- LLDC to use experience of Stadium Event Management as basis for best practice
- Applicant to review Stadium Management Plan and to tell us if they will not doing anything within that document

**Site Address:**

**Land off Angel Lane, Stratford City**

### **Montfichet Meeting Comments**

Planning ref (if applicable):

Preapp/18/00014

Date of meeting:

03.08.2018

Application / meeting type:

Preapp

Client:

Stratford Garden Property Limited

Architect:

Populous

## **1. Public Realm**

### **Angel Lane**

We welcome the applicant's proposal and aspiration to create an inclusive, inviting, landmark entry to the site. We would also advise the applicant to consider the following:

- The proposal included a long switchback ramp. Resting and breakout areas along this length should be introduced. The applicant should consider the introduction of a lift in this location in addition to the ramp.
- The ramp gradient of 1:18 is quite steep. The applicant should achieve a 1:21 ramp.
- We welcome the proposal to use LLDC standard materials and street furniture. However, we need to understand the proposals for the MSG public realm and how these work together.
- We understand why the number of bollards proposed are required however we are concerned with the character this will create. We would encourage the applicant to explore using alternative HVM measures to bollards, e.g. planters, seating, bicycle parking and to integrate this into their design where there are opportunities.
- We encourage the applicant to try to introduce planting on the street where possible.
- There seems to be come potential pinch points along the street where the bollards are. Please confirm that an adequate width for wheelchair passage is achieved.
- We are interested to understand how the edge of the podium / vehicular access road will be treated.

## Montfichet

We are pleased that the applicant is looking at reducing the width of the carriageway and extending the extent of the scheme. The applicant noted that the drawing contained in the presentation is not the correct drawing. Please issue the updated drawing for review. Please note the drawings provided were not of a scale, resolution or quality to enable a full and proper assessment of the scheme and that appropriate drawings should be issued to remedy this.

We would advise the applicant to also consider the following:

- Please find attached site boundary drawing showing the extent of Montfichet Road that we believe should be considered.
- We are not convinced with the bridge landing as proposed. Based on the drawings and images to date there is a concern that the proposed landing creates issues in relation to access, inclusivity, safety and security. The location of the lift is particularly problematic as it is concealed and not located along the shortest route. Suggest reviewing if the bridge could be amended to land further south on the east side of Montfichet, where the width of the extended pavement is wider. This would allow the bridge to land on the widest part of the street and would provide an opportunity for the lift to be better located.
- Please confirm the size of the lifts proposed. The applicant should consider resilience in relation to the lift strategy. What happens if a lift breaks down? How would you go about introducing another lift?  
LLDC are concerned that lift provision is not sufficiently resilient for this venue taking account of the volume of patrons that are anticipated to access the site from Montfichet and the anticipated number of event days.
- We are aware of the challenges of managing inclusive access across different levels given our recent experience with the Stratford Waterfront Development. We would suggest a workshop session where we can share how we have addressed these challenges and explore options with you.
- We would encourage the applicant to explore alternative HVM measures to bollards, e.g. planters, seating, bicycle parking where there are opportunities
- The applicant is proposing to remove most of the trees. Please confirm other areas along Montfichet Road where trees could be relocated, e.g. the east side of Montfichet Road.
- We need to see what options have been appraised for landing the bridge on the west side of Montfichet (drawings etc)
- We welcome the proposal to use LLDC standard materials and street furniture. However, we need to understand the proposals for the MSG public realm and how these work together. A maintenance bond may be required for exceptional items on the public highway that are not within LBN current stock.
-



- We encourage the applicant to straighten the alignment of the cycle route so that it is more direct.
- In addition, as the cycle lane is to be segregated and will be at carriageway level (with a level difference and kerb upstand from the main footway), the design detail of how the trip hazards can be minimised on the egress route will require to be considered.
- We need to understand the branding and wayfinding strategy in relation to the whole site and the reconfigured bridge landing. We are also concerned with the impact of the current proposal on the Engie building.
- Crowd management arrangements – we will need details of the required road closures and cycle lane suspensions etc that are proposed for event days – and in particular the connections to and from the main carriageway at the locations that the cycle lane will be closed. We will also need a tasks, role and responsibilities tracker for the implementation of road closures as well, as this may need a SLA with the Local Authority for the placement of signs, barriers, etc.
- Blue Badge Car Parking Provision – we have already expressed concern as the location of parking and suggest that that user journeys and hypothetical case studies are used to interrogate the anticipated user experience of disabled customers accessing the building.
- Drop-off and pick-up – LBN has concern over safety of patrons crossing at this point (away from controlled crossing points). Furthermore, management of lay-by, especially at pick time. Private hire vehicles waiting longer at pick-up times – could cause congestion, obstruction etc. having safety implications.

**London Legacy Development Corporation**

**Meeting date: 7<sup>th</sup> August 2018**

**Time: 11:00 pm**

**Venue: City Hall**

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- Presentation of scheme

Key issues discussed

- Connections
- Accessibility
- Public access to podium
- Crowd Management
- Stratford Station
- Night-time economy
- Advertising
- Design – Sphere exterior
- Opportunities for linkages with other arts institutions/Digital Skills Academy? East Bank?

Meeting with GLA energy specialist to take place at a later date.