

From: [Daniel Davies](#)
To: Reg.13 LON
Cc: Reg.13
Subject: FW: MSG Project - Sharing NR documentation
Date: 07 December 2020 15:00:51
Attachments: [20.11.2020 Integration of New Eastern Station Entrance with Stratford Station Paper rev01 .pdf](#)
[8.12.2020 MSG Project NR update rev02.pdf](#)

Network Rail are keen to meet tomorrow to talk through their proposed mitigations. For LLDC eyes only at the moment.

Will send out an invitation shortly for 2pm tomorrow

Hoping this time is already in your diary Richard.

Thanks

Dan

From: [REDACTED] <[REDACTED]@networkrail.co.uk>
Sent: 07 December 2020 08:57
To: Daniel Davies <DanielDavies@londonlegacy.co.uk>
Subject: FW: MSG Project - Sharing NR documentation

OFFICIAL

Good morning Dan

Resending documents, hoping you can open these documents now. In any case please refer to these updated versions.

Note I would like to present on Tuesday, the enforcement mechanisms we propose applying to MSG project at Network Rail, to address all rail safety concerns and would be grateful for a discussion and advise from you and your team to refine and enhance requirements.

Many thanks and speak soon.

Kind regards

[REDACTED] FIMechE FAPM

MSG Sphere Sponsor

Network Rail

Tel: Reg.13



From: [REDACTED]
Sent: 04 December 2020 18:18
To: danieldavies@londonlegacy.co.uk
Subject: MSG Project - Sharing NR documentation

OFFICIAL

Hi Dan

Thanks for catch up yesterday, really helpful.

Reg.13 [REDACTED] has Tuesday in his diary already so should not be a problem from 2 pm, if you wish to send out invite.

Checked for his availability next Friday from 9.30 am, his diary is free if you wish to send us a meeting invite, which he can confirm on Tuesday.

As discussed I can do both Tuesday and Friday of next week.

Attached are two documents you may wish to review. Note these are not planning documents and are NR documents and relate to work I have done on the safety assurance side to satisfy ourselves at NR that we are happy with MSG proposals. The aim is also to capture additional work that will need to be done post planning approval, which I will need to include in the NR agreements I will need to develop with MSG developer, subject to planning approval.

I will be happy to go through the powerpoint slides (LLDC update) at meeting with you and your team on Tuesday or Friday, as you advise. They are based on presentations I have previously given to stakeholders and may be of interest.

Many thanks and speak soon.

Kind regards

[REDACTED] FIMechE FAPM

MSG Sphere Sponsor

Network Rail

Tel: **Reg.13** [REDACTED]



From: [Daniel Davies](#)
To: Reg.13 ; Reg.13
Cc: Reg.13 ; Reg.13 ; [LON](#)
Subject: MS
Date: 15 January 2021 12:45:58
Attachments: [RED_Section_106_Agreement_Draft_2_-_14_January_2020_HSF_v2_-_Section_106_Agreement_Draft_3_-_11_December_2020_HSF_v3.PDF](#)

Hi Reg.13

Hope all is well with you.

This is quick heads up to say we received an updated draft S106 from MSG before Christmas. I'm not sure if Ashurst received a copy at your end, here's a copy for you perusal. I know you have a meeting with NR in the coming week so figured it was timely to bring up something specific you want to review with them and your lawyers.

Specifically Schedule 7 which deals with New Stratford Station Entrance works. Extracted. Not relevant to

Extracted. Not relevant to the request

Extracted. Not relevant to the request

Suspect there may be other things you wish to comment on when you've had a chance to review.

Daniel Davies

Principal Planning Development Manager (Planning Policy and Decisions Team)

London Legacy Development Corporation
Level 10
1 Stratford Place, Montfichet Road
London
E20 1EJ

DD: 020 3288 Reg.13

Mob: Reg.13

Email: danieldavies@londonlegacy.co.uk

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From: [Daniel Davies](#)
To: [REDACTED] LON; [REDACTED]
Subject: MSG response to post Stage 1 GLA comments
Date: 19 January 2021 09:45:33
Attachments: [771b0cb9-0973-4f91-b289-bd5552584189.png](#)
[MSG Sphere - GLA response cover letter.pdf](#)

FYI – link to updated documents from MSG

Addendum energy statement to cover Zero carbon
Fire safety assessment
Response to GLA comments re transport and public safety

Worth covering in your respective reviews.

Will – can we get the relevant documents uploaded on to APAS please.

Thanks

Dan

From: [REDACTED] <[REDACTED]@dp9.co.uk>
Sent: 19 January 2021 09:02
To: [REDACTED] <[REDACTED]@london.gov.uk>
Cc: **Reg.13** [REDACTED] <**Reg.13** [REDACTED]@london.gov.uk>; **Reg.13** [REDACTED] <[REDACTED]@londonlegacy.co.uk>; Daniel Davies <DanielDavies@londonlegacy.co.uk>; Chris Goddard <chris.goddard@dp9.co.uk>
Subject: RE: Land off Angel Lane GLA officer-level response to consultation

Hi [REDACTED]

Further to your email below, please find the attached cover letter that responds to the post-stage 1 comments.

The cover letter refers to the following information which can be accessed here (<https://we.tl/t-K6dEW2yRes>):

- Response to post-stage 1 comments (13th November 2020):
 - Response schedule prepared by DP9 (15th January 2021);
 - Fire Statement prepared by The Fire Surgery (9th December 2020).
- Response to energy comments (26th November 2020):
 - Response note prepared by ME Engineers (January 2021);
 - Energy Assessment addendum prepared by ME Engineers (January 2021).

Please let me know if you have any queries.

Kind regards

[REDACTED]

Reg.13

Associate Director

direct: 020 [REDACTED]

mobile: **Reg.13**

e-mail: [REDACTED]@dp9.co.uk

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SW1Y 5NQ

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Extracted - not relevant to request

18 January 2021

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FAO **Reg.13**

Dear **Reg.13**

MSG SPHERE, STRATFORD (GLA REF: GLA/4752)

Introduction

On behalf of our client, Stratford Garden Development Ltd (the Applicant), we write in response to the Greater London Authority (GLA) post-stage 1 comments in relation to the applications for Planning Permission and Advertisement Consent (reference: 19/00097/FUL and 19/00098/ADV) (the Applications) for MSG Sphere.

MSG Sphere will be a world leading, technologically advanced entertainment and music venue, which will strengthen London's position as a world class visitor destination, and deliver a range of significant planning benefits:

- Supporting Stratford's Metropolitan Centre designation;
- Supporting the growth and diversification of the visitor economy and night-time economy in Stratford and London;
- Funding a new entrance to Stratford Station off the eastern side of Montfichet Road;
- Delivering substantial economic benefits, including generating a significant quantum of employment opportunities in Stratford and across the UK. Construction of MSG Sphere would support up to 4,300 jobs annually – 1,000 of them on site. Once the venue opens, it would support 3,200 jobs every year – 1,200 of which are on site. All on-site jobs during the construction and operational phases will be paid at least the London Living Wage (LLW);
- Providing significant financial contributions towards employment and training initiatives for local residents. The Applicant has made a commitment to ensure at least 35% of onsite construction jobs and 35% of onsite operational jobs – from senior managers to venue operations staff – go to local people;
- Delivering an exceptionally high quality, iconic landmark building;
- Unlocking the accessibility of the Site by delivering four new public connections, which will significantly improve the accessibility of Stratford town centre and provide valuable connection points between East and West Stratford;

- Delivering high quality, inclusively designed publicly accessible open space, and financial contributions towards highways and landscaping improvement works along Montfichet Road and Angel Lane;
- Providing a sustainable development which has excellent public transport accessibility;
- Delivering a community programme, including the use of the small music venue for community events; and
- Delivering a significant contribution towards Mayoral Community Infrastructure Levy.

Response to the GLA post-stage 1 comments

The GLA post-stage 1 responses comprise the letter dated 13th November 2020 and specific comments on the energy assessment (memo dated 26th November 2020).

The following information is enclosed with this letter to respond to the post-stage 1 comments:

- Response to post-stage 1 comments (13th November 2020):
 - Response schedule prepared by DP9 (15th January 2021);
 - Fire Statement prepared by The Fire Surgery (9th December 2020).
- Response to energy comments (26th November 2020):
 - Response note prepared by ME Engineers (January 2021);
 - Energy Assessment addendum prepared by ME Engineers (January 2021).

Summary

We trust this letter and associated enclosed information ensures the GLA are in a position to fully support the Application and ensure the significant benefits associated with the proposed development are delivered at the earliest opportunity:

Please contact Chris Goddard or **Reg.13** at this office if you have any queries or wish to discuss any matters in further detail.

Yours sincerely,



DP9 Ltd.

Cc Daniel Davies, Planning Officer, London Legacy Development Corporation

From: [Lyn Garner](#)
To: [Anthony Hollingsworth](#)
Subject: FW: MSG application
Date: 26 January 2021 17:36:40
Attachments: [image001.png](#)
[MSG TfL further comments Draft 080121.pdf](#)

Not sure why she has sent this to me instead of you....

Lyn Garner - Chief Executive

Queen Elizabeth Olympic Park

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E20 1EJ

M: **Reg.13**

PA: **Reg.13**

DDI: +44 (0)20 3288 **Reg.13**

Email: **Reg.13** [@londonlegacy.co.uk](#)

Website: www.QueenElizabethOlympicPark.co.uk



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From: **Reg.13** [mailto:**Reg.13**@tfl.gov.uk]
Sent: 26 January 2021 17:35
To: Lyn Garner <LynGarner@londonlegacy.co.uk>
Cc: **Reg.13** <**Reg.13**@tfl.gov.uk>; **Reg.13** <**Reg.13**@tfl.gov.uk>; Daniel Davies <DanielDavies@londonlegacy.co.uk>
Subject: MSG application

Dear Lyn,

I'm emailing to update you on the latest TfL position with the MSG application ahead of our formal response.

As you know discussions are still ongoing with Network Rail and TOCs and our full response is pending the conclusions of NR's internal review since this could have a bearing on our position – we understand that they are soon to feedback and we encourage you to expedite that.

As you're aware there have been ongoing meetings with NR and TOCs to review modelling outputs etc and to try to establish shared intentions for mitigation & obligations and we would welcome any assistance from LLDC to resolve these. In particular:

- Extracted. Not relevant to the request

Extracted. Not relevant to the request

- Extracted. Not relevant to the request

- Extracted. Not relevant to the request

- NE entrance - operation and management agreements for cost neutral operation to TfL.

In terms of our top asks for mitigation where we will need your support (we'd be happy to discuss how these could be secured in planning terms):

- Extracted. Not relevant to the request

- Extracted. Not relevant to the request

- Full costs of Stratford station NE entrance and event staffing uplift for 10 years, and other areas across station / local area (TfL cannot be obliged to operate NE entrance on non MSG-event days if S106 only secured for MSG event days).

- Extracted. Not relevant to the request

Extracted. Not relevant to the request

We are happy to meet to discuss this and would also welcome your support in pressing NR on their timescales.

Regards

Reg.13

Reg.13 | Area Manager North
Spatial Planning | City Planning

Phone: **Reg.13**, Auto: **Reg.13**

Level 9, 5 Endeavour Square, Westfield Avenue, Stratford E20 1JN

Reg.13 @tfl.gov.uk

During these unprecedented times we aim to provide our usual service with our planning team working remotely. However many of our TfL colleagues have been furloughed. Our responses therefore may not be as timely or as complete as usual and we will adapt our arrangements to minimise disruption to you. Where possible we will

From: [Redacted] LON
To: [Daniel.Davies](#)
Cc: [Redacted]
Subject: RE: MSG Transport Report
Date: 28 January 2021 16:46:39
Attachments: [Traffic and Transport Report section Jan 2021.odt](#)

Dan

At long last, a first draft. You will see a number of places where we need to decide what to say plus potential added info – and noted things to check. I am assuming you will include in the main part of the report most of the description of the Sphere but can obviously move things about.

Let's discuss once you have had a look to see whether this is the right level of detail – I guessed at a circa 10 pages was the sort of length you would want.

Regards

[Redacted] | [Jacobs](#) | Director of Transport Planning
M: +44 (0) [Redacted] | [Redacted] | [@jacobs.com](#)
Cottons Centre Cottons Lane | London SE1 2QG | United Kingdom
[www.jacobs.com](#) | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

From: Daniel Davies <DanielDavies@londonlegacy.co.uk>
Sent: 26 January 2021 11:29
To: [Redacted] LON <[Redacted]@jacobs.com>
Cc: [Redacted] <[Redacted]@londonlegacy.co.uk>
Subject: [EXTERNAL] MSG Transport Report

Hi [Redacted]

Just checking in on the MSG report we discussed. How are you getting on?

Do you think I will have a draft this week?

Best,

Daniel Davies
Principal Planning Development Manager (Planning Policy and Decisions Team)

London Legacy Development Corporation
Level 10
1 Stratford Place, Montfichet Road
London
E20 1EJ

DD: 020 3288 [Redacted]
Mob: [Redacted]
Email: danieldavies@londonlegacy.co.uk

I work flexibly, so while it sometimes suits me to email outside of normal working hours, I do not expect a response outside of your own.

From: [Daniel Davies](#)
To: [REDACTED] [Reg.13](#); [Reg.13](#) (Town Planner); [Reg.13](#); [Reg.13](#); [Reg.13](#)
Cc: [Anthony Holdsworth](#)
Subject: [MSG Sphere S106 Transport Mitigation \(Meeting between LLDC, TfL and NR\)](#)
Attachments: [image001.jpg](#)
[Section 106 Agreement Draft 3 - 11 December 2020 HSF.DOC](#)

Hi all,

LLDC is proposing a S106 meeting with MSG on Friday and it would be beneficial for us to meet with you (TfL and Network Rail) in advance of this to understand your respective positions on the mitigation proposed

A series of obligations have been suggested (attached) which hopefully you will have already seen and I am looking to understand your respective positions on these obligations (Schedule 7), and whether there are any other obligations you consider would need to be imposed to make the applicant acceptable (assuming there are any)

We are targeting a committee date in March which means concluding on the transport piece in Feb will be critical to my assessment and ultimately my recommendation

Hopefully you can make this time. If you can't just let Will or me know

Best wishes,

Daniel Davies
Principal Planning Development Manager (Planning Policy and Decisions Team)

London Legacy Development Corporation
Level 10
1 Stratford Place, Montfichet Road
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DD: 020 3288 [REDACTED]

Mob: [Reg.13](#)

Email: danieldavies@londonlegacy.co.uk <<mailto:danieldavies@londonlegacy.co.uk>>

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From: [Daniel Davies](#)
To: [REDACTED] LON
Subject: MSG Transport Report
Date: 05 February 2021 10:40:54
Attachments: [Traffic and Transport Report section Jan 2021_DD Comments.docx](#)

Hi **Reg.13**

Some comments from me.

Mainly on linking the language of effects back to the ES. I get the impression their reporting is biased towards presenting positive effects. I'm happy to report this where we think there is underreporting.

For example they don't seem to have allowed for residual effects on the pedestrian environment to concurrently have beneficial and adverse effects. I suspect this is to do with how they have defined receptor groups.

Let me know if you disagree. Hopefully self-explanatory – otherwise lets pick this up once you've had a chance to read through.

Best wishes,

Daniel Davies
Principal Planning Development Manager (Planning Policy and Decisions Team)

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1 Stratford Place, Montfichet Road
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E20 1EJ

DD: 020 3288 [REDACTED]

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From: Daniel Davies
Sent: 04 February 2021 12:57
To: Reg.13 [REDACTED] LON' <[REDACTED]@jacobs.com>
Cc: Reg.13 [REDACTED] <[REDACTED]@londonlegacy.co.uk>
Subject: RE: MSG Transport Report

Hi Reg.13

Just wanted to give some feedback on the first draft – which I have to say is superhelpful and pitched at the right level of detail. Thanks for doing this.

Inevitably there are some areas where I'll probably need more, some of which you have already highlighted so I'm comfortable with the general direction. It will be next week before I get back to you on this. Will try for sooner rather than later. I honestly don't think it will be much -i.e. probably putting a figure on things like cycle parking now the London plan is adopted etc etc.

Just so you know I targeting having a draft ready to issue for [REDACTED] for w/c 22. At least that's what I've set myself.

Aim is to go to committee in March...(usual caveats apply of course)

It's game on.

Daniel Davies
Principal Planning Development Manager (Planning Policy and Decisions Team)

London Legacy Development Corporation
Level 10
1 Stratford Place, Montfichet Road
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E20 1EJ

DD: 020 3288 [REDACTED]
Mob: Reg.13 [REDACTED]
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From: Reg.13 [REDACTED] LON <Reg.13 [REDACTED]@jacobs.com>
Sent: 28 January 2021 16:47
To: Daniel Davies <DanielDavies@londonlegacy.co.uk>
Cc: Reg.13 [REDACTED] <[REDACTED]@londonlegacy.co.uk>
Subject: RE: MSG Transport Report

Dan

At long last, a first draft. You will see a number of places where we need to decide what to say plus potential added info – and noted things to check. I am assuming you will include in the main part of the report most of the description of the Sphere but can obviously move things about.

Let's discuss once you have had a look to see whether this is the right level of detail – I guessed at a circa 10 pages was the sort of length you would want.

Regards

Reg.13 [REDACTED] | [Jacobs](#) | Director of Transport Planning
M: +44 (0)Reg.13 [REDACTED] | [Reg.13 \[REDACTED\]@jacobs.com](#)
Cottons Centre Cottons Lane | London SE1 2QG | United Kingdom
[www.jacobs.com](#) | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

From: Daniel Davies <DanielDavies@londonlegacy.co.uk>
Sent: 26 January 2021 11:29
To: Reg.13 [REDACTED] LON <Reg.13 [REDACTED]@jacobs.com>
Cc: Reg.13 [REDACTED] <[REDACTED]@londonlegacy.co.uk>
Subject: [EXTERNAL] MSG Transport Report

Hi Reg.13 [REDACTED]

Just checking in on the MSG report we discussed. How are you getting on?

Do you think I will have a draft this week?

Best,

Daniel Davies
Principal Planning Development Manager (Planning Policy and Decisions Team)

London Legacy Development Corporation
Level 10
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DD: 020 3288 [REDACTED]
Mob: Reg.13 [REDACTED]
Email: danieldavies@londonlegacy.co.uk

I work flexibly, so while it sometimes suits me to email outside of normal working hours, I do not expect a response outside of your own.

From: Daniel Davies
To: [REDACTED] /LON
Cc: Anthony Hollingsworth; [REDACTED]
Subject: FW: MSG – TfL Spatial Planning response
Date: 09 February 2021 20:54:29
Attachments: [Land to the West of Angel Lane TfL further comments Report 090221_FP.pdf](#)
[Land to the West of Angel Lane TfL further comments Cover Letter 090221_FP.pdf](#)

TfL comments on MSG.... no obvious surprises from my initial flick through. the cover letter is concise summary.

We can pick up on the headline points with them and NR tomorrow.

Dan

From: Reg.13 [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: 09 February 2021 20:08
To: Daniel Davies <DanielDavies@londonlegacy.co.uk>; Reg.13 [REDACTED]
<[REDACTED]@londonlegacy.co.uk>
Cc: Reg.13 [REDACTED] (Town Planner)' <Reg.13 [REDACTED]@networkrail.co.uk>; Reg.13 [REDACTED]
<[REDACTED]@tfl.gov.uk>
Subject: MSG - TfL Spatial Planning response

Dan,

Please find attached from TfL Spatial Planning a cover letter and accompanying detailed comments.

Please let me know if you'd like to discuss any part of this with me and Network Rail.

Regards

[REDACTED] | Principal Planner
Spatial Planning (North) | City Planning
Mobile: [REDACTED]
Level 9 (9B4), 5 Endeavour Square, Westfield Avenue, Stratford E20 1JN
[REDACTED]@tfl.gov.uk

Please note I work Monday – Thursday only, and currently working remotely.

During these unprecedented times we aim to provide our usual service with our planning team working remotely. However many of our TfL colleagues have been furloughed. Our responses therefore may not be as timely or as complete as usual and we will adapt our arrangements to minimise disruption to you. Where possible we will replace our face-to-face pre application service and other meetings with video and conference calling. Please contact us by email and mobile phone only and do not do not send anything by post or courier to our offices. As we will continue to monitor SpatialPlanning@tfl.gov.uk please always cc in this address as well as sending direct to individuals.

For more information regarding the TfL Spatial Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>

From: [Daniel Davies](#)
To: [Reg. 13](#), [Chris Goddard](#); [\[REDACTED\]](#); [\[REDACTED\]](#)
Cc: [Reg. 13](#)
Subject: FW: MSG - TfL Spatial Planning response
Date: 09 February 2021 22:58:46
Attachments: [Land to the West of Angel Lane TfL further comments Report 090221_FP.pdf](#)
[Land to the West of Angel Lane TfL further comments Cover Letter 090221_FP.pdf](#)

Hi [Reg. 13](#)

Please find attached comments from TfL Spatial Planning on the application. We may want to cover the headlines this ground on Friday. Covering letter is a relatively concise place to start.

Regards

Daniel Davies
Principal Planning Development Manager (Planning Policy and Decisions Team)

London Legacy Development Corporation
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London Legacy Development Corporation, Level 10, 1 Stratford Place, Montfichet Road,

From: [Daniel Davies](#)
To: [REDACTED] LON; **Reg.13**
Cc: [Anthony Hollingsworth](#); **Reg.13**
Subject: MSG - Network Rail Reps
Date: 10 February 2021 13:17:15
Attachments: [image001.png](#)
[NR Reps MSG S106 Obligation and Conditions.pdf](#)
[MSG Applications - NR Representations 10 Feb 2021.pdf](#)

Update representation from Network Rail – support with reservations

Reasonably clear and concise in what it wants. Can discuss when we meet with them later on.

Dan

From: **Reg.13** (Town Planner) <[REDACTED]@networkrail.co.uk>
Sent: 10 February 2021 13:06
To: Daniel Davies <DanielDavies@londonlegacy.co.uk>
Cc: **Reg.13** <[REDACTED]@networkrail.co.uk>; **Reg.13** <[REDACTED]@tfl.gov.uk>; **Reg.13** <[REDACTED]@tfl.gov.uk>
Subject: RE: MSG - NR Reps

OFFICIAL

Hi Dan,

Apologies, please ignore my previous email as I sent the wrong versions. See attached instead.

Many thanks



Reg.13
Head of Planning 1 Group Property
A: 1 Eversholt Street London NW1 2DN
M: **Reg.13**
E: **Reg.13** <[\[REDACTED\]@networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)>
W: www.networkrail.co.uk/property
T: [@Spotlight_NR](#)
Diversity and Inclusion Champion

From: **Reg.13** (Town Planner)
Sent: 10 February 2021 12:07
To: Daniel Davies <DanielDavies@londonlegacy.co.uk>
Cc: **Reg.13** <[REDACTED]@networkrail.co.uk>; **Reg.13** <[REDACTED]@tfl.gov.uk>; **Reg.13** <[REDACTED]@tfl.gov.uk>
Subject: MSG - NR Reps

OFFICIAL

Hi Dan,

Please find attached a copy of Network Rail's representation on the MSG planning application and advertisement consent applications.

Happy to discuss.

Kind regards



Reg. 13
Head of Planning 1 Group Property
A: 1 Eversholt Street London NW1 2DN
M: **Reg. 13**
E: **Reg. 13** [@networkrail.co.uk](mailto:Reg.13@networkrail.co.uk)
W: www.networkrail.co.uk/property
T: [@Spotlight_NR](https://twitter.com/Spotlight_NR)
Diversity and Inclusion Champion

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Requested S106 Obligations, Conditions and Informatives

S106 Obligations

1. Station Entrance

New Station Entrance and Associated Station Works

Applicant to confirm funding of the total cost of the design, construction and management of the new station entrance and associated station works, to include:

- New Station entrance at Platform 12, including a new ticket hall with ticket gates, and new operators staff accommodation. To be built in accordance with the appropriate Network Rail and Railway Standards
- 8m wide 2-way stairs to the Eastern Subway
- Step-free access to subway level by provision of a lift to the top of the Eastern Subway
All of this would need detailing in the Station Change
- Wayfinding and signage related to the use of the new entrance
- Systems fit out, related to the operation of the new eastern entrance
- Other congestion relief measures including but not limited to interventions to Platform 6&8 and staircases, if required, and any permanent event overlay infrastructure given the frequency of events
- Carry out all necessary Station Capacity Modelling to verify that the design of the station entrance meets all rail requirements
- Input into a revised Station Management Plan

The following pedestrian modelling shall be undertaken and the Applicant shall be responsible for the identification and delivery of any required mitigation:

- Construction phasing and impacts within the station – including external impacts that change entrance availability. Critical phases to be identified and modelled.
- Focus on platform clearance times from P6/8 under a range of sensitivity tests to reflect operational scenarios:
 - o Splits between stairs
 - o Including perturbation scenario on platform
 - o Left-behinds
 - o Changes to boarding/alighting dispersal rates – how this impacts platform clearance times
- Impact on Eastern subway under different splits assumptions.
- One-way system testing
- Detailed design of proposed ticket hall testing
- Impact on station of different MSG Sphere event attendances

The design of the proposed new entrance and associated works should be submitted to and approved by the Local Planning Authority in consultation with Network Rail, Train Operating Companies and TfL.

All works shall be completed sufficient to enable the new station entrance to be brought into operational use prior to the first use of the approved development

In addition to the above, a reasonable contribution to the funding of the staff and operation of the new entrance is required.

It should be noted that the developer will be expected to deliver and fund all further mitigation measures arising from the project construction and operation, as stipulated by Network Rail in Asset Protection Agreement(s) with the Applicant.

2. Event Management Strategy

Applicant to provide an Event Coordination and Management Strategy. The Strategy shall include but not be limited to the following:

- Confirmation of strategy of management of crowd and venue attendees during all event scenarios, with particular regard to events at nearby venues
- Confirmation of participation in existing and future event planning groups in Stratford and Queen Elizabeth Park, and at a London-wide level with other major events to relieve the impact on the transport network, with Newham Safety Advisory Group (SAG) and QEOP Licensing, Operational Planning and Safety Group (LOPSG) especially for London Stadium coincidences and short notice events.
- Confirmation of evidence of liaison and collaboration with NR, TfL and TOCs and FOCs in preparation of the Strategy
- The strategy, to be agreed with NR and Train Operators, which avoids concurrent events with nearby venues and major event operators
- Commitment to the provision of an annual event breakdown, created in consultation with NR and TfL as well as other major event operators

The proposed development shall not be operated other than in accordance with the approved Events Management Strategy.

Planning Conditions

1. Glare and Driver Distraction

Prior to first operation of the digital displays hereby approved, a Visual Display and Luminance Management Strategy shall be submitted to and approved in writing by the Local Planning Authority agreed with Network Rail, TfL and Train Operating Companies. The Strategy shall include:

- An assessment of the impact of the proposed display and luminance on rail driver distraction, station operation, railway signalling and passengers, including human factors elements centred around distraction.
- Details of proposed controls to mitigate rail driver, station operation distraction, and impact on railway signals, including, but not limited to:
 - o Restricting the brightness of the digital displays
 - o Restricting the maximum speed of moving images
 - o Times and frequency of the operation of the displays
 - o Necessary works to railway infrastructure
 - o Restrictions to the display content
 - o Zoning of the display
- The Creative Strategy that the displays will be required to comply with
- Annual Digital Displays Monitoring & Reporting Plan
- Phased Switch on of digital displays Plan regarding proposed strategy to manage familiarisation of Rail with displays.
- Rail Distraction notices escalation and response procedure

The digital displays shall not be operated other than in accordance with the approved Visual Display and Luminance Management.

2. New Station Entrance

Condition: Notwithstanding the details of the plans hereby approved, prior to first use of the development a new station entrance at Platform 12 of Stratford Station shall be provided in and shall thereafter be made available for use by the Station Facility Owner.

Reason: To ensure that pedestrian flows at Stratford Station are maintained at an appropriate level so that the station can operate in a safe and efficient manner

3. Façade Materials

Condition: Prior to construction of any relevant works, the details and performance specification of all external advertising and display materials shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail and other stakeholders. The information provided shall include details of the display performance and luminance.

Reason: To ensure that the material does not create significant harm to the operation of the railway in respect of glare and distraction.

4. Bridge Design

Condition: Prior to the start of construction, details of the design, construction and installation methodology of the railway bridges shall be submitted in writing and approved by the Local Planning Authority and agreed with Network Rail and the Train Operating Companies. Future maintenance provision shall be provided at design/construction stage.

Reason: No such information has been provided and is required to manage the risk that the construction activity and future maintenance presents to the safety, security and operation of the operational railway.

5. Foundation design

Condition: Prior to the start of construction, details of the design of the foundations and other works proposed below existing ground level shall be submitted in writing and approved by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. Construction activity shall then be carried out in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies.

Reason: To ensure that loads on, and settlement of, railway assets, structures, track and other infrastructure do not prejudice the safety or operation of the railway.

6. Drainage design

Condition: Prior to the start of construction, details of the design of the drainage shall be submitted in writing and approved by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. Construction activity shall then be carried out in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies.

Reason: To enable Network Rail to satisfy themselves that there is no increased risk to the operational railway arising from the development.

Condition: No water or effluent shall be to be discharged from the site or from the permanent works onto the railway or its associated drainage system. Details of the drainage associated with development shall be submitted in writing and approved by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. Unless otherwise agreed in writing with the Local Planning Authority in consultation with Network Rail and the Train Operating Companies, the drainage scheme shall be installed in accordance with the approved scheme and maintained in proper working order.

Reason: To ensure that the safe and efficient maintenance and operation of the railway is not prejudiced.

7. Construction safety

Condition: Construction activity on the site shall not commence until a method statement for the activity has been submitted in writing and approved by the Local Planning Authority in and agreed with Network Rail and the Train Operating Companies. The method statement shall include but not be limited to:

- onsite vehicle movements and parking. Including control of access and vehicle containment;
- safeguarding of buried services and above ground utilities;
- temporary drainage measures;
- location and height of spoil stockpiles and excavations
- position and operation of cranes and other plant
- methodology for protecting railway and assets during construction of elements closest to the railway;
- control of materials and windblown debris and dust;

Construction activity shall then be carried out only in compliance with the approved method statement unless previously agreed in writing by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies.

Reason: No such information has been provided and is required in order to manage the risk that the construction activity presents to the safety, security and operation of the railway.

8. Site layout

Condition: Prior to the start of construction the developer shall submit a site layout plan showing proximity of the development and its services to railway infrastructure for approval by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies.

Reason: To assess the effect of the development on railway safety, operation, maintenance and security.

9. Demolition

Condition: No demolition activity shall take place until the proposed methodology has been submitted in writing to and approved by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. Demolition activity shall then be carried out in accordance with the approved details unless the Local Planning Authority in consultation with Network Rail has previously agreed in writing to any change.

Reason: No such information has been provided and demolition activity could pose a risk to the safety, security and operation of the railway.

10. Buried services

Condition: Prior to the start of construction, details of the special measures, to identify and protect Network Rail, UK Power Networks and other existing buried services shall be submitted in writing to and approved by the Local Planning Authority in consultation with Network Rail. Construction shall only take place in compliance with approved measures unless the Local Planning Authority in consultation with Network Rail has previously agreed in writing to any change

Reason: No such details have been provided. These services are crucial to the operation of the railway.

11. Excavations

Condition: Prior to the start of construction activity engineering details of the size, depth and proximity to the operational railway of any excavations shall be submitted in writing to and approved by the Local Planning Authority in consultation with Network Rail. Excavations shall then be carried out in accordance with the approved details unless the Local Planning Authority in consultation with Network Rail has previously agreed in writing to any change.

Reason: No such details have been provided. To ensure that the stability railway tunnels, structures, track and other infrastructure is not prejudiced.

12. Imposed Loads

Condition: Prior to the start of construction, details of the size, loading and proximity to the railway of additional ground loads such as stockpiles shall be submitted in writing and approved by the Local Planning Authority in consultation with Network Rail. Works shall be carried out in conformity with the approved details unless the Local Planning Authority in consultation with Network Rail and the Train Operating Companies has previously agreed in writing to any change

Reason: To ensure that the stability of railway tunnels, structures, track and other infrastructure is not prejudiced.

13. Vibration

Condition: Prior to the start of construction details of the plant and equipment proposed which are likely to give rise to ground induced vibration (such as pile driving, demolition and vibro-compaction of the ground) together with predicted vibration levels, shall be submitted in writing and approved by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. Activities likely to cause vibration in the vicinity of railway infrastructure such that a peak particle velocity (PPV) of 5mm/s may be exceeded at the railway boundary will be subject to agreement in advance.

Where activities could give rise to PPV of 5mm/s or greater, a vibration and settlement monitoring regime shall be submitted in writing to for approval by the Local Planning Authority in consultation with Network Rail. It shall be put in place prior to the start of works.

Reason: No details of ground induced vibration has been provided. To ensure that vibration does not prejudice safety, operation and structural integrity of the railway.

14. Storage of hazardous materials

Condition: Details of the materials and arrangements for the storage of combustible gases or hazardous materials within 200m of railway infrastructure shall be submitted in writing and approved by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. No such materials should be introduced to the site without the prior approval of the Local Planning Authority in consultation with Network Rail and the Train Operating Companies.

Reason: In the event of fire, combustible gases present an immediate and catastrophic risk to the railway. Exclusion zones which may be required around the gas containers or hazardous materials could prevent the running of trains and incur punitive delay costs.

15. Permanent errant vehicle protection

Condition: Permanent errant vehicle protection measures are required to protect railway infrastructure, boundary fences.. The details of these shall be submitted in writing and approved by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. These errant vehicle protection measures shall be installed prior to the occupation of the site and shall be retained in working condition unless otherwise agreed in writing with the Local Planning Authority in consultation with Network Rail and the Train Operating Companies.

Reason: No such measures exist and none are proposed in the development. Activity associated with the development poses a new risk to the safety, operation and maintenance of the railway as a result of vehicles breaching the railway boundary fence.

16. Permanent fencing, gates and security measures

Condition: Fencing, gates and security measures are required along the access roads and at entry points. The terrace and podium parapets shall be of a sufficient height (a minimum of 1.8m) to prevent members of the public from throwing items over on to the railway, items falling onto the railway, jumping from height etc.

The details of this shall be submitted in writing and approved by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. This fencing gates and security measures shall be installed prior to the occupation of the site and shall be retained as an effective barrier unless otherwise agreed in writing with the Local Planning Authority in consultation with Network Rail and the Train Operating Companies.

Reason: To maintain the security of the railway and comply with security requirements. The existing fencing is inadequate for the change of use of the adjacent area and the development proposed introduces a risk of trespass and vandalism on the railway.

17. Landscaping and Tree Planting

Condition: Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

Network Rail must be involved in the approval of any landscaping scheme adjacent to the railway. Any trees/shrubs to be planted adjacent to the railway boundary should be positioned at a minimum distance greater than their predicted mature height from the boundary.

Reason: To prevent the risk of trees and other vegetation falling on to the railway and affecting railway assets, thereby preventing risk to the safe and efficient operation of the railway.

18. Public access

Condition: Public access to areas near to the operational railway shall not be permitted until a risk assessment has been prepared with the relevant mitigations and control measures, incorporated in the design. The risk evaluation shall be submitted in writing and approved by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. Unless otherwise agreed in writing with the Local Planning Authority in consultation with Network Rail and the Train Operating Companies, the scheme shall incorporate these risk treatments.

Reason: To manage personal injury and railway disruption risks. These can arise, for example, from the presence of live high voltage 25kV overhead line equipment, (where objects could be thrown from the MSG podium or pedestrian bridges on to the railway)

19. Electromagnetic compatibility (EMC)

Condition: The developer shall provide an assessment of EMC to show that the design is compatible with EMC regulations. This assessment shall be submitted in writing and accepted by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. Unless otherwise agreed in writing with the Local Planning Authority in consultation with Network Rail and the Train Operating Companies, the design shall be implemented in compliance with approved scheme.

Reason: No such details have been provided and the nature of the development is such that it gives rise to concerns about EMC emissions. EMC emissions which are not compliant with the regulations could cause disturbance to railway equipment. Network Rail and the Train Operating Companies must be able to confirm that no such risk exists.

20. Control of maintenance risk

Condition: Prior to the start of design, proposals for those elements of maintenance of the development which could prejudice the safety, operation or maintenance of the railway shall be submitted in writing and approved by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies.

The details shall include:

- routine maintenance of the façade facing the railway
- access at height which creates potential collapse radius onto the railway
- use of plant with a collapse radius within 4m of the railway boundary.

The design shall then be carried out only in accordance with the approved details unless the Local Planning Authority in consultation with Network Rail and the Train Operating Companies has previously agreed in writing to any change.

Reason: No such information has been provided and is required to manage the risk to the safety and operation of the railway arising from maintenance of the development.

21. Evacuation Plan

Prior to occupation of the consented development, the applicant shall have submitted to and had approved in writing by the Local Planning Authority an Evacuation, Fire and Emergency Plan. This Plan shall be assessed by the Local Planning Authority in consultation with Network Rail and the Train Operating Companies. The Plan shall cover the entire period of construction and the operation of the proposed development.

Reason: In the interests of coordination of evacuation and emergency strategies with adjacent developments and in the interests of safety.

Informatives

1. Asset Protection Agreements

Informative: The Applicant shall enter into an Asset Protection Agreement(s), including Overbridge Agreements and a maintenance agreement with Network Rail prior to commencing any physical works on site. These agreements would need appending to the Station annexes as an existing agreement, any maintenance agreement will need to factor MTR's KPI regime and penalties that they incur through vandalism, graffiti, etc on the Station and how this will be actioned by MSG. These agreements between the developer and Network Rail will detail the necessary safeguards, processes, responsibilities and cost recovery. The nature and scale of the proposed development is such that it would introduce unacceptable risks to Networks Rails infrastructure which require detailed discussions, agreements and indemnities in respect of the design, construction and future maintenance of the development in order to allow Network Rail to fulfil its statutory obligation to protect the railway and it's users.

Reason: In the interests of maintaining the safe and efficient operation of the railway, and to manage the risk the proposed development presents to the operational railway and railway assets.

2. Noise

Informative: The developer is reminded of its obligation to ensure appropriate mitigations are adopted to protect the development from noise from the operational railway.

Reason: The developer is responsible for ensuring that the development meets statutory requirements.

3. Covenants

Informative: The applicant is reminded that various restrictive covenant(s) apply to the site covering a range of issues.

Reason: The covenant has been entered into with the owner or previous owner of the land in order to protect the railway.

4. Stations Operation and Management Manual

The Applicant is advised of the need to work with Station Facility Owner (SFO) and London Underground to revise any station operations manuals as advised by Network Rail/SFO/London Underground as a result of the material change arising from the proposed development

Railway and Industry Processes and Approvals

The developer will be required to comply with the following Network Rail processes to ensure safe integration of the project with the railway. These requirements will be put in place under an Asset Protection Agreement with the developer.

Approval Process	Explanation and Enforcement (What the process is, why the applicant needs to get the approval and possible enforcement measures)	Matters Covered
Station Change	<p>Station Change is a regulatory process which enables the Station Access Conditions and Station Annexes which form part of the Station lease to be amended.</p> <p>Station Change requires a consultation document to be completed by the proposer which should detail what changes are being made as part of the proposal (which include but are not limited to adding/removing assets from within the Station lease footprint (which is known as a Part C Station Change), amending the extent of the station lease area or including agreements which may impact Network Rail, the Station Facility Owner (SFO) or any of the Station users/beneficiaries (which is known as a part B Station Change).</p> <p>The consultation of Station Change lasts 20 business days for a Part B Station Change and 25 business days for a Part C.</p> <p>When making any changes at a Station, which may impact Network Rail, the Station Facility Owner, users or beneficiaries of the Station, Station Change is required to allow all of the above to formally respond on the proposal taking into account what impact the implementation of the proposal may have on their operations at the Station as well as what additional liabilities they may have through the proposal being implemented.</p> <p>Enforcement Mechanism:</p> <p>The developer will not be allowed to commence construction works until they have Station change established. This requirement will be included in NR Asset Protection Agreement with the developer.</p>	<p>All alterations to the station infrastructure. Evacuation, Fire and Emergency Strategies and Plans Crowd Management and Monitoring Station Operation Procedures</p> <p>Consultation of Stakeholders: NR, SFO, LU/ TfL ARL, including all other rail stakeholders operating in area and affected by proposed change.</p>
Network Change	Process for securing industry consent through consultation, and mechanism for claiming due	Signalling Alterations and Upgrades

	<p>compensation, for changes to the layout and/or operation of the rail network.</p> <p>Making changes to the network without an established Network Change is a breach of the Network Code and Network Rail's licence. Network Rail can be penalised and compelled to reverse any such changes made, as well as incurring reputational damage.</p> <p>Disagreements between Access Beneficiaries over decisions reached through Network Change process can be referred to Access Dispute Resolution Committee; breaches of the Network Code can potentially be referred to the safety regulator, Office of Rail and Road (ORR).</p> <p>Enforcement Mechanism: The developer will not be allowed to commence construction works until they have the Network Changed established. This requirement will be included in NR Asset Protection Agreement with the developer.</p>	<p>Consultation of Stakeholders: All rail stakeholders operating in area and affected by proposed change</p>
<p>Network Rail Safety Review Panel (SRP)</p>	<p>SRP are responsible for ensuring safe integration of projects with the railway. They comprise the Network Rail Route Asset Managers from various engineering disciplines. SRP provide endorsement for projects that safe integration and technical compatibility have been confirmed before commissioning. The applicant will be required to provide safety assessment reports from an appointed safety Assessment body to SRP for review at key stages of the project, this must provide evidence to demonstrate the safe introduction of the project/ new or modified infrastructure. (i.e. designs, construction, commissioning, operation).</p> <p>Enforcement Mechanism: The developer will not be allowed to commence construction works until they have with the necessary approvals from SRP and/ or safety certificates to proceed with the works. This requirement will be included in NR Asset Protection Agreement with the developer.</p>	<ul style="list-style-type: none"> • Glare and Distraction, including Advertising content and management protocol • Compliance with CSM Regulations
<p>Asset Protection Agreements(APA)</p>	<p>Network Rail has a statutory responsibility to ensure the continued safety of the Railway infrastructure and is regularly monitored by the Health and Safety Executive (Railways Inspectorate). Part of this obligation is to manage and control the interface between Third Party Works and the operational Railway.</p> <p>The APA is intended for use where the Third Party is undertaking Works which affect or</p>	<ul style="list-style-type: none"> • The Entire Project • Input: SRP recommendations and/ or approvals

	<p>permanently alter the existing Network. The agreement facilitates safe management and interfacing of the Project through the engineering safety management approvals, access to the Network, information and Necessary Consents. The applicant will be required to provide designs and work package plans for review and approval by the ASPRO engineer, before commencing works on or near the railway line.</p> <p>Enforcement Mechanism: The developer will not be allowed to commence construction works until they have with the necessary consents to do so from NR.</p> <p>This requirement will be included in the NR Asset Protection Agreement with the developer.</p>	
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Project specific arrangements

These are additional bespoke arrangements that will be put in place under an Asset Protection Agreement(s) with the developer for this project. Network Rail will expect the design of mitigations measures to be agreed with all rail partners, in post planning risk forums, requested by Rail Stakeholders.

Process	Scope	Matters Covered
MSG Rail Industry Signal Sighting and Distraction Risk Forum	<p>This Forum will be established to:</p> <ol style="list-style-type: none"> a. ensure that, in-line with CSM regulations, all hazards identified in relation to signal sighting and distraction are appropriately mitigated. b. working in collaboration with NR and TOCs to ensure the safe integration of MSG Sphere to the rail environment at Stratford. The Forum is intended to ensure that decisions are reached with support from all parties. <p>Enforcement Mechanism: This requirement to put in place a risk forum with the relevant stakeholders to manage the signal sighting and distraction risk from the</p>	<p>Outputs: Agreed Strategy for mitigating signal sighting and distraction risks. Review and contribution to interim Safety Assessment reports from safety Assessment Body, prior to development of final Safety Assessment Report to be issued to SRP, for approval.</p>

	MSG venue will be included in NR Asset Protection Agreement with the developer	
		•
MSG Station Congestion Risk Forum	<p>This Forum will be set up (subject to planning approval) to:</p> <p>a) ensure that all hazards identified in relation to station congestion and managing crowd flows are appropriately controlled in-line with CSM regulations.</p> <p>b) working in collaboration with NR and TOCs to ensure the safe integration of MSG Sphere to the rail environment at Stratford. The Forum is intended to ensure that decisions are reached with support from all parties.</p> <p>Enforcement Mechanism: This requirement to put in place a risk forum with relevant stakeholders to manage the additional footfall from MSG venue will be included in NR Asset Protection Agreement with the developer.</p>	<ul style="list-style-type: none"> • Creation of an agreed Station Event Management Strategy, including events coordination • Update of Station Evacuation Strategy • Update of Station Operation Procedures • Integration of eastern entrance with Stratford Station

From: [Daniel Davies](#)
To: [Chris Goddard](#); [REDACTED]
Cc: [Reg 13](#)
Subject: MSG - Network Rail Reps
Date: 10 February 2021 18:08:44
Attachments: [NR Reps MSG S106 Obligation and Conditions.pdf](#)
[MSG Applications - NR Representations 10 Feb 2021.pdf](#)

Hi [Reg 13](#)

Attached are Network Rail representations on the scheme. Might be worth having 10 minutes tomorrow to agree an agenda. I can put one forward.

Best wishes,

Daniel Davies
Principal Planning Development Manager (Planning Policy and Decisions Team)

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