

**From:** Daniel Davies  
**To:** Anthony Hollingsworth; Reg.13; Reg.13; Reg.13; LON; Reg.13; Reg.13; Chris Goddard; Reg.13; Reg.13; Reg.13; Reg.13; Reg.13; Reg.13; Reg.13; ashurst.com; Reg.13; Reg.13; Reg.13; Reg.13; Reg.13; Reg.13; networkrail.co.uk  
**Subject:** RE: MSG Transport Mitigation S106 Progress  
**Date:** 14 April 2021 17:43:36  
**Attachments:** MSG Post Planning Project Delivery Process.pdf; 210310 MSG Sphere NR Response Letter.pdf; 210310 MSG Sphere TfL Response Letter.pdf

Dear all,

This is heads up to confirm this Friday’s meeting will go ahead as scheduled. The intention is for momentum to run through MSG’ response to the issued raised by TfL and Network Rail and to agree next steps.

A copy of the letters issued is attached.

Suggested agenda for Friday.

- 1. Stratford Station
  - a. Additional Modelling (Pre-planning)
  - b. Post Planning Analysis
- 2. Frequency and Magnitude of Events
  - a. Event number limits
  - b. Clashes with London Stadium
- 3. Staffing Costs
- 4. Glare and Distraction

There was a request to cover other topics but including highway, public realm but my preference to now is focus on the topics above.

Best wishes,

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

**From:** Reg.13  
**To:** Daniel Davies  
**Cc:** Reg.13 LON; Reg.13  
**Subject:** RE: MSG Sphere - P6+8 Modelling Results  
**Date:** 16 April 2021 13:58:02  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image029430.png](#)  
[image036852.png](#)

---

Hi Daniel,

Great and yes I shall do.

Thanks,

**Reg.13**  
Principal Consultant



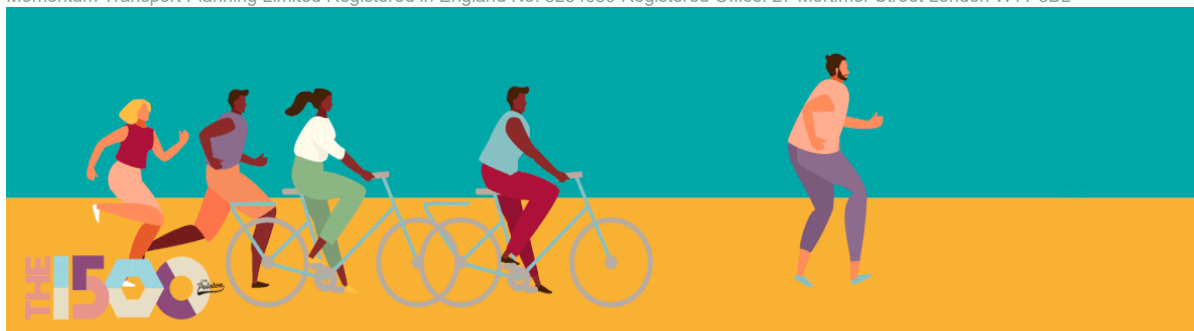
Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 Reg.13  
m +44(0) Reg.13  
w [www.momentum-transport.com](http://www.momentum-transport.com)



This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL



**From:** Daniel Davies <DanielDavies@londonlegacy.co.uk>

**Sent:** 16 April 2021 13:12

**To:** Reg.13 <Reg.13@momentum-transport.com>

**Cc:** Reg.13 LON <Reg.13@jacobs.com>; Reg.13 <Reg.13@londonlegacy.co.uk>

**Subject:** FW: MSG Sphere - P6+8 Modelling Results

Hi **Reg.13**

Happy for this to go ahead without me, but could you please invite /loop in **Reg.13** (copied in)

Best wishes,

**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](mailto: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.*



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** **Reg.13** <**Reg.13** @momentum-transport.com>  
**Sent:** 16 April 2021 12:54  
**To:** **Reg.13** <**Reg.13** @tfl.gov.uk>; **Reg.13** <**Reg.13** @tfl.gov.uk>;  
**Reg.13** (Town Planner) <**Reg.13** @networkrail.co.uk>; **Reg.13** <**Reg.13** @networkrail.co.uk>; **Reg.13** <**Reg.13** @tfl.gov.uk>  
**Cc:** **Reg.13** <**Reg.13** @momentum-transport.com>; **Reg.13** <**Reg.13** @momentum-transport.com>; Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>  
**Subject:** MSG Sphere - P6+8 Modelling Results

Afternoon,

Following on from the meeting this morning we would like to arrange a technical focused meeting as soon as possible to present and then share the Platform 6+8 modelling results. Can you please let me know asap if the necessary members of TfL and Network Rail can attend any of the following times next week:

Tues – before 1100  
Wed – before 1500  
Thurs – before 1000 or between 1230-1500  
Fri – between 1100-1300

Thanks,

**Reg.13**

Principal Consultant

**momentum**  
transport consultancy



Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 **Reg.13**

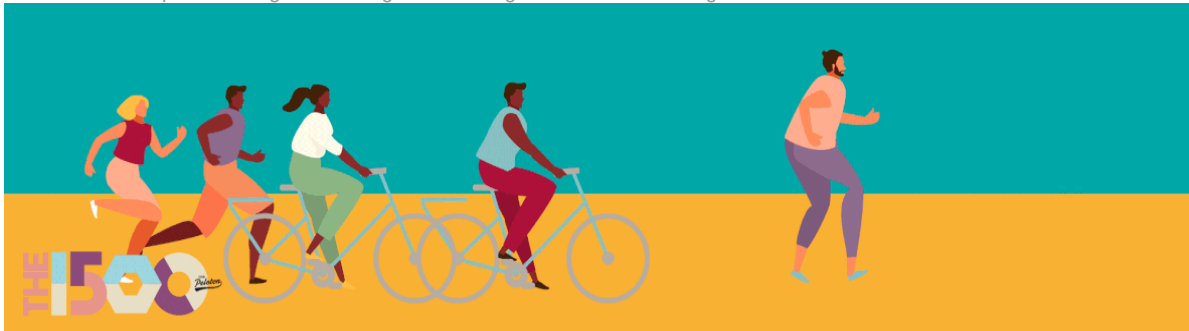
m +44(0) **Reg.13**

w [www.momentum-transport.com](http://www.momentum-transport.com)



This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL



---

This email has been scanned by the Symantec Email Security.cloud service.

For more information please visit <http://www.symanteccloud.com>

---

This communication and the information it contains is intended for the addressee only. It may be confidential, legally privileged and protected by law. Unauthorised use, copying or disclosure of any of it may be unlawful. If you have received this communication in error, please contact me immediately by email or telephone and then delete the e-mail and its attachments from your system. This email and any attachments have been scanned for viruses by Symantec and on leaving the London Legacy Development Corporation they were virus free. No liability will be incurred for direct, special or indirect or consequential damages arising from alteration of the contents of this message by a third party or as a result of any virus contained within it or attached to it. The London Legacy Development Corporation may monitor traffic data. For enquiries please call 020 3288 1800.

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

[www.queenelizabetholympicpark.co.uk](http://www.queenelizabetholympicpark.co.uk)

**From:** Reg.13 [redacted] LON  
**To:** Reg.13 [redacted] Daniel.Davies  
**Cc:** Reg.13 [redacted]  
**Subject:** RE: MSG Sphere - P6+8 Modelling Results  
**Date:** 16 April 2021 16:05:58  
**Attachments:** [image002.png](#)  
[image005.png](#)  
[image008.png](#)

---

Yes, I noticed after I responded.

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:** Reg.13 [redacted] <Reg.13 [redacted]@momentum-transport.com>  
**Sent:** 16 April 2021 16:04  
**To:** Reg.13 [redacted] LON <Reg.13 [redacted]@jacobs.com>; Daniel.Davies <Daniel.Davies@londonlegacy.co.uk>  
**Cc:** Reg.13 [redacted] <Reg.13 [redacted]@londonlegacy.co.uk>  
**Subject:** [EXTERNAL] RE: MSG Sphere - P6+8 Modelling Results

Thanks – seems like we're almost there for Thursday

Reg.13 [redacted]

Principal Consultant



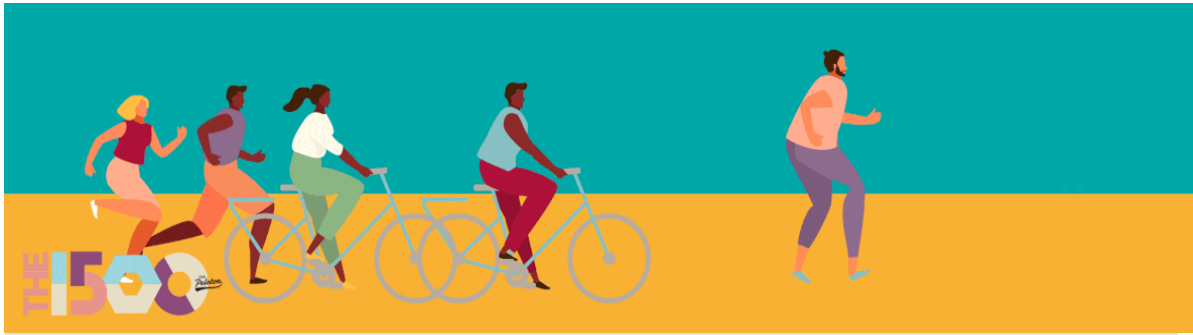
Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 Reg.13 [redacted]  
m +44(0) Reg.13 [redacted]  
w [www.momentum-transport.com](#)



This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL



**From:** Reg.13 [REDACTED] LON <Reg.13 [REDACTED]@jacobs.com>  
**Sent:** 16 April 2021 16:02  
**To:** Daniel Davies <DanielDavies@londonlegacy.co.uk>; Reg.13 [REDACTED] <Reg.13 [REDACTED]@momentum-transport.com>  
**Cc:** Reg.13 [REDACTED] <Reg.13 [REDACTED]@londonlegacy.co.uk>  
**Subject:** RE: MSG Sphere - P6+8 Modelling Results

Reg.13 [REDACTED]

See below for my availability.

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](http://www.jacobs.com) | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

---

**From:** Daniel Davies <DanielDavies@londonlegacy.co.uk>  
**Sent:** 16 April 2021 13:12  
**To:** Reg.13 [REDACTED] <Reg.13 [REDACTED]@momentum-transport.com>  
**Cc:** Reg.13 [REDACTED] LON <Reg.13 [REDACTED]@jacobs.com>; Reg.13 [REDACTED] <Reg.13 [REDACTED]@londonlegacy.co.uk>  
**Subject:** [EXTERNAL] FW: MSG Sphere - P6+8 Modelling Results

Hi Reg.13 [REDACTED]

Happy for this to go ahead without me, but could you please invite /loop in Reg.13 [REDACTED] (copied in)

Best wishes,

**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 [REDACTED]  
Mob: Reg.13 [REDACTED]  
Email: [danieldavies@londonlegacy.co.uk](mailto: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.*



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**

For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** Reg.13 <Reg.13@momentum-transport.com>  
**Sent:** 16 April 2021 12:54  
**To:** Reg.13 <Reg.13@tfl.gov.uk>; Reg.13 <Reg.13@tfl.gov.uk>; Reg.13 (Town Planner) <Reg.13@networkrail.co.uk>; Reg.13 <Reg.13@networkrail.co.uk>; Reg.13 <Reg.13@tfl.gov.uk>  
**Cc:** Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@momentum-transport.com>; Daniel Davies <DanielDavies@londonlegacy.co.uk>  
**Subject:** MSG Sphere - P6+8 Modelling Results

Afternoon,

Following on from the meeting this morning we would like to arrange a technical focused meeting as soon as possible to present and then share the Platform 6+8 modelling results. Can you please let me know asap if the necessary members of TfL and Network Rail can attend any of the following times next week:

Tues – before 1100/Reg.13 likely to be difficult  
Wed – before 1500/Reg.13 Possible 14.00 to 15.00. Otherwise not available.  
Thurs – before 1000 or between 1230-1500/Reg.13 Definitely OK  
Fri – between 1100-1300/Reg.13 Probably could work

Thanks,

**Reg.13**

Principal Consultant



Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 Reg.13  
m +44(0) Reg.13  
w [www.momentum-transport.com](http://www.momentum-transport.com)



**From:** Reg.13  
**To:** Reg.13, Reg.13, Reg.13, Reg.13 (Town Planner), Reg.13, Reg.13  
**Cc:** Reg.13, LON, Daniel Davies, Reg.13, Reg.13, Reg.13, Reg.13, Reg.13, Reg.13, networkrail.co.uk  
**Subject:** RE: MSG Sphere - P6+8 Modelling Results  
**Date:** 22 April 2021 16:50:47  
**Attachments:** [image001.png](#), [image005.png](#), [image003.png](#), [210422\\_Stratford Station\\_P6-8 Results Sheet\\_1.0.xlsx](#)

---

Hi all,

As discussed, please find attached the complete results sheet for the Stratford Station Platform 6-8 analysis.

This supplements the station modelling completed to-date (and submitted in the transport assessment), and does not supersede the analysis undertaken and presented in the transport assessment.

Please let me know if you have any questions.

Kind regards,

**Reg.13**  
Senior Consultant



Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

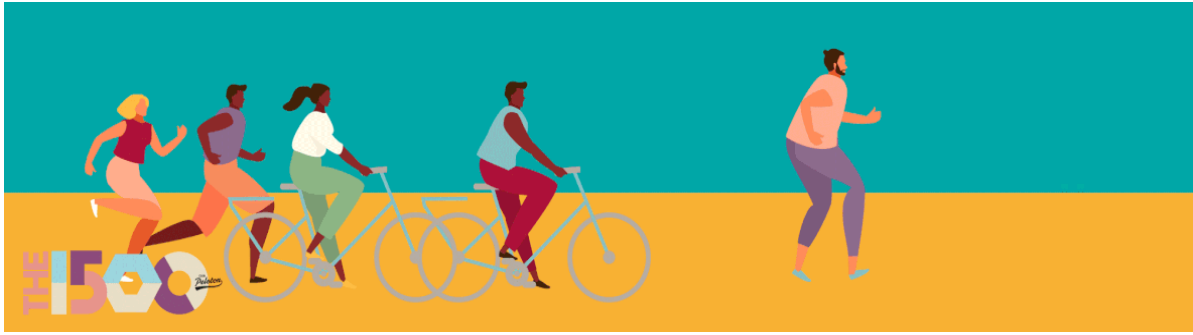
t +44(0)20 **Reg.13**  
m +44 (0) **Reg.13**  
w [www.momentum-transport.com](http://www.momentum-transport.com)



This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL





---

**From:** Reg.13 <Reg.13@tfl.gov.uk>  
**Sent:** 19 April 2021 14:43  
**To:** Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@tfl.gov.uk>; Reg.13 (Town Planner) <Reg.13@networkrail.co.uk>; Reg.13 <Reg.13@networkrail.co.uk>; Reg.13 <Reg.13@networkrail.co.uk>; Reg.13 LON <Reg.13@jacobs.com>  
**Cc:** Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@momentum-transport.com>; Daniel Davies <DanielDavies@londonlegacy.co.uk>; Reg.13 <Reg.13@tube.tfl.gov.uk>  
**Subject:** RE: MSG Sphere - P6+8 Modelling Results

All – let’s keep to 1330 – 1430 this Thursday. Offer of follow-up sessions welcomed.

I’ll update in the week who from TfL can attend for all / part.

Reg.13

Reg.13

---

**From:** Reg.13 <Reg.13@momentum-transport.com>  
**Sent:** 16 April 2021 16:21  
**To:** Reg.13 <Reg.13@tfl.gov.uk>; Reg.13 <Reg.13@tfl.gov.uk>; Reg.13 (Town Planner) <Reg.13@networkrail.co.uk>; Reg.13 <Reg.13@networkrail.co.uk>; Reg.13 <Reg.13@networkrail.co.uk>; Reg.13 LON <Reg.13@jacobs.com>  
**Cc:** Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@momentum-transport.com>; Daniel Davies <DanielDavies@londonlegacy.co.uk>; Reg.13 <Reg.13@tube.tfl.gov.uk>  
**Subject:** RE: MSG Sphere - P6+8 Modelling Results

Thanks Reg.13 I’ll issue an invite for 1330-1430 to secure it in diaries and await your confirmation on Monday. I expect a follow up will be required once you’ve received the data in any case.

Thanks,

Reg.13

Principal Consultant

momentum  
transport consultancy



Clerkenwell House

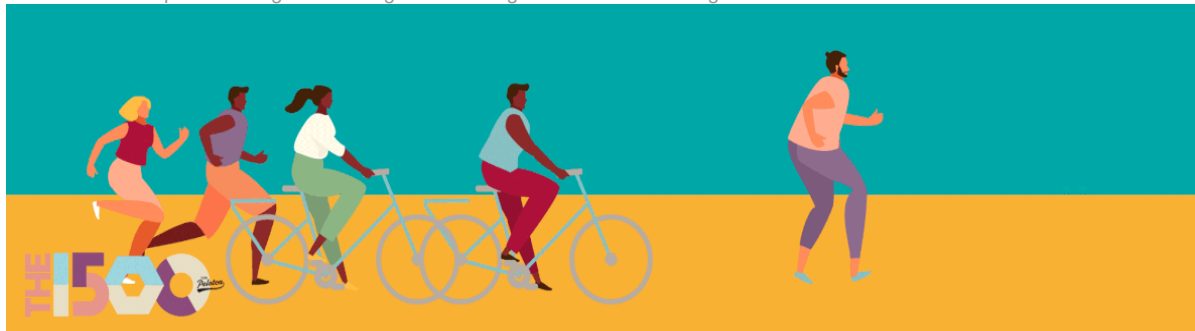
23 27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 **Reg.13**  
m +44(0) **Reg.13**  
w [www.momentum-transport.com](http://www.momentum-transport.com)



This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL



**From:** **Reg.13** <**Reg.13** [tfl.gov.uk](mailto:tfl.gov.uk)>  
**Sent:** 16 April 2021 16:13  
**To:** **Reg.13** <**Reg.13** [momentum-transport.com](mailto:momentum-transport.com)>; **Reg.13** <**Reg.13** [tfl.gov.uk](mailto:tfl.gov.uk)>; **Reg.13** (Town Planner)' <**Reg.13** [networkrail.co.uk](mailto:networkrail.co.uk)>; **Reg.13** <**Reg.13** [networkrail.co.uk](mailto:networkrail.co.uk)>; **Reg.13** <**Reg.13** [networkrail.co.uk](mailto:networkrail.co.uk)>; **Reg.13** LON <**Reg.13** [jacobs.com](mailto:jacobs.com)>  
**Cc:** **Reg.13** <**Reg.13** [momentum-transport.com](mailto:momentum-transport.com)>; **Reg.13** <**Reg.13** [momentum-transport.com](mailto:momentum-transport.com)>; Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>; **Reg.13** <**Reg.13** [tube.tfl.gov.uk](mailto:tube.tfl.gov.uk)>  
**Subject:** RE: MSG Sphere - P6+8 Modelling Results

**Reg.13** / All – holding response until first thing next week. We could probably cover 1330 – 1430 though it would be **Reg.13** dropping off the call if other commitments can't be re-arranged, there's one or two others we could add (though **Reg.13** is also away next week). If so there may well be possible detailed queries we'd need to follow up in any event say early in the following week esp once **Reg.13** is back.

Will update on Monday.

Regards

**Reg.13**

---

**From:** **Reg.13** <**Reg.13** [momentum-transport.com](mailto:momentum-transport.com)>  
**Sent:** 16 April 2021 15:47  
**To:** **Reg.13** <**Reg.13** [tfl.gov.uk](mailto:tfl.gov.uk)>; **Reg.13** <**Reg.13** [tfl.gov.uk](mailto:tfl.gov.uk)>; **Reg.13** (Town Planner)' <**Reg.13** [networkrail.co.uk](mailto:networkrail.co.uk)>; **Reg.13** <**Reg.13** [networkrail.co.uk](mailto:networkrail.co.uk)>; **Reg.13** <**Reg.13** [networkrail.co.uk](mailto:networkrail.co.uk)>; **Reg.13**

Reg.13/LON <Reg.13@jacobs.com>  
Cc: Reg.13 <Reg.13@momentum-transport.com>; Reg.13  
<Reg.13@momentum-transport.com>; Daniel Davies <DanielDavies@londonlegacy.co.uk>;  
<Reg.13@tube.tfl.gov.uk>  
**Subject:** RE: MSG Sphere - P6+8 Modelling Results

Thanks Reg.13

Network Rail can do Thursday between 1330-1500. Is there any way TfL can cover a 1330-1430 meeting? Or Network Rail a 1300-1400?

Thanks,

**Reg.13**

Principal Consultant



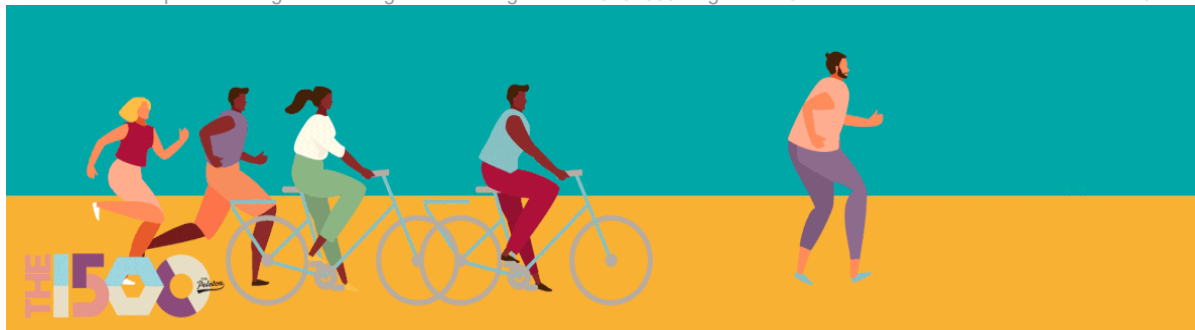
Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 Reg.13  
m +44(0) Reg.13  
w [www.momentum-transport.com](http://www.momentum-transport.com)



This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL



**From:** Reg.13 <Reg.13@tfl.gov.uk>  
**Sent:** 16 April 2021 14:46  
**To:** Reg.13 <Reg.13@momentum-transport.com>; Reg.13  
<Reg.13@tfl.gov.uk>; Reg.13 (Town Planner) <Reg.13@networkrail.co.uk>;  
Reg.13 <Reg.13@networkrail.co.uk>  
**Cc:** Reg.13 <Reg.13@momentum-transport.com>; Reg.13

<Reg.13 [redacted] momentum-transport.com>; Daniel Davies <DanielDavies@londonlegacy.co.uk>; [redacted]  
<Reg.13 [redacted] tube.tfl.gov.uk>

**Subject:** RE: MSG Sphere - P6+8 Modelling Results

All,

For next week, Reg.13 [redacted] is away on scheduled leave. Reg.13 [redacted] is able to cover. It looks as if the only viable slot both Reg.13 [redacted] and I could do next week would be the Thursday 1230 – 1400. Reg.13 [redacted] is available then too.

If that works for others there may be one or two others we could look to invite as well, though it sounds more as if there'll be information shared to take away to review.

Reg.13 [redacted]

Reg.13 [redacted]

---

**From:** Reg.13 [redacted] <Reg.13 [redacted] momentum-transport.com>  
**Sent:** 16 April 2021 12:54  
**To:** Reg.13 [redacted] <Reg.13 [redacted] tfl.gov.uk>; Reg.13 [redacted] <Reg.13 [redacted] tfl.gov.uk>; Reg.13 [redacted] (Town Planner) <Reg.13 [redacted] networkrail.co.uk>; Reg.13 [redacted] <Reg.13 [redacted] networkrail.co.uk>; Reg.13 [redacted] <Reg.13 [redacted] tfl.gov.uk>  
**Cc:** Reg.13 [redacted] <Reg.13 [redacted] momentum-transport.com>; Reg.13 [redacted] <Reg.13 [redacted] momentum-transport.com>; Daniel Davies <DanielDavies@londonlegacy.co.uk>  
**Subject:** MSG Sphere - P6+8 Modelling Results

Afternoon,

Following on from the meeting this morning we would like to arrange a technical focused meeting as soon as possible to present and then share the Platform 6+8 modelling results. Can you please let me know asap if the necessary members of TfL and Network Rail can attend any of the following times next week:

Tues – before 1100  
Wed – before 1500  
Thurs – before 1000 or between 1230-1500  
Fri – between 1100-1300

Thanks,

**Reg.13 [redacted]**

Principal Consultant

momentum  
transport consultancy



Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 Reg.13 [redacted]  
m +44(0) Reg.13 [redacted]  
w [www.momentum-transport.com](http://www.momentum-transport.com)

**From:** Reg.13  
**To:** [Daniel Davies](#)  
**Cc:** [Chris Goddard](#)  
**Subject:** MSG - daylight info  
**Date:** 26 April 2021 13:07:25  
**Attachments:** [2f1a9270-54a4-45e3-9155-0bfd7d9822e1.png](#)  
[MSG - daylight summary.docx](#)

---

Hi Dan,

Further to our recent conversation, please find attached daylight summary text by Point 2.

In addition, access this link for a spreadsheet showing all daylight result measures side by side for all properties <https://we.tl/t-k9JvtHA5TZ>

Please let me know if you have any queries.

Kind regards

**Reg.13**

Associate Director

direct: 020 **Reg.13**

mobile: **Reg.13**

e-mail: **Reg.13** [dp9.co.uk](mailto:dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---

## Daylight Effects of the MSG Sphere upon the Surrounding Properties

- The site is within a defined Metropolitan Centre and within a high density urban location.
- The site is nearby to 29 residential, hotel or student properties/property groups
- 5740 windows serving 3241 site facing rooms in these properties have been modelled and analysed in order to assess what effect the MSG Sphere will have upon the levels of daylight amenity within them.
- The assessments have been undertaken in accordance with the BRE Guidelines.
- The BRE Guidelines state that if, as a consequence of the construction of a new development, a surrounding property's level of daylight falls below the BRE's recommended level of 'good' daylight AND it loses more than 20% of what it was enjoying without the new development in place, then the occupants of that property may notice a change in their levels of daylight.
- The BRE Guidelines do not define in any detail a scale of effects beyond that described above and at which the BRE considers that the occupants of a building may notice a change in their daylight amenity.
- Based upon professional opinion and for the purposes of this summary, levels of change in daylight amenity compared to the actual baseline have been classified as follows:-

Scale of Effect
Unnoticeable - (Negligible (not significant) in the ES Chapter) BRE compliant changes in daylight amenity or good daylighting standards retained
Minor - (Minor Adverse (not significant) in the ES Chapter) Small changes in daylight amenity which are beyond BRE guidance or reasonable in context levels of daylight retained
Noticeable - (Moderate or Major Adverse (significant) in the ES Chapter) More material changes in daylight amenity which are beyond BRE guidance

- Based upon professional opinion and for the purposes of this summary, levels of change in daylight amenity compared to a hypothetical 'mirror' baseline have been classified as follows:-

Scale of Effect
Improvement – (Beneficial in the ES Chapter) An increase in daylight amenity
Unnoticeable - (Negligible (not significant) in the ES Chapter) No change in daylight amenity or good daylighting standards retained
Minor - (Minor Adverse (not significant) in the ES Chapter) Small changes in daylight amenity or good daylighting standards retained
Noticeable - (Moderate or Major Adverse (significant) in the ES Chapter) More material changes in daylight amenity

- The analysis results for the daylight effects of the MSG Sphere when compared to the currently undeveloped site show that, following the construction of the MSG Sphere, any changes in daylight amenity within **all of the rooms in 24 of the 29 residential, hotel or student properties/property groups** will be **Unnoticeable** to the occupants of those buildings.
- The effect upon the daylight amenity within remaining **five properties** is detailed below:

### 1. 2-32 (even) Oxford Road

- Any change in daylight amenity caused by the construction of the MSG Sphere within **30 of the 32 rooms** in this group of properties will be **Unnoticeable** to the occupants of those rooms.
- The change in daylight amenity within the **kitchen in 32 Oxford Road** will be **Minor**
- The percentage of baseline change in daylight amenity within the **kitchen in 16 Oxford Road** suggests that the occupants of this room will experience a noticeable change in their daylight amenity. The baseline level of daylight amenity in this room is, however, very low due to its recessed location under a walkway serving the floor above. This means that the very small actual change in daylight amenity within this room presents itself disproportionately in percentage of baseline terms. In reality the change is **Minor**

### 2. Unite Student Accommodation

- Any change in daylight amenity caused by the construction of the MSG Sphere within **168 of the 289 rooms (58%)** in this property will be **Unnoticeable** to the occupants of those rooms.
- The change in daylight amenity within the **110 of the 289 rooms (38%)** will be **Minor**
- The occupants of **11 of the 289 rooms (4%)** in this property will experience a **Noticeable** change in the levels of daylight amenity. This is because that they are currently enjoying an uncharacteristically high level of daylight amenity because the Site is currently **undeveloped**. The lower retained daylighting levels are because the rooms are **underneath protruding bay windows**.
- The effects upon the daylight amenity within this building when compared to a hypothetical 'mirror' baseline are as follows:-
  - The occupants of **55 rooms (19%)** will see an **Improvement** in their daylight amenity
  - The occupants of **125 rooms (43%)** will experience an **Unnoticeable** change in their daylight amenity
  - The occupants of **101 rooms (35%)** will experience a **Minor** change in their daylight amenity
  - The occupants of **8 rooms (3%)** will experience a **Noticeable** change in their daylight amenity

### **Moxy Hotel**

- Any change in daylight amenity caused by the construction of the MSG Sphere within **77 of the 113 hotel bedrooms (68%)** in this property will be **Unnoticeable** to the occupants of those rooms.
- The change in daylight amenity within the **36 of the 113 hotel bedrooms (32%)** will be **Minor**.
- The effects upon the daylight amenity within this building when compared to a hypothetical 'mirror' baseline are as follows:-
  - The occupants of **39 rooms (35%)** will see an **Improvement** in their daylight amenity
  - The occupants of **50 rooms (44%)** will experience an **Unnoticeable** change in their daylight amenity
  - The occupants of **24 rooms (21%)** will experience a **Minor** change in their daylight amenity

### **Legacy Tower**

- Any change in daylight amenity caused by the construction of the MSG Sphere within **172 of the 210 rooms (82%)** in this property will be **Unnoticeable** to the occupants of those rooms.
- The change in daylight amenity within the **36 of the 210 rooms (17%)** will be **Minor**
- The occupants of **2 of the 210 rooms (1%)** in this property will experience a **Noticeable** change in the levels of daylight amenity. This is because that they are currently enjoying an uncharacteristically high level of daylight amenity because the Site is currently undeveloped.
- The effects upon the daylight amenity within this building when compared to a hypothetical 'mirror' baseline are as follows:-
  - The occupants of **176 rooms (84%)** will see an **Improvement** in daylight amenity
  - The occupants of **21 rooms (10%)** will experience an **Unnoticeable** change in their daylight amenity
  - The occupants of **13 rooms (6%)** will experience a **Minor** change in their daylight amenity

### **Chobham Farm Zone 4**

- Any change in daylight amenity caused by the construction of the MSG Sphere within **608 of the 736 rooms (83%)** in this property will be **Unnoticeable** to the occupants of those rooms.
- The change in daylight amenity within the **27 of the 736 rooms (4%)** will be **Minor**. This reduces to 25 rooms when a 'without balconies' scenario is considered.
- The occupants of **101 of the 736 rooms (13%)** in this property will experience a **Noticeable** change in the levels of daylight amenity. This is because that they are currently enjoying an



uncharacteristically high level of daylight amenity because the Site is currently undeveloped and because their view of the sky is restricted by balconies serving the rooms above them.

- The effects upon the daylight amenity within this building when the balconies are hypothetically removed are as follows:-
  - The occupants of 711 rooms (97%) will experience an Unnoticeable change in their daylight amenity
  - The occupants of 25 rooms (3%) will experience a Minor change in their daylight amenity

#### Summary of Effects Compared to the Currently Undeveloped Site

- The occupants of 2916 of the 3241 rooms (90%) will experience an Unnoticeable change in their daylight amenity
- The occupants of 211 of the 3241 rooms (7%) will experience a Minor change in their daylight amenity
- The occupants of 114 of the 3241 rooms (3%) will experience a Noticeable change in their daylight amenity

#### Summary of Effects using appropriate Mirror Baseline and No Balconies Assessment Scenarios

- The occupants of 270 of the 3241 rooms (8%) will see an Improvement in daylight amenity
- The occupants of 2798 of the 3241 rooms (86%) will experience an Unnoticeable change in their daylight amenity
- The occupants of 165 of the 3241 rooms (5%) will experience a Minor change in their daylight amenity
- The occupants of 8 of the 3241 rooms (1%) will experience a Noticeable change in their daylight amenity

#### Summary

Accordingly, the assessment concludes that the Proposed Development will lead to some impacts on daylight/sunlight levels in nearby residential properties above the quantitative BRE guidance, as would be expected in the case of a large development within an urban site which has seen dense new residential development up to the boundaries of adjacent sites.

**From:** [Daniel Davies](#)  
**To:** Reg.13  
**Subject:** FW: Land off Angel Lane GLA officer-level response to consultation  
**Date:** 28 April 2021 11:15:25  
**Attachments:** [771b0cb9-0973-4f91-b289-bd5552584189.png](#)  
[MSG Sphere - GLA reponse cover letter.pdf](#)

---

Hi Reg.13

Could you resend the information prepared in response to the GLA stage 1 comments to me?

Thanks

**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](mailto: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.*



Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

Extracted - not relevant to request

18 January 2021

Greater London Authority  
City Hall  
The Queen's Walk  
More London Riverside  
London  
SE1 2AA

DP9 Ltd  
100 Pall Mall  
London SW1Y 5NQ  
Registered No. 05092507  
telephone 020 7004 1700  
facsimile 020 7004 1790  
www.dp9.co.uk

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 13<sup>th</sup> November 2020 and specific comments on the energy assessment (memo dated 26<sup>th</sup> 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 (15<sup>th</sup> January 2021);
  - Fire Statement prepared by The Fire Surgery (9th December 2020).
- Response to energy comments (26<sup>th</sup> 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:** [Chris Goddard](#)  
**To:** [Daniel Davies](#)  
**Cc:** [Reg.13](#) [Anthony Hollingsworth](#); [Reg.13](#) [Reg.13](#)  
**Subject:** RE: MSG Sphere artistic content  
**Date:** 30 April 2021 08:54:12

---

Thanks Dan

Yes the 5<sup>th</sup> works for me.

I will check with [Reg.13](#) and see if she wants to/is able to join us then

Best Wishes

Chris

**Chris Goddard**

Board Director

direct: 020 7004 1757

mobile: 07712 300 728

e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

**From:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>

**Sent:** 29 April 2021 11:10

**To:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>

**Cc:** [Reg.13](#) <[Reg.13](#)@msg.com>; Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>; [Reg.13](#) <[Reg.13](#)@dp9.co.uk>; [Reg.13](#) <[Reg.13](#)@londonlegacy.co.uk>

**Subject:** RE: MSG Sphere artistic content

Hi Chris,

Thanks for this. Think here is something we can work with here. I'll get back to you shortly with comments and any suggestions.

Meanwhile, will provisionally set sometime aside time for us to discuss, should we need to this Wednesday 5<sup>th</sup> May at 15:00. Hopefully this time works for you.

Will send a placeholder.

Best wishes,

**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](mailto: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.*



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>  
**Sent:** 29 April 2021 08:59  
**To:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>  
**Cc:** [Redacted] <[Redacted]@msg.com>; Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>; [Redacted] <[Redacted]@dp9.co.uk>  
**Subject:** MSG Sphere artistic content

Hi Dan

During our last call you reminded me that you are waiting for a response and suggested way forward to secure the significant public benefit of the artistic content on the MSG Sphere, and restrict advertising to certain times of the day. I set out below a draft condition which MSG would be prepared to accept which hopefully addresses this issue.

‘With the exception of displaying the name of the venue, the external surface of the MSG Sphere shall be used solely for the display of artistic content for not less than 60% of the time that it is operational. Commercial content may only be displayed between the hours of 07.30-09.30 am, 17.00-20.00pm and 22.00-23.30 pm, and between these periods, for not more than 5 minutes in any 15 minute period’

**Reg.13** and I would be happy to discuss this with you and Anthony when convenient?

Best Wishes

Chris

**Chris Goddard**

Board Director

direct: 020 7004 1757

mobile: 07712 300 728

e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---

This communication and the information it contains is intended for the addressee only. It may be confidential, legally privileged and protected by law. Unauthorised use, copying or disclosure of any of it may be unlawful. If you have received this communication in error, please contact me immediately by email or telephone and then delete the e-mail and its attachments from your system. This email and any attachments have been scanned for viruses by Symantec and on leaving the London Legacy Development Corporation they were virus free. No liability will be incurred for direct, special or indirect or consequential damages arising from alteration of the contents of this message by a third party or as a result of any virus contained within it or attached to it. The London Legacy Development Corporation may monitor traffic data. For enquiries please call 020 3288 1800.

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

[www.queenelizabetholympicpark.co.uk](http://www.queenelizabetholympicpark.co.uk)

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---

---

This email has been scanned by the Symantec Email Security.cloud service.

**From:** Reg.13  
**To:** Chris Goddard  
**Cc:** Daniel Davies; Anthony Hollingsworth; Reg.13 Reg.13 Reg.13  
**Subject:** Re: MSG Sphere artistic content  
**Date:** 30 April 2021 11:11:22

---

Yep - works for me too - happy days !

J

Reg.13

I am currently in UK  
Sent from my iPhone

On 30 Apr 2021, at 08:54, Chris Goddard <chris.goddard@dp9.co.uk> wrote:

Thanks Dan

Yes the 5<sup>th</sup> works for me.

I will check with Reg.13 and see if she wants to/is able to join us then

Best Wishes

Chris

**Chris Goddard**

Board Director

direct: 020 7004 1757

mobile: 07712 300 728

e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

**From:** Daniel Davies <DanielDavies@londonlegacy.co.uk>

**Sent:** 29 April 2021 11:10

**To:** Chris Goddard <chris.goddard@dp9.co.uk>

**Cc:** Reg.13 <Reg.13@msg.com>; Anthony Hollingsworth  
<AnthonyHollingsworth@londonlegacy.co.uk>; Reg.13

<Reg.13@dp9.co.uk>; Reg.13 <Reg.13@londonlegacy.co.uk>



**Subject:** RE: MSG Sphere artistic content

Hi Chris,

Thanks for this. Think here is something we can work with here. I'll get back to you shortly with comments and any suggestions.

Meanwhile, will provisionally set sometime aside time for us to discuss, should we need to this Wednesday 5<sup>th</sup> May at 15:00. Hopefully this time works for you.

Will send a placeholder.

Best wishes,

**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](mailto: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.*

<image001.jpg>

**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>  
**Sent:** 29 April 2021 08:59  
**To:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>  
**Cc:** **Reg.13** <**Reg.13** [dp9.co.uk](mailto:Reg.13@dp9.co.uk)>; **Reg.13** <**Reg.13** [msg.com](mailto:Reg.13@msg.com)>; Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>; **Reg.13** <**Reg.13** [dp9.co.uk](mailto:Reg.13@dp9.co.uk)>  
**Subject:** MSG Sphere artistic content

Hi Dan

During our last call you reminded me that you are waiting for a response and suggested way forward to secure the significant public benefit of the artistic content on the MSG Sphere, and restrict advertising to certain times of the day. I set out below a draft condition which MSG would be prepared to accept which hopefully addresses this issue.

‘With the exception of displaying the name of the venue, the external surface of the MSG Sphere shall be used solely for the display of artistic content for not less than 60% of the time that it is operational. Commercial content may only be displayed between the hours of 07.30-09.30 am, 17.00-20.00pm and 22.00-23.30 pm, and between these periods, for not more than 5 minutes in any 15 minute period’

**Reg. 13** and I would be happy to discuss this with you and Anthony when convenient?

Best Wishes

Chris

**Chris Goddard**

Board Director

direct: 020 7004 1757

mobile: 07712 300 728

e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

This email has been scanned by the Symantec Email Security.cloud service.

For more information please visit <http://www.symanteccloud.com>

---

This communication and the information it contains is intended for the addressee only. It may be confidential, legally privileged and protected by law. Unauthorised use, copying or disclosure of any of it may be unlawful. If you have received this

**From:** [Daniel Davies](#)  
**To:** [Chris Goddard](#)  
**Cc:** [Reg.13](#); [Anthony Hollingsworth](#); [Reg.13](#); [Reg.13](#)  
**Subject:** RE: MSG Sphere artistic content  
**Date:** 30 April 2021 15:57:18  
**Attachments:** [Sugesed Sphere Conditions.docx](#)

---

Hi Chris,

Thanks for your suggestion.

Attached are some suggested changes. Theirs some background to my approach which will hopefully provide the context for why the amendments are more reasonable they that might first appear. I've included a couple of other sphere display conditions for your perusal..

Note that the list is a starter for ten. The planning committee will ultimately decide and may take a different view to what has been suggested here.

I'm around for the rest of the afternoon if you want to discuss, otherwise, see you Wednesday next week.

Best wishes,

**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](mailto: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.***



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>  
**Sent:** 29 April 2021 08:59

**To:** Daniel Davies <DanielDavies@londonlegacy.co.uk>  
**Cc:** Reg.13 <Reg.13@dp9.co.uk>; Anthony Hollingsworth  
<AnthonyHollingsworth@londonlegacy.co.uk>; Reg.13 <Reg.13@dp9.co.uk>  
**Subject:** MSG Sphere artistic content

Hi Dan

During our last call you reminded me that you are waiting for a response and suggested way forward to secure the significant public benefit of the artistic content on the MSG Sphere, and restrict advertising to certain times of the day. I set out below a draft condition which MSG would be prepared to accept which hopefully addresses this issue.

'With the exception of displaying the name of the venue, the external surface of the MSG Sphere shall be used solely for the display of artistic content for not less than 60% of the time that it is operational. Commercial content may only be displayed between the hours of 07.30-09.30 am, 17.00-20.00pm and 22.00-23.30 pm, and between these periods, for not more than 5 minutes in any 15 minute period'

Reg.13 and I would be happy to discuss this with you and Anthony when convenient?

Best Wishes

Chris

**Chris Goddard**

Board Director

direct: 020 7004 1757

mobile: 07712 300 728

e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

This email has been scanned by the Symantec Email Security.cloud service.

For more information please visit <http://www.symanteccloud.com>

---

**From:** Reg.13  
**To:** Daniel Davies  
**Cc:** Reg.13, Reg.13, Chris Goddard, Reg.13  
**Subject:** RE: MSG - TfL Spatial Planning response  
**Date:** 04 May 2021 17:26:25  
**Attachments:** [image468247.png](#)  
[image052385.png](#)  
[210504 TfL Detailed Comments Response.pdf](#)

---

Hi Dan,

Please find attached MSG's response to the 'TfL Further Comments Report' dated 09/02/2021, which also accounts for the further information provided by TfL on the 29/04/2021.

Thanks,

**Reg.13**  
Principal Consultant



Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 Reg.13  
m +44(0) Reg.13  
w [www.momentum-transport.com](http://www.momentum-transport.com)



This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL



**Extracted - not relevant to request**

Daniel Davies  
Planning Policy and Decisions  
London Legacy Development Corporation  
Level 10  
1 Stratford Place  
Montfichet Road  
E20 1EJ

04/05/2021

Dear Daniel,

**MSG Sphere (19/00097/FUL, 19/00098/ADV,  
20/00362/FUL) Land lying to the west of Angel Lane,  
Stratford, London, E15 1AA**

The document appended to this letter responds to the detailed comments provided by Transport for London (TfL) in their letter dated 9<sup>th</sup> February 2021 and further information provided on 29<sup>th</sup> April 2021. Responses are provided in tracker format alongside the relevant paragraph number from the TfL letter and an abridged version of each TfL comment.

We trust that this response addresses the comments raised by TfL in their letter. Please get in contact if you have any queries on the information enclosed.

Yours sincerely,



**Reg.13**  
Director  
Momentum Transport Consultancy  
Clerkenwell House  
23 Hatton Wall  
London  
EC1N 8JJ

t: +44 (0)20 **Reg.13**  
e: **Reg.13**@momentum-transport.com  
w: [www.momentum-transport.com](http://www.momentum-transport.com)

Clerkenwell House, 23 Hatton Wall, London EC1N 8JJ  
Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL



Item	TfL Ref	Topic	TfL Comment	Response
1	2	Impact on network capacity	TfL is still concerned that the 300 event days per year even at the low full capacity of the stadium will have significant adverse impacts on capacity of pedestrian access routes, station ingress/egress and internal capacity especially on or around event days with surrounding venues	The Legion modelling presented in the TA as audited by Network Rail does not raise significant adverse impacts in the reasonable worst case scenarios that have been assessed. The CONOPS sets out the process to avoid simultaneous events days / arrivals / departures with the London Stadium.  The estimated annual breakdown of event capacities and frequencies is shown in Table 5.4 of the Transport Assessment. This shows that typical events will attract crowds of around 8,000 with larger concerts of between 15,000 and 17,500 people likely to occur up to 100 times a year. Maximum capacity 21,500 events will be extremely rare. The commercial practicalities of managing a venue of this type mean that these requirements are unlikely to be exceeded. However, due to the need to retain commercial flexibility and attract the best acts, MSG are not able to commit to specific restrictions on event frequencies.
2	3	Impact on network capacity	Mitigation required for localised congestion within the station particularly with respect to flows on the stairs between platform levels	Mitigation of impacts has been provided in the form of the new station entrance.  MSG accepts the requirement to deliver and underpin the signage and event overlay (implied to barriers and signage and excluding physical infrastructure works) for congestion relief and evacuation enhancement to the platform during main event peak periods. These enhancements will be defined during the sensitivity modelling undertaken post planning. Additional analysis of Platforms 6-8 has been undertaken as a starting point to this process.
3	4	Impact on network capacity	Mitigation required for additional operational risks such as platform clearance times and potential need for extensive use of congestion control measures on event days and unmodelled scenarios (late evening or ex traffic and future years)	The Applicant will work with TfL post planning to carry out further sensitivity tests of the station modelling and mitigate through operational management (event capacity, signage, wayfinding, spectator communications, congestion control barriers and staff management) where needed. Additional analysis of Platforms 6-8 has been undertaken as a starting point to this process.
4	5	Impact on network capacity	Mitigation required for the key levels of highway and kerbspace demand of coaches, minibuses, taxis, private hire and private cars in different scenarios	MSG are prepared to enter into discussion with TfL and Network Rail over a level of funding or staff on staff which is commensurate to the scale of impacts and similar to the events provided by other recent developments.
5	6	Railway Agreements	A range of Asset Protection Agreements (APAs) and other railway industry specific requirements and approval processes will be required with NR and TfL	The highway designs will be refined and progressed through the S278 agreement in conjunction with the highway authority and TfL. This will be in conjunction with a detailed Traffic Management Plan.  The applicant is committed to entering into an Asset Protection Agreement with NR and TfL as is typical for a development with the potential to impact on the railway and its operations and has demonstrated a commitment to following railway industry specific requirements and approval processes. This commitment was formally acknowledged by the Network Rail Eastern Region System Review Panel in their letter to NR Project Sponsor dated 28 July 2020. The Applicant is committed to complying with TfL approval process where TfL deem necessary.
6	7	Railway Agreements	TfL is concerned of significant transfer of risk for station operation onto operators. Applicant must be aware of a significant operating challenges at the station due to MSG and propose mitigation for these impacts	In relation to the transfer of risk onto operators, MSG do not have a remit to manage risks within the station but can support Network Rail. The other operators in this respect. When the project enters the detailed design phase post planning determination, a team dedicated to managing the mitigation of operational impacts will be initiated. This will provide the right opportunity for detailed discussion. The Operational Change required and scoping the risk for formal transfer at the right time. MSG will work closely with TfL and MTRFL to review and define the necessary change to the operational plans. It should also be noted that any transfer of hazards will only occur where this addresses the CSM regulations and will be assessed by the Independent Assessment Body at that time. The Applicant has consulted with TfL and MTRFL Station Management including Martin Bendy, MTRFL Head of Stations and Gary Ashe, TfL Stratford Station Manager. They have contributed directly to the HAZID workshop which was able to capture the specific concerns in relation to the risks associated with the development so these hazards might be formally recorded in the Hazard Record and mitigations proposed in line with CSM regulations. The Rail Safety Report in the planning application provides further detail. The Applicant is also aware that Martin Bendy and Gary Ashe were consulted by Network Rail in their development of an Integration Paper which set out how the proposed new station entrance can be integrated with the existing Stratford Station Infrastructure and Operations.
7	8	Railway Agreements	TfL wants further discussion with applicant, LLDC, PPOT, NRI and other stakeholders on the most effective planning and financing mechanism to mitigate any railway risks	The applicant has worked and is working to facilitate these discussions and these discussions are underway and ongoing.
8	10-11	Event Operations	TfL challenge the statements in TA and ES that events reach maximum capacity being occasional and the rarity of clashes with London Stadium events and midweek events.  Examples of these include: 6.2.2 The Central Line from London therefore receives a direct permanent impact on a receptor of high sensitivity. This equates to a moderate/minor effect. Given that full capacity events will be occasional and on a proportion of them will be on a weekday, this is considered not significant. and 6.2.2 Figure 6.11 shows that the Central Line operates at 100% capacity from 17:15 to 19:45. However, this is primarily as a result of the London Stadium. It is only from 19:30 to 19:45 where the Proposed Development occupies a significant portion of the capacity. In this 15 minute period, the Proposed Development results in a 39% up lift in demand. This is a direct permanent high impact on a receptor of high sensitivity. This equates to a major adverse effect. This is considered significant. However, given the short term nature of the additional impact and the rarity of this scenario occurring, the impact is considered to be minor adverse and not significant.	This has been taken into account either when the ES effect falls into the minor/moderate effect category or when the impact occurs for very short periods of time. It is reasonable to consider the scenario context and reality of it occurring in these cases. This is supported by the sample event calendar presented within the TA.
9	12	Event Operations	Controls need to be in place to avoid the occurring of the absolute worst case scenario when events are clashing between MSG Sphere and London Stadium on Boxing Day	MSG understands from its discussions with local stakeholders that Boxing Day is a challenging day for West End and the station operation. Any MSG Sphere events for Boxing Day will be at times and capacities that meet safety criteria established with West End, the Station operators and other local businesses and ratified via the SAG.
10	13	Event Operations	Relationship with London Stadium and O2 events and advance management will be an issue or any scenario and event slots, according to constraints must be sought	Controls proposed in CONOPS which are also proposed to be incorporated into the s106
11	14	Event Operations	TA assumption of average attendances of 43,500 cannot be relied upon. Assessment need to be based on the current capacity for 60,000 attendances	The assessment is based on 60,000 however considering the reality of these events is important to note.
12	15	Event Operations	TfL notes previous public responses by E20 Stadium and West Ham United that Stratford Station could not accommodate visitors from both venues in some football event scenarios	E20 as operators of the London Stadium are responsible for representing the needs of all their tenants, including West Ham FC, as well as event owners and contractors. E20 have confirmed that they are satisfied that the proposed pre-event forum and the mitigation measures suggested by MSG are sufficient and MSG will work with E20 and LLDC to ensure these provisions are secured via appropriate planning conditions.
13	17	Event Operations	TfL argues that MSG spectator arrival time is not entirely applicant's control to deliver that late start of events cannot be relied upon to mitigate risks. Especially because this will also mean that events and (depending on duration) could clash with the time when train services are heavily reduced or finished	It is noted that moving the start time is not going to change a spectators arrival time, and this has been considered in the assessment with the assumption that 50% of guests would take the advice which is the other 50% would travel as usual. This is proposed in the infrequent circumstance of a clash with London Stadium football, especially if it is a last minute fixture and so while a later finish is proposed, it can be treated as a one off rather than a regular issue. It is acknowledged that sufficient post event transport capacity will be required in these scenarios.
14	18	Event Operations	Note that engineering work on the railway planned over a year ahead and maintenance calendar should be considered when planning events	MSG is aware of the need to plan engineering work and is fully supportive of advance notification of dates and planning for these events and the specific events scheduled to take place during any period of disruption on the network.
15	19	Cash with LS	TA Table 5.1 for sample sports events calendar (Nov 18 to Oct 19) may underestimate likelihood of clashes with London Stadium especially midweek events	It is acknowledged that there could be more London Stadium football matches as a result of domestic and European cup competitions, however the purpose of Table 5.1 is to show a realistic event calendar for contextual purposes rather than an absolute worst case.
16	21	Cash with LS	Need to plan on a basis of potential range of clashes with football events at London Stadium where weekend matches could fall on Sat/Sun or Mon	It is noted that football matches could be on any day of the week.
17	22	Cash with LS	Also note that midweek football events will only be known at a few weeks notice and consequent impacts on arranged league fixtures (though in request) will occur on midweek evenings and clash with MSG events could have acute and adverse impacts on transport	MSG is aware of the intricacies of planning a venue schedule with sports fixtures and has engaged with E20 to understand the particular challenges for the London Stadium. The pre-event planning process covers all events coincidences, however they occur. There are as TfL states, many variables influencing the football calendar. The processes of pre-event planning will ensure each of these coincidences can be assessed in context.
18	24	Cash with LS	Need to plan on the assumption that on average at least one midweek football match with clash with high capacity MSG event every other calendar month or starting and event planning	MSG is aware of the intricacies of planning a venue schedule with sports fixtures and has engaged with E20 to understand the particular challenges for the London Stadium. The pre-event planning process covers all events coincidences, however they occur. There are as TfL states, many variables influencing the football calendar. The processes of pre-event planning will ensure each of these coincidences can be assessed in context.
19	27	Event Calendar	Clarify the intent of shared attraction and how this relates to Immersive Residency category	A shared attraction is a standalone event but one that can be held on the same day as an immersive residency. However, it will not be held at the same time of day as an immersive residency and will likely be a matinee event.
20	27	Event Calendar	Clarify if the 70 touring concert and 35 Immersives would be every Friday and Saturday evening (there are over 100 events and event days) or in block periods of consecutive days (therefore to reach capped H2 total)	MSG would require the flexibility for either of these options.
21	27	Event Calendar	Clarify if sports category would take the form of 5 individual days across a calendar year or 2/3 consecutive days on eventing and weekends	MSG would require the flexibility for either of these options.
22	29	CONOPS	There has yet to be any detailed engagement with TfL on all the scenarios or issues or with TfL or other areas with London Stadium, but it is welcomed in principle that the applicant will commit to extensive work to amend and work up full event management plans and contingency plans with a commitment to full late communication and collaboration, and an end of E20/LLDC/PPOT Operational Planning and Safety Group (LOPSG) Newham Safety Advisory Group meeting and regular event planning meetings.	The CONOPS was developed after extensive engagement with local stakeholders and has been shared, feedback received and updates made. It contains commitments to continue his engagement in order to capture and articulate operational interfaces and dependencies with key stakeholders. These will be drawn together in the Venue Operations Manual which will be developed iteratively post planning approval through to and beyond the opening of the venue.
31	30	CONOPS	Key concerns identified by TfL to be clarified and addressed include: role of command and control; handover; primary contingency planning; forward event planning and role of statutory/licensing units; Monitor that floor management and mobility assistance.	Command and Control handover, primary etc will be key components of the post planning planning and coordination with neighbouring businesses and captured in the VOM.
23	33	CONOPS	In dealing with extreme event scenarios, who is the role of Newham SAG is referenced in Scenario 1. It is not clear if an MSG or LS Newham SAG is considered in Scenario 2 and 3.	LB Newham SAG will have oversight of MSG Sphere operations in all circumstances.
24	34	CONOPS	The mitigation of declining the next diet that for MSG spectators only (even for a limited time) is not supported, needs to be clarified and agreed, or TfL and rail operators as part of overall station operation that it could be accepted or managed. Based on their experience this would be impractical and unworkable.	This has been proposed during agreed to support the efficient flow of spectators into the station when it would be a less desirable option for background users to join this queue or travel against the flow. It is also considered to be a viable proposed in management terms due to the alternatives are able to background users. However, the Applicant will work with TfL to refine and agree the most suitable operation for this entrance including working on alternative arrangements.
26	36	CONOPS	CONOPS contradicts the TA and Leg on modelling when taking into the last seats	The TA should be used when considering the last seats.
26	36	CONOPS mitigation	TfL urges LLDC to seek out calls on the applicant to ensure use of measures to prevent concurrent events that would cause unacceptable impacts	MSG agree that the measures should be based on unacceptable impacts passenger/guest safety being the primary criteria.
27	ii	CONOPS mitigation	Applicant should commit to the proposed annual event breakdown through a capped programme of event types. There is a precedent in LLDC area, non-LS related to types of major events to provide reassurance of control to reduce and mitigate impacts (and from elsewhere in London such as in Emirates and Tottenham stadium)	The London Stadium Venues and Tottenham venues are stadia with much higher capacities and not Arena that are designed and commercially pre-catalogued to host more event types. Capping all event types is unnecessary. MSG agrees that conditions should be agreed that focus on passenger and guest safety primarily, as well as resident amenity.
28	iii	CONOPS mitigation	Indicative event calendar or an understanding/assumption of concert breakdown would inform transport operator staffing requirements for staff provision	To be commercially viable the venue must be able to programme the venue without unacceptable restrictions. Staffing requirements for any event at MSG can be identified during the post-planning planning phase and the pre-event planning forum and agreed notification processes will ensure adequate time is provided to a) part 8 to enact agreed operating procedures and supply of resources, including manpower.
29	iv	CONOPS mitigation	Establish how Newham SAG either or both MSG and LS could operate in coincidence scenarios	This will be part of the post-planning planning process and reflect the evolving context of staging events across LB Newham and the GEOP.
30	v	CONOPS mitigation	Define the arrangements for forward planning and participation on other venues with LLDC LS and Newham Council secured and whether CONOPS proposed 9 month advance period would be adequate or inter-act with LS events	This will be part of the post-planning planning process and reflect the evolving context of staging events across LB Newham and the GEOP.
31	vi	CONOPS mitigation	Encourage best endeavours to prevent concurrent events and avoid potential for coincidences especially for concerts and major events in the summer	E20 as operators of the venue will be directly involved in the post-planning planning phase and will coordinate with all the relevant parties, including WHFC.
32	vi	CONOPS mitigation	For arrangements of future events, TfL receives fixtures scheduled for the following season from football authorities several months in advance which includes all potential cup and replay weeks. TfL is not to attempt to inform future scheduling, primarily where long term weekend rail engineering closures are known and planned in advance of football or event schedule. This approach for early engagement may help to address scheduling of MSG high capacity events and avoid potential clashes. TfL will attend the programming forum that is offered.	Agreed and to be addressed post-planning.
33	viii	CONOPS mitigation	All operators will have details of future rail engineering closures	Agreed and to be addressed post-planning.
34	ix	CONOPS mitigation	Requirement for crowd and queuing management (staff and physical provisions) outside of the stations that applicant will provide and manage	Agreed and to be addressed post-planning.
35	x	CONOPS mitigation	Requirement for crowd and queuing management (staff and physical provisions) outside of the stations that applicant will provide and manage	Agreed and to be addressed post-planning.

36	x	CONOPS mitigation	Any event that requires modified entry flows into Stratford Reg onal station needs to be agreed with rail operators well ahead of the date	Agreed and to be addressed post planning
37	x	CONOPS mitigation	Inform on site working (temporary and permanent) especially at key decision points within Stratford and surrounding areas	Agreed and to be addressed post planning
38	36	Line Load ng Impacts	TL is concerned on the ability of Jubilee and Central lines to cope with additional demand particularly after evening events when MSG spectators are departing	This has been assessed and presented within the TA, which shows that the Jubilee and Central lines can cope with additional demand after evening events
39	37	Line Load ng Impacts	Clarify how CLAM is interpreted for Fri Sat and Sun (12.18)	Demand on Friday, Saturday and Sunday are typically lower and therefore the weekday CLAM assessment is considered to be the worst case scenario
40	37	Line Load ng Impacts	Clarify 12.3.3 12.3.9 12.5.3 12.5.8 12.6.7 12.6.18 12.7.4 12.7.14 12.9.3 12.10.9 and 12.11.6; it is not been demonstrated that 0015 finish time can be accommodated on Fri and Sat. The impact of such finish on Night Tube has not been assessed. Nor has it been demonstrated that 22.45 finish on Sunday can be accommodated	Event finish times now proposed at 2300 Mon Sat and 2230 Sun with exception of when a later finish time is beneficial in cash scenarios
41	37	Line Load ng Impacts	Clarify 12.3.14 and 12.6.23 if calculation on so takes account non MSG customers diverting to Elizabeth Line to avoid disruption: Is this still a plausible option for MSG customers?	The calculation does not include non MSG customers diverting to Elizabeth Line to avoid disruption. However the significant amount of capacity provided by the Elizabeth Line and limited background demand at this time of night suggests that this would be a plausible mitigation
42	37	Line Load ng Impacts	Figure 12.10 (and others) - clarify the flow rate required into the station during such coincidence scenarios. In the 2245-2300 15 minute period this suggests just over 4000 people boarding Central line in 15 minutes (alongs de just under 3000 boarding Jubilee) in respect to station entrance capacity and availability and internal circulation as well as need for stop and go outside the station	With a lower background demand in the station on the day of ingress flow rates into the station will be higher than the 300 per minute modelling in the PM peak and is likely to be 450 500 people per minute. This equates to 7 000 people entering the station on a 15 minute period. Although the line loading and crowd modelling assessment are separate this suggests that they broadly align
43	37	Line Load ng Impacts	Clarify 12.6.6 - the overall theoretical station clearance time might not be unchanged note that the time at which people are able to access services and their ability to make onward connections may be affected	There is only a small (<500) number of people between the two sets of spectators who would be delayed and would travel in the early part of the 2315 2330 period rather than the late part of the 2300 2315 period. It is unlikely that the 0.10 minute delay would affect the ability to make onward connections at this time
44	37	Line Load ng Impacts	Clarify 12.6.10 trains will operate at capacity for 30 minutes (rather than longer than without) MSG Figure 12.15 12.16 and 12.7 demonstrates that services are not operating at capacity at all with just LS Concert	To clarify the trains are operating at capacity for the stated period because of the total demand whether this is made up of background MSG or London Stadium. It is correct that they are not operating at capacity in Figure 12.15 12.17
45	37	Line Load ng Impacts	Clarify 12.9.9 TL does not currently run one empty train from North Greenwich Southbound during post event period to accommodate demand from O2. There are currently no planned trains from North Greenwich in off peak periods. There has not been a planned North Greenwich starting service corresponding with O2 events finishing. It should be clarified this has been included in any assessment by the audit cases	That capacity is taken from CLAM outputs provided by TL. No alterations have been made to frequencies at North Greenwich
46	39	Line Load ng Impacts	Issue of impact on sensitive receptors and the frequency of coincidences need to be addressed as set out above	This has been taken into account either when the ES effect falls into the minor/moderate effect category or when the impact occurs for very short periods of time. It is reasonable to consider the scenario context and reality of its occurrence in these cases
47	40	Line Load ng Impacts	12.16 Sub-scenario 7: Jubilee EB - Figures 12.44 and 12.45 demonstrate that a clash with LS football results in Jubilee demand above capacity around an hour or more than it would be with just LS football during the PM peak period; Central EB - Figures 12.6 and 12.7 demonstrate that a clash with LS football results in Central demand being at / near / over capacity around an hour or more than it would be with just LS football during the PM peak period	This is correct however MSG only uses a small percentage of the available capacity compared to the background demand at the London Stadium meaning the magnitude of impact of MSG spectators is low. The results also show that trains are already busy or this period and MSG only ends the busy period by 15 minutes (1915 1930). Also the likelihood of this scenario even occurring (full attendance at both venues on a weekday evening) is very low. The sample event at endar suggests only one cash with a weekday football match per year, and even then the expected London Stadium attendance would be below full capacity (45k) as attendance data in TA Table 6.1 shows
48		Line Load ng Impacts	12.17 Sub-scenario 8: Central EB - Figure 12.9 demonstrates that in a scenario where MSG clashes with LS concert demand above capacity for an hour or more than it would be the case with just LS Concert	This is correct however the impact of MSG spectators is low. Also the likelihood of this scenario (full attendance at both venues on a weekday) is low
49		Line Load ng Impacts	12.19 Sub-scenario 6a: Jubilee EB (North Greenwich) - Figure 12.5 demonstrates that in a scenario where MSG clashes with O2 and LS Concert event demand is met noticeably closer to capacity than would otherwise be the case with a scenario with just O2 and MSG or just O2 and LSC	The change in demand relative to capacity is noticeable but not significant and the proportional impact of MSG spectators is low. Also the likelihood of this scenario (full attendance at both venues on a weekday) is low
50		Line Load ng Impacts	12.20 Sub-scenario 6b: O2 demand has not been included in this analysis of North Greenwich station as would be expected contrary to point 12.20.3. Need to say 12.55 demonstrates that a scenario with MSG and LS Football demand at capacity for an hour or more than it would be otherwise with just LS football demand. Therefore there would be residual capacity to also accommodate O2 demand	Graph 12.55 does include O2 demand however there is a typo within the graph labelling; the pink bars should be Background+MSG+LSF+O2
51	41	Line Load ng Impacts	Unless spectators are able to travel earlier which may not be practical particularly on weekday evening or there is enhanced travel behaviour management or physical interventions at Stratford station it is likely that more spectators will be delayed both on the network arriving at the station and also leaving the station on passengers still waiting at destination waiting to board services. The mitigation offered in clashes with London Stadium events in particular to alter MSG start times may not necessarily give the comfort of control to TL that MSG spectators would not arrive at Stratford in a peak period	Changing event timings would be supported by significant spectator communications designed to change visitor travel behaviours to mitigate this risk and the assessment undertaken to date is based on a reduced 50% take up of travel advice to ensure a robust assessment. It should also be noted that these are worst case assessments based on full capacity attendances. The sample event at endar suggests only one cash with a weekday football match per year and even then the expected London Stadium attendance would be below full capacity (45k) as attendance data in TA Table 6.1 shows
52	43	Line Load ng Impacts	TL runs sensitivity analysis on Remote Stations impacts. This work found that some stations had noticeable increases in average total passenger delay (hours) when these events also often the focus of other events Liverpool Street - 109 hours Oxford Circus - 67 hours Waterloo - 44 hours London Bridge - 33 hours Highbury & Islington - 29 hours Euston - 21 hours	Noting that changes to remote stations are not requested or proposed by TL, the Applicant will work with TL when preparing the venue spectator communication. It encourages specific travel behaviours to avoid off site impacts
53	47	Line Load ng Impacts	• MSG - O2 demand causes line loading to exceed O2-only levels and reach 100% for two 15min periods growing the likelihood of increased O2 clearance times • MSG - O2 - LS Concert - demand is above O2-only levels with over an hour of demand being at / near 100% of capacity. This leaves little / no room for service perturbation and a significant number of passengers still waiting to board services at 0000 • MSG - O2 - LS Football - demand is above O2-only levels or a significant period being at / near 100% of capacity for 45 minutes growing the likelihood of increased O2 clearance times at North Greenwich Furthermore a scenario where late finishing LS Football (e.g. extra time and penalties) is a possibility is likely to shift this issue later or similar reasons to the point made for MSG + O2 + LS Concert	see response to TL comment 47 below
54	47	Line Load ng Impacts	• Late-finishing MSG - O2 sees line loading that above what is usually seen going through North Greenwich between 2330 and 0015. There could be reason for concern that this might affect the end of clearance of O2 visitors and there over might increase the likelihood of these passengers not being able to make onward connections home • MSG - O2 - LS Concert (with Late MSG) scenarios see high demand for Jubilee line services. Demand is at / near to 100% for 1hr 30mins and is above demand levels seen for O2 only scenarios for over an hour. These scenarios - unless properly mitigated - are likely to cause extended clearance times for O2 visitors and therefore an increased chance that they are not able to make it home • Late-Finishing MSG - LS Football - O2 sees line loading that above what is usually seen (with O2-only) going through North Greenwich between 2300 and 0015. There could be reason for concern that this might affect the end of clearance of O2 visitors and therefore might increase the likelihood of these passengers not making onward connections home. This could also get worse if LS Football event were also to finish late as is partially demonstrated in figure 12.41 in TA 2.1	Services are not at capacity during any period with the exception of when a concert at the London Stadium and even so at MSG Sphere and the O2 Arena  In addition this is the only scenario where demand exceeds 80% of capacity (noting the small exception of MSG-LS Football-O2 where 85% of capacity is reached). This suggests that there will not be an impact on guests making onward connections or on clearance times  Also see response to TL comment 47 below
55	47	Line Load ng Impacts	• MSG only scenarios have greater demand for Central line WB later in the evening than LS Football events • As displayed in TA Figure 12.10 when football finishes late a MSG - LS Football scenario results in demand for Central WB from Stratford being at capacity for 30mins from 2245. This late high demand is likely to increase clearance times and thus the chance that visitors are unable to make onward connections and get home • MSG - LS Concert and MSG - O2 - LS Concert scenarios see exceptionally high demand for Central line WB services. Demand is at / near to 100% or 1hr 30mins and a above demand levels seen for LS Concert only scenarios for over an hour. These scenarios are likely to cause significant delays to visitors accessing services and therefore increasing the chance that they are not able to make it home	see response to TL comment 47 below
56	47	Line Load ng Impacts	• Demand in a MSG-only (late finishing) scenario sees demand for LS Concert scenarios in late periods of 2345 onwards. When it is within available capacity this would mean many visitors likely not making onward connections and there over an increased likelihood of visitors not making it home • MSG - LS Concert scenarios with a late MSG event see demand at / near / over 100% of capacity for over an hour. This high demand is over what is seen with LS Concert beyond 2330hrs. This late high demand leaves little / no room for perturbation and will mean visitors will face increased likelihood of not getting home after an event if their journey requires an onward connection • Were there to be a cash between a late finishing football match and MSG late event (as shown in TA Figure 12.14 (p273)) clearance times of both events would likely be affected. Visitors would face increased risk of not making further connections and getting home	see response to TL comment 47 below
57	47	Line Load ng Impacts	• MSG - LS Concert scenarios result in demand for Jubilee line services out of Stratford being higher than what is seen currently with just LS Concert events for around an hour. Furthermore demand is at / near capacity for half an hour. This is likely to cause a clearance time that will increase the likelihood of passengers accessing services late into the evening and consequently increase the chance of them not getting home	see response to TL comment 47 below
58	47	Line Load ng Impacts	• Demand in a MSG-only (late finishing) scenario sees demand over LS Concert scenario in late periods of 2345 onwards. When it is within available capacity this would be a large number of visitors likely not making onward connections and therefore increased likelihood of visitors not making it home • MSG - LS Concert scenarios with a late MSG event see demand over what is seen with a LS Concert-only scenario from 2345 onwards. This late high demand leaves little room for perturbation and will mean visitors will face increased likelihood of not getting home after an event if their journey requires an onward connection • Were there to be a cash between a late finishing football match and MSG late event as in TA Figure 12.12 (p271) clearance times of both events would likely be affected. Visitors would face increased risk of not making further connections and getting home	see response to TL comment 47 below
59	47	Line Load ng Impacts	Table 1 of scenarios where concerns are raised	As explained within the Transport Assessment events which clash with the London Stadium will be rare and all capacity clash events will be rare still. In order to maximise our guest experience MSG have a strong incentive to limit the number and scale of events which clash with the London Stadium and are committed to working closely with the London Stadium and other stakeholders to avoid such clashes where practically possible  The CONOPS explains the measures that MSG will commit to in order to minimise and mitigate cashes and it is proposed to include the key elements of the CONOPS in the seat on 106 agreement to secure this. To reiterate these measures: MSG will:  • Attend event planning forums to discuss and plan for upcoming events, including a specific onward planning forum to manage the programming of events at MSG Sphere, London Stadium and other OEOP venues; • Share in strict confidence potential event bookings to avoid unnecessary event coincidences; • At the date of release of the football fixtures, or the upcoming season, MSG will meet with the London Stadium to discuss the forward planning forum to identify key fixtures and map these onto the MSG Sphere forecast programme, mindful that for these home fixtures, times and dates can change due to broadcasting demands (or cup ties); and • When the London Stadium advise MSG nine months or more in advance of a contracted event at the stadium with an anticipated attendance of more than 50 000, MSG will apply a capacity cap for MSG Sphere events contracted after this point of 18 000. If less than nine months' notice is provided or the anticipated London Stadium concert is less than 50 000 capacity, MSG can programme a full capacity event on that date and adjust the event timings if required  Angels de the MSG have committed to a range of restricted capacities at different opening hours and these are set out in the Transport Assessment and CONOPS
60	48	Event finish and clearance times	Applicant must consider the availability and amenity of post evening event routes for guests enjoyment. Keep in mind that weekend Night Tube is not intended to handle large numbers of people especially from hard event finishes. There would need to be associated increased staffing in place to meet the station Connection Control Emergency Plans (CCPEPs)	Event finish times now proposed at 2300 Mon Sat and 2230 Sun with exception of when a later finish time is beneficial in cash scenarios





104	104	Stratford Stat on Des gn	The platform is shared between LU and MTR and it will need to be assessed if there should be one standard applied where Network Rail SCGP does not match LU S1 371 on platform calculations and vice versa	Noted
105	106	Stratford Stat on Des gn	I will need to be expected that there will be an element of risk in place to allow platforms and staircases to operate and resultant impact on train operation to ensure that the station operates safely	Noted
106	107	Stratford Stat on Des gn	The applicant could provide clarification from existing modelling or undertake a range of sensitivity tests prior to determination or post determination. This could include for example whether platform clearance times and other metrics would enable some satisfaction that different capacities will not give rise to unacceptable impacts or harm and the frequency of events. The applicant would need to confirm responsibility or any identified appropriate mitigation to be delivered by one scheme opening. This should build upon the applicant's justification that many events will be below a maximum capacity	Further analysis has been carried out focusing on Platform 6+8 which allows for a comparison between event capacities. Additional sensitivity testing is proposed post planning to shape event day operational management measures such as siting line on crowd barriers, signage locations etc
107	108	Stratford Stat on Des gn	It will be necessary to update signage and wayfinding inside Stratford Station. Wayfinding management strategy will need to be supported by in format on and wayfinding at key decision points within QEOP and surrounding areas	Noted
108	110	Stratford Stat on Des gn	It will also be necessary to identify improvements to internal circulation to address the impacts of MSG demand given the frequency of events compared to existing Special Events to enhance non permanent event over measures and access on circuit from street to ticket hall to platforms and the cumulative impact of increased demand across the site on which would need to be agreed at a set trigger point prior to opening of the proposed development to ensure such interventions can be delivered and a low for operation in future year scenarios	Sensitivity testing proposed post planning to refine operational management measures
109	110	Stratford Stat on Des gn	Further work and approach to mitigation <ul style="list-style-type: none"> <li>Appropriate further work, mitigation and decision and governance procedures will need to be considered within the Stratford Station Board and sub groups</li> <li>As above in event controls, a range of event category caps below the maximum 21,500 Sphere capacity should be tested in scenarios to mitigate against the risk of frequent high capacity events and impacts on station congestion to reflect the new business as usual operation and reduce risks arising</li> <li>It is considered that appropriate sign contribution and reasonably related in scale and kind to the transport impact the trips generated from the site and frequency of events would be required towards congestion relief schemes and internal wayfinding and signage and other measures which would enable the delivery of interventions prior to wayfinding of the site or other suitable triggers to be agreed or opening year and future demand</li> <li>Requirement to deliver proposed Platform 12 entrance prior to development opening which would partially provide mitigation to accommodate MSG demand (or a cascade arrangement of other significant measures necessary to address the impact of the proposed development) until necessary consents entered into</li> </ul>	<ol style="list-style-type: none"> <li>Noted</li> <li>Additional analysis has now been undertaken for Platform 6+8 that provides a comparison across multiple event capacities to aid operational planning within the station. However the Applicant cannot commit to frequency caps at event capacities for commercial reasons as this would put the venue at a disadvantage in comparison to all other UK arenas</li> <li>MSG would be willing to work with TL and other transport stakeholders to scope and then undertake sensitivity testing with in Stratford Station in the post planning period. Should this testing identify further issues requiring mitigation these will be mitigated through the following measures: signage; wayfinding; common cat cars; barriers; or staffing. Physical works would be excluded from any mitigation as the Transport Assessment demonstrates that the proposed physical mitigation mitigates the impacts of MSG Sphere at its maximum capacity</li> <li>The delivery of the station entrance prior to development opening will be secured through the planning process</li> </ol>
110	110	Stratford Stat on Des gn	<ul style="list-style-type: none"> <li>Requirement for Platform 12 ticket hall detailed design work and modelling to Concept stage and to subsequent stages, to meet relevant standards and to address issues identified with submitted design to LU standards to allow Develop Projects Pathway Compliance Strategy</li> <li>Requirements at appropriate stage to be agreed or clarification and further modelling of sensitivities to address a range of issues primarily arising at Platform 6+8 and on internal circulation to Network Rail ticket halls to identify physical and operational measures to be implemented prior to development opening to address platform capacity and platform clearance and vertical circulation to accommodate MSG demand and frequency of events. The scope of in format on and modelling to include: <ul style="list-style-type: none"> <li>Impact of different event sizes</li> <li>Spills between stairs</li> <li>Perturbation scenarios</li> <li>Left behinds</li> <li>Changes to boarding / alighting dwell rates</li> <li>Impact on Eastern subway under different split and assumptions.</li> <li>Stat on one-way system testing</li> </ul> </li> <li>Requirement to deliver wayfinding, signage, and event overlay items for congestion relief and circulation enhancements</li> </ul>	<ol style="list-style-type: none"> <li>Relevant standards will be met when designing the Platform 12 ticket hall</li> <li>Further analysis has been undertaken on Platform 6+8 as requested and the results have been shared with TL and NR. MSG would be willing to work with TL and other transport stakeholders to scope and then undertake sensitivity testing within Stratford Station in the post planning period. Should this testing identify further issues requiring mitigation these will be mitigated through the following measures: signage; wayfinding; communications; barriers; or staffing. Physical works would be excluded from any mitigation as the Transport Assessment demonstrates that the proposed physical mitigation mitigates the impacts of MSG Sphere at its maximum capacity</li> </ol> <p>Of the areas of additional modelling set out by TL, the following could be delivered as part of a post planning period of analysis to inform any mitigation required in the form of operational measures or overlay:</p> <ul style="list-style-type: none"> <li>Impact of different event sizes for operational planning purposes</li> <li>Spills between stairs to inform station management and wayfinding</li> <li>Impact of station one-way systems, to develop and refine station management</li> </ul>
111	111	Stratford Stat on Des gn	There is suppressed demand at the eastern end of the NLL and the forthcoming LU Upgrade Plan to 2041 is anticipated to recommend increasing service frequencies and extra staffing and reversing capability at Stratford in the form of additional platform infrastructure will almost certainly be required. For MSG this would provide additional network capacity and relief to benefit MSG events	Noted
112	113	Stratford Stat on Des gn	The proposed location of the new Platform 12 entrance would directly conflict with the scheme to extend the operational length of the existing Platform 12	It is understood that the preferred scheme does not conflict with the new station entrance
113	114	Stratford Stat on Des gn	We will encourage that the new Platform 12 entrance proposal does not preclude the ability to progress these additional platform infrastructure concepts further forward in the design development stage and on to potential delivery and will be pleased to update on ongoing progress to inform the assessment and interface with MSG's railway proposals	Applicant to update GRIP process to ensure scheme is not precluded
114	114	Stratford Stat on Des gn	Mitigation <ul style="list-style-type: none"> <li>Seek further engagement on these proposals with Network Rail:</li> <li>Feasibility work to understand (and provide robust evidence) as to how the London Overground schemes can complement or not preclude Platform 12 entrance proposal;</li> <li>Subject to further discussions with rail industry stakeholders, a contribution to Network Rail feasibility work alongside the new station entrance proposals design to identify solutions for integration and to provide additional network benefits by MSG events</li> </ul>	To be developed through further consultation and design progression post planning
115	118	Staffing	It is considered that permanent increase in station staff resources is required as a result of the development given the frequency of events. Details of station management plans to manage visitors arriving at proposed development and leaving after events will need to be set out to provide required routes for staffing model for all operators	Noted however revenue generated is forecast to cover additional costs
116	122	Staffing	The new station entrance for LU staffing purposes is considered remote and would need to be managed by a minimum of two members of staff at all times and this would need to increase for particular MSG event attendances	Noted however revenue generated is forecast to cover additional costs
117	124	Staffing	LU and other operators will need to assess how CCEPs would need to be updated to deal with the increased impact of regular services, which could be intended to complement the 6,000 - 11,999 moderate and 12,000+ full external event management categories set out in the CONOPS, if any consistency	Noted however revenue generated is forecast to cover additional costs
118	126	Staffing	For LU, based on the applicant's CONOPS for return traffic and flows to station entrances additional staff are expected to be needed at Platform 12 entrance and Southern Ticket Hall and in some scenarios on Platform 6+8. To support the command and control and communication with the venue event control room a supervisor would be required on duty within the venue event control room (in line with the established arrangements for London Stadium football and major events) and where the CONOPS has identified staff would be required. Additional staff are also expected to be needed to escort mobility impaired passengers (where it would not be acceptable for external staff to undertake this with a station)	Noted however revenue generated is forecast to cover additional costs
119	127	Staffing	It would be expected that additional MTR staff (for Elizabeth line) will be required in their parts of the station and other operators such as KAD (for DLR) and Arriva Rail London (for London Overground) would also require additional platform staff and these are all operators provided to TL under Concession Agreement contracts	Noted however revenue generated is forecast to cover additional costs
120	129	Staffing	The CONOPS identifies that some MSG guests may choose to use Maryland station or that Maryland station would be used in major contingency and the need for additional trained station staff would be required there in addition to any staff at Stratford station	Minimal numbers are forecast to use Maryland and except for in major contingency e.g. Stratford Station being closed. This is due to the increased walk times and the fact that it does not provide access to any lines that Stratford does not do already. Guest communications and management will also encourage use of Maryland Station. This level of demand is not expected to require increased station staff
121	130	Staffing	Event coincidences with London Stadium events may also require further work into the capacity and station staffing and management, investigate for example how Stadium customers arriving to use westbound services at Hackney Wick or Pudding Mill Lane stations will not be left behind if London Overground and DLR trains are full on evening Stratford station	MSG would be willing to work with TL in the post planning period to help their understanding of this however due to the minimal MSG demand at these stations and on these lines it is not proposed to fund any further mitigation, especially given the minimal likelihood of this clash occurring
122	130	Staffing	Mitigation <ul style="list-style-type: none"> <li>Understanding of event calendar and balance of afternoon and evening events</li> <li>Staffing of new station entrance - if LU were to operate, an increase in permanent staffing</li> <li>Additional staffing for MSG events up to for LU and other operators to address mitigation for CCEPs; or LU expected to be a further increase in permanent staffing and arrangements, or all other operators to be clarified</li> </ul>	Staffing to be funded by extra revenue generated by MSG guests using TL services
123	133	Rail Glare and Distraction	Further work and mitigation <ul style="list-style-type: none"> <li>Further work to be scoped with NR and LU as appropriate</li> <li>Requirement to follow LU standards where different to NR standards with LU signalling department with applicant to participate in LU Stat on and Train Tier 1 and 2 groups and Platform Train Interface (PTI) and Signal Sighting committees</li> <li>Requirement to secure fund and deliver LU physical infrastructure and associated updates to as a record information in line with LU standards</li> <li>VLDC should be satisfied that the mitigation offered by the applicant can be controlled, secured, undisturbed and delivered through an appropriate planning or railway industry mechanism</li> </ul>	<ol style="list-style-type: none"> <li>The Applicant is committed to scoping and undertaking design work as required to comply with NR and LU processes and regulations and will work collaboratively with NR and LU to this end, when appropriate</li> <li>The Applicant acknowledges and accepts the requirement to follow LU standards where different to NR standards with LU signalling department will participate in LU Stat on and Train Tier 1 and 2 groups, and Platform Train Interface (PTI) and Signal Sighting committees</li> <li>The Planning Conditions and Section 106 Agreement set out the on the part of the Applicant the obligations which must be fulfilled</li> </ol>
124	137	Road User Safety Report	Mitigation <ul style="list-style-type: none"> <li>The proposed mitigation strategy suggests a planning condition on a detailed junction analysis prior to operation to determine whether it is necessary to alter road traffic signals or signage and that the potential at a junction could include repositioning road traffic signals or signage at the relevant junction or extended backboards to traffic signals. This would only be appropriate where there is a clear benefit to road users and the changes were in accordance with traffic signal design guidance and standards. The position of traffic signals should always be located to facilitate safety. VLDC will need to be assured that the mitigation offered by the applicant for a detailed assessment prior to operation can be determined at planning stage and can be controlled, secured, undisturbed and delivered through an appropriate planning or highways mechanism</li> <li>Any junction changes should be based on collision analysis and should aim to improve facilities for road users in accordance with the Vision Zero approach. Where practical the applicant could consider the use of trees and green infrastructure to obscure the advert from road users at sensitive locations taking account that trees take time to establish and lose leaves in winter</li> <li>TL agrees with the other aspects of the mitigation strategy to manage content, phased commissioning and monitoring of collision data. If data shows increased collisions it is not clear if the applicant would propose to halt the continuation of the advert, remove advert or propose alternative mitigation not already identified. Monitoring would be useful if it leads to meaningful action to remedy the situation</li> <li>TL cannot confirm that the proposed mitigation strategy minimises the driver distraction risks from the proposed advert. It does reduce the risk and it would be for the local highway authority to assess this carefully particularly taking into account the local collision record</li> <li>TL would note that failure to look properly and driver distraction are major contributory factors to collisions which relates to a range of factors as set out by the Royal Society for Prevention of Accidents (RSPA): <a href="https://www.rspa.com/media/documents/road-safety-driver-distraction-factsheet.pdf">https://www.rspa.com/media/documents/road-safety-driver-distraction-factsheet.pdf</a> and Brake (the road safety charity): <a href="http://www.brake.org.uk/uk/and/resources/factsheets/road-safety-facts/15-facts-a-resources/facts/151-distractionfacts">http://www.brake.org.uk/and/resources/factsheets/road-safety-facts/15-facts-a-resources/facts/151-distractionfacts</a></li> </ul>	<ol style="list-style-type: none"> <li>Noted</li> <li>Noted</li> <li>To be agreed with the wording of the planning conditions</li> <li>Noted</li> <li>Noted</li> </ol>
125	141	Healthy Streets	It will need to be demonstrated how kerbspace and highway capacity on Mollington Road (and other nearby roads such as Angle Lane, Westfield Avenue, Great Eastern Road and car parking areas) will operate both in event over mode given different impact during event arrivals and departures and/or general multi-modal interchange outside of event periods, and how access in and out of the bus station is retained	To be addressed through further traffic modelling as part of s278 and area wider traffic management plan
126	142	Healthy Streets	Further in format on and plans will need to be developed as part of detailed design and operation to show the ease of managing the frequent alterations from non event mode to any event overlay if this requires or for example the suspension of the street cycle track or other impacts on transport services, as well as storage areas for any event overlay material such as barriers	To be addressed through further traffic modelling as part of s278 and area wider traffic management plan
127	144	Healthy Streets	It is concerning that as set out in the Visitor Travel Plan that cyclists will not be permitted to cycle on the podium for safety reasons and it is considered that regardless of any site design matters, a route from Angel Lane via the podium, the Town Centre, Rink Bridge and onto Westfield estate may be an attractive desire line to cyclists and it is unclear how restricting cycle access could be enforced	Cycling on the podium raises safety issues for pedestrians. It is not expected or intended to be an attractive route for cyclists due to the stadium staff that require new gates. This is the same restriction as in Westfield and many other private estates across London, and would be enforced in the same way
128	147	Healthy Streets	TL has concerns that car travel to/from the development may be attractive given the relative ease of access by road and the availability of parking in the vicinity of the venue	The impact of the forecast vehicle trips and car parking has been assessed within the TA based on mode shares observed at the London Stadium which is in the same post town as attractiveness to drive given that the location, car parks, highways are the same
129	150	Healthy Streets	It is not clear how any impact of traffic delay will affect the operation and popularity of the shuttle service	The Applicant is so committed to minimising car use through the Travel Plan

130	151	Healthy Streets	<p>T. I considers there is a risk of impact on the operation of the Stratford town centre bus station and taxi rank to be addressed</p>	<p>To be addressed through further traffic modelling as part of s278 and area wider traffic management plan</p>
131	152	Healthy Streets	<p>Mitigation  i. A combination of interventions to be secured by an appropriate planning or highway mechanism besides whatever existing highway controls and a traffic signal programme can be continued such as area management, a review of signage, enhanced bus priority physical measures, junction protection and reducing duration of road closures before during or after London Stadium coincidences to protect bus journey times will be required to support the network.  ii. If any MSG events are to be held in parallel with London Stadium events the applicant will need to work with LLDC, Newham Council and TL to assess and analyse highway issues and develop and implement a strategy which will reduce delays to buses and their passengers, to address access routes to car parks, and other confidence that these strategies can cope with the incremental increased capacity.  iii. Event overery proposals for moderate and full impact on crowd management including but not limited to barriers, wayfinding, signage and management and operation responsibilities.  iv. We consider that the applicant will need to commit to a package of enhancements or other links and junctions in the vicinity identified as experiencing significant impacts such as Stratford High Street / Watton Road and Angel Lane to deliver improvements to address network performance arising from the impact of the development – to be discussed and agreed with LLDC and Newham Council.  v. CPZs and RPZs in the surrounding area rarely include even on peak days and weekends except where covered by any events at the London Stadium. It will need to be resolved with the relevant Councils how to cover events times and for the applicant to fund these changes accordingly.  vi. Enhancements at and on approaches to Maryland station to enable event management in the event of MSG events using Mary and station or for major contingency plans.</p>	<p>Further traffic modelling will be undertaken post planning to inform a detailed Traffic Management Plan to identify event specific traffic signal timings programmes etc. This will be scoped with TL and LB Newham as the highway authority.  i. The detailed Traffic Management Plan will incorporate London Stadium operations so that there is a strategy in place should the unkey scenario arise of both venues hold events in parallel. The Applicant will work with LLDC, LB Newham and TL to produce this.  ii. A detailed Crowd Management Plan will be produced post planning that sets out the required crowd management staffing and infrastructure or each event type and size.  iii. There is no evidence that suggests improvements to junctions would be required as a result of the development, however the further modelling associated with the development of the detailed Traffic Management Plan is envisaged to identify signalling timing changes that would benefit the highway network.  iv. Monitoring of parking with the CPZs and implementation of extended CPZs is included within the s106.  v. Minimal numbers are forecast to use Maryland except for in major contingency e.g. Stratford Station being closed. This is due to the increased walk times and the fact that it does not provide access to any lines that Stratford does not do already. Guest communications and management will also discourage use of Mary and Station. The level of demand is not expected to require increased station staffing.</p>
132	153	Montichet Road local modeling	<p>T. I is concerned that the physical intervention (aside from event management requirements on the 300 event days) could have significant impacts for bus, coach and taxi customers and the operation and performance of the public transport and local highway network.</p>	<p>To be addressed through further traffic modelling as part of s278 and area wider traffic management plan</p>
133	154	Montichet Road local modeling	<p>The detail of the design and its effect on highway performance (such as signal cycle time and impact on other junctions with the same SCOOT reg on) especially for bus stop access and bus network performance will need to be resolved.</p>	<p>To be addressed through further traffic modelling as part of s278 and area wider traffic management plan</p>
134	155	Montichet Road local modeling	<p>Mitigation  i. TL could accept that any outstanding matters as part of the Section 278 works could be dealt with post any planning decisions on by conditions or obligations which would need to be worked to bring forward a revised scheme for Montichet Road for further information and an assessment of the performance of the Healthy Streets requirements including bus journey time and performance and options for cycling and pedestrian access. A part of the works would need to be agreed in the obligation drawing.  1) The extent of that modeling work and  2) Its timing especially if Montichet Road works need to be implemented ahead of Bridge 1 and 2 construction works if that is far ahead of any MSG scheme opening and  3) A scope of works will need to be defined for the extent of the s278 work or implementation and all the requirements of kerbside uses informed by the extent of the construction modeling work for example 1) that identifies works at other locations beyond those shown in the submitted application drawings for Montichet Road for example to enable bus or only at other nearby junctions to not adversely affect bus journey times and performance. Further investigation of the role and requirements of Montichet Road as it uses needs to be undertaken to inform development of design options. This should address how additional space for cyclists and pedestrians can be provided without detriment to bus operations and junction cycle times and any run off road proposed new start and entrance and event management plans – see on below on TL position on designs as submitted and potential amendments and requirements.</p>	<p>Microsimulation modeling will be undertaken post planning to inform the detailed Traffic Management Plan. This will be scoped with TL, LLDC and LB Newham prior to being undertaken to agree the extent, timing, consideration of bus journey times, mitigation measures, cyclist and pedestrians etc. Mitigation would be limited to signaling improvements or similar but would exclude physical works to junctions as there is no evidence this is required.  Given the differing priorities for the highway network between the authorities a coordinated position on will need to be agreed during this scope.</p>
135	155	Montichet Road local modeling	<p>I. We strongly urge that the extent of the s278 works should be extended to include junctions north and south of the area identified – Penny Brookes Street and Stratford Avenue. This will cover the area which is likely to include junctions to allow for bus priority measures as well as linking into cycle networks especially if this assists with ensuring ease of access to bus stops in the interchange zone and for buses to access Stratford City bus station. TL is not seeking any S106 contribution towards additional bus capacity enhancement for additional services but will need to prioritise the performance of the bus network where enhanced junctions and bus priority measures are required.  ii. Road Safety Audits and designers responses at the relevant stage.  v. We strongly advise that the s278 and future modeling exercise on Montichet Road should investigate dedicated footway to pedestrian area and that a new strategy is needed for accommodating cyclists on the carriageway, ideally in a calmed, low speed environment. This would have much wider benefits for the area especially the pedestrian environment should be explored in a location that has so many competing demands.</p>	<p>The proposed works on Montichet Road extend from the southern arm of the Penny Brookes Street junction through to the entrance of Westside Car Park. It is 550m length of highway. The International Way arm at the junction with Montichet Road is also included in addition to a 230m stretch of Angel Lane highway works are proposed. The quantity of highway works proposed as part of this application is significant. Extending these works further would not be proportionate to the scale of the development impacts. However, the schemes have been designed to enable the new third party junction designs should they come forward.  v. The Detailed Design of Montichet Road and Angel Lane will be carried out in consultation with TL, LLDC and LB Newham and the modeling will be performed in its form.</p>
136	155	Montichet Road local modeling	<p>v. We would welcome radical solutions (which may emerge through other public realm and masterplanning work with Newham Council and LLDC) that result in removal or access or through movement by general traffic, effecting a making Montichet Road a bus, coach / taxi / cycle access only street and enabling changes to the street environment that would genuinely be appropriate for a major transport interchange and the threshold of a large entertainment venue. TL considers that a wider approach to the requirements of the proposed development and station interchange and Metropolitan Centre including cycle hire will need to be considered as a whole with LLDC and Newham Council to identify and secure exempt cycle provision and ease of access.  vi. The delivery mechanism of installing bus stops, coach stops, taxi ranks and associated infrastructure such as shelters and flags and information on Montichet Road (or adjacent roads such as Angel Lane) will need to be agreed with TL and the highway authority for inclusion in the S106 or the s278 agreement, along with future maintenance responsibilities in the event that any non-standard infrastructure is proposed.  vi. Any temporary amendments during the construction phase will also be required.</p>	<p>These factors will be considered through the s278 process in consultation with TL, LLDC and LB Newham.  Note that these will be picked up within the construction traffic management plans.</p>
137	158	Montichet Road local modeling	<p>A reduction of highway lanes is supported in principle but this needs to consider the detail in light of actual dimensions and the constrained capacity between the existing line on the western side of the road to the railway wall and energy centre on the eastern side of the road.  • the requirement for junctions to car parks and the bus station  • the proposed Platform 12 station entrance.  + as above, the impact on traffic and bus services</p>	<p>To be addressed through further traffic modelling as part of s278 and area wider traffic management plan</p>
138	160	Montichet Road local modeling	<p>For cycle use, such as the limitations on the usability of the wider off-carriageway infrastructure provided that some cycles will continue to use the carriageway therefore the general advice on recommended lane widths still applies.</p>	<p>Noted</p>
139	161	Montichet Road local modeling	<p>The cycle track on the eastern footway compromises the pedestrian environment (unacceptably in a number of locations) as demonstrated on the Landscape Montichet Road drawings 14 Section 11 adjacent to a bus stop 2.3m. We consider these to be inadequate for a footway that gives access to a station, bus stop and coach stops. For a venue that will generate large peaks in pedestrian flow, they are significant factors to be considered.</p>	<p>This footway is modelled using Legion within the TA, however refinements to the highway proposals will be addressed through s278 in consultation with LLDC, TL and LB Newham.</p>
140	163	Montichet Road local modeling	<p>The location and function of the shared use areas does not make them credible as part of a cycle or a pedestrian network – they are located on areas where pedestrians are likely to be waiting, and where pedestrian desire lines cross.</p>	<p>The Montichet Road design balances the various needs of the highway authority transport authorities and proposed development, however comments will be considered and addressed through the s278 in consultation with stakeholders.</p>
141	164	Montichet Road local modeling	<p>As a proposal that is likely to deliver a crowded poor quality pedestrian environment to suppress cycle use and make cycling significantly more risky, it undermines major objectives around promoting cycling, modal shift and Vision Zero.</p>	<p>The Montichet Road design balances the various needs of the highway authority transport authorities and proposed development, however comments will be considered and addressed through the s278 in consultation with stakeholders.</p>
142	165	Montichet Road local modeling	<p>TL does not support the principle of moving the southbound coach stop to the north of Hitchcock Lane. The proposed distance from the Northern Ticket Hall – and the new Platform 12 station entrance as designed would not provide the same degree of access and circulation to platform. The detail design should therefore take this into account to avoid displacing daily activity on Montichet Road and the effect of additional wait distances for coach passengers.</p>	<p>The movement of the southbound coach stop does make a material difference to the likely journey times for those traveling by coach and there would not be expected to affect demand.</p>
143	166	Montichet Road local modeling	<p>It would be better if the crossing is on the desire line between the bus stop and Northern Ticket Hall / Westside entrance.</p>	<p>The location of the crossing considers multiple factors such as the desire lines, visibility, footway width, road markings etc. However, the final location can be determined through the s278.</p>
144	167	Montichet Road local modeling	<p>The revised taxi rank would need provide sufficient capacity of a rank for taxis (black cabs) and the nature of the waiting / queuing areas around Town Centre Link Bridge structure for deployment of taxi ramps and circulation. It will need to be clarified if a relocated rank onto carriageway could still operate under London Stadium event conditions with a Montichet Road closure.</p>	<p>Noted</p>
145	168	Montichet Road local modeling	<p>Green space appears in small fragmented blocks that are unlikely to survive well as high quality assets on the streetscape – or, for example, the small block accommodating a litter bin involved solely outside the proposed station entrance.</p>	<p>This will be addressed through the s278.</p>
146	169	Montichet Road local modeling	<p>Mitigation  i. Part of s278 works and modeling exercise  ii. Resolve the transition(s) between a cycle way on edge of highway towards the back of pavement / railway wall with the bus and coach stop waiting areas  iii. Resolve the location and use of shared space areas  iv. The main carriageway has to be designed for cycle use, further speed reduction measures and interventions to reduce the dominance of vehicular movement on the carriageway.  v. Encourage buses to pull onto and away from stops and access the bus station on the proposed removal of the existing right turn lane in the bus station and for to be shared into a general carriageway lane and signal timing may affect the ability for buses to enter and to leave the bus station efficiently.</p>	<p>Noted  i. To be resolved through s278  ii. To be resolved through s278  iii. To be resolved through s278  iv. To be investigated with modelling exercise post planning</p>
147	169	Montichet Road local modeling	<p>vi. Unless significant alternative designs for bus stop access can be proposed away from the existing bus station access, the existing bus stop access with a central passenger island will need to be retained to allow for ease of operation of the bus network and traffic signals.  vii. Pedestrian circulation areas in line with Pedestrian Comfort Guidance  viii. Pedestrian crossing on a suitable desire line with suitable pavement waiting space not conflicting with cycle tracks or cycle desire lines.  ix. Bus stops in line with TL accessible bus stop design guidance and it should not be assumed that the Town Centre Link Bridge for the proposed bus stop location would provide adequate shelter; bus shelters will need to be provided.  x. Coach stops have to be at a location where there is more width available given the demand for passengers to wait with shelter and for coaches to safely set down and pick up and so to deploy passengers if they may be options to investigate southbound coach stops further south of (relocated) bus stops to make use of kerbspace there that is closer to the pedestrian crossing to overcome ease of access and walking distance to the station Northern Ticket Hall entrance, but which may not be acceptable with the operating scenarios where Montichet Road is closed for London Stadium events.  xi. Taxi rank capacity and the space for deployment of taxi ramps and circulation.  xii. Taxi rank to make provision for taxi rapid charging points.  xiii. London Stadium Event Day road closure overlay – for access and circulation especially for taxis and coaches where temporary facilities are required (and where coaches are able to use the bus standing to turn only during Montichet Road closures when there is reduced traffic and a highly managed environment.</p>	<p>vi. To be investigated with modeling exercise post planning  vii. To be resolved through s278  viii. To be resolved through s278  ix. To be resolved through s278  x. To be resolved through s278  xi. To be resolved through s278  xii. To be addressed through traffic management plans post planning</p>
148	171	Montichet Road local modeling	<p>The removal of cycle facilities south of Angel Lane bridge is not acceptable.</p>	<p>There is an existing pinch point on Angel Lane resulting from the parapet wall to the west and private land to the east which prevents from maintaining a consistent advisory cycle lane throughout this section of the highway.  The proposed design acknowledges that proposing an intermittent advisory cycle lane is deemed to be an inadequate solution both from a road geometry and safety perspective and the proposals to terminate the advisory cycle lane to instead provide a consistent carriageway width where possible as well as integrating a raised table through the location at which the existing redundant junction is located to provide a level of vertical deflection and help reduce vehicle speeds. This will ensure cyclists gain a primary position on the road and prevent vehicles from attempting to overtake cyclists. There is a further controlled pedestrian crossing coupled with a raised table immediately south of Wrdm lane that will also help in reducing vehicular speeds in the location where the cycle lane is terminated.</p>
149	172	Montichet Road local modeling	<p>Footway width at the accessible drop off appears inadequate to allow safe egress from public vehicles without impeding pedestrian movement on the footway. No crossing facility has been provided to access the ramp on the western side of Angel Lane.</p>	<p>To be addressed through s278</p>

150	173	Mont ichet Road local modeling	The crossing distance across the mouth of the junction on to the service yard is unacceptably wide and no cycle parking is proposed at this location. Pedestrians ought to be prioritised here given that it is designed to be a major entrance to the public realm around the venue. The applicant should clarify if there will be instances where vehicles are seeking to enter this junction at the same time as another vehicle exiting and how these can be identified and managed to redesign this access	The crossing distance is defined by the swept path analysis of a vehicle entering the service yard  This who e section of Angel Lane is on a raised table and therefore pedestrians are prioritised. Road markings will give pedestrians priority over exiting vehicles  This provides access to the event service yard which will only be used by vehicles associated with the setup and breakdown on an event. This means that all arrivals and departures will be planned and scheduled to reduce the likelihood of vehicles entering and exiting at the same time. Building staff will however be on site to manage service yard movements at all times
151	174	Mont ichet Road local modeling	Cycle parking has been provided at a location on no consideration has been given to the cycle rucksack needed to access it. Removal of the cycle lanes to provide cycle parking is a poor trade off	The cycle lanes has not been removed to provide cycle parking. The cycle parking is located here to make use of available space and would be accessible via Angel Lane
152	175	Mont ichet Road local modeling	At the northern end of the scheme the applicant should clarify what would be proposed for the section marked 'redundant existing road no longer used', if there are alternative uses or development proposals.	There are no proposals for this section of road
153	176	Mont ichet Road local modeling	Mitigation i. Section 278 and modeling exercise ii. Work with Newham Council to develop proposals for Angel Lane bridge iii. Retention of cycle provision iv. Road Safety Audit	i. Noted ii. LB Newham will be involved in the s278 for Angel Lane iii. See above for the explanation of the Angel Lane designs iv. Noted
154	177	Existing Traffic signals and controls	Section 278 network clearance times does not necessarily reflect how the traffic light system currently works and the neutral survey data used may not be representative of timings for a mass egress. It is not correct to infer a 117 minute egress time when the timings will automatically flex to try and meet the demand	To be addressed through further traffic modeling as part of s278 and area wider traffic management plan
155	177	Existing Traffic signals and controls	Mitigation i. 9711 sets out need for further detailed modelling which would be supported to test that aspect of the network resilience and take into account any further or emerging schemes and where impacts onto other parts of the highway network on Westfield Avenue London Stadium road closures are assessed ii. Road network operation or physical design changes that affect the operation of the SCOOT or traffic signal system must be understood and changes required by TL included in any proposed design. These changes will require agreement with TL, and a process needs to be in place to achieve this agreement	To be addressed through further traffic modeling as part of s278 and area wider traffic management plan
156	178	Bus Network	The primary concern for buses is that there must not be any significant impact on the local highway network which would affect bus performance	To be identified through further traffic modeling as part of s278 and area wider traffic management plan
157	181	Bus Network	Mitigation i. The applicant will need to work with LLDC, Newham Council and TL to assess and analyse highway issues on MSGS only days and any coincidence event days and develop a strategy which significantly reduces delays to road users including buses and their passengers and other confidence that these strategies can cope with the increased capacity ii. Commitment to ensure Montichet Road and other highways served by bus routes would remain open before and after MSGS on event days iii. Scope of S278 and local modeling to include wider area for bus priority measures and address access to Stratford City bus station iv. TL considers that there will be the need for a dedicated Stratford City bus station controller (aside from other Montichet Road event day stewards/marshalls) for the specific purpose of managing issues during any construction phase, pre-opening operational planning, on operation managing the interfaces with crowds, operation of buses entering and leaving the bus stand and at bus stops, and other bus operational issues which may arise from passengers leaving the proposed development site and queuing to enter Stratford station. They would also have responsibility for liaison with TL Network Management Control Centre and the venue control centre. It should be noted that Stratford Town centre bus station has a bus station controller on site 24 hours a day so no additional request is sought there providing a Stratford City controller would be consistent with this and for the benefit of the applicant. To deal with impacts created TL will provide details of the request or which an annual salary for 1 FTE to commence during construction phase for up to 10 years	i. The proposed modeling to inform the Detailed Traffic Management Plan will be scoped in LLDC, LB Newham and TL to pick up on these considerations ii. This will be determined by the Detailed Traffic Management Plan but will seek to keep all highways open to the greatest extent possible iii. The scope of modeling is yet to be agreed by us include buses as a consideration iv. Impacts on buses from additional demand and traffic management are expected to be low and as journeys by MSGS guests are likely to generate additional revenue MSGS do not believe it is necessary to provide funding for a bus station controller for Stratford City Bus Station v. During construction there will be a full construction traffic management scheme which will include factoring in bus use (both bus and passenger access)
158	181	Bus Network	v. TL is not seeking any S106 contribution towards bus capacity enhancement in operation but the impact of the construction phase and construction on the Montichet Road area and the unknown impacts of the scheme when operational (there is a high adverse impact on the local highway network and access to Stratford City bus station) may require compensation to bus operators where routes have to be temporarily or permanently curtailed or otherwise amended to maintain the operation of the bus network. TL will be able to provide further details vi. Operate on and monitor identified sites for example passengers (or other visitors to the proposed development or background users) left behind and measures to address this	v. Noted and further details awaited vi. Noted
159	182	Scheduled Coach impacts	The frequency of events in the proposed development and other impacts on the local highway network is likely to have a significant impact on coach services which may affect the performance of coach services in weekday PM peaks and especially late evenings	To be identified through further traffic modeling as part of s278 and area wider traffic management plan
160	183	Scheduled Coach impacts	Mitigation i. The issues of coach stop location and design and access will need to be addressed in the Montichet Road S278 and design work	To be identified through further traffic modeling as part of s278 and area wider traffic management plan
161	185	Taxi and Private Hire	All spaces allocated or bases should be labeled as 'Taxi Rank' and requirements for temporary peak periods ranks would need to be discussed	To be addressed through s278
162	187	Taxi and Private Hire	Further discussion with TL's Taxi and Private Hire Team will be essential prior to works being completed and traffic orders be made	Noted
163	189	Taxi and Private Hire	A designated space will need to be identified on the highway or off highway for taxis and PHV use and which will need to be marshalled accordingly	To be addressed through s278
164	189	Taxi and Private Hire	Mitigation i. The details of taxi rank and private hire locations will need to be addressed in the Montichet Road S278 and design work including location on during London Stadium event days which currently close Montichet Road ii. Rank marshalls for applicant to provide iii. Requirement to engage with PHV operators and Newham Council as highway authority to establish a specific zone and suitable locations for waiting on or off street	i. To be addressed through s278 ii. Noted iii. To be addressed through the traffic management plan
165	191	Vis to coach and minibus use	The applicant needs to provide details and resolve how this level of provision would be accommodated without disruption to other road users. Coach parking should be directed to other locations such as the site at the Multi Storey Car Park adjacent to Here East	To be addressed through the traffic management plan
166	191	Vis to coach and minibus use	Mitigation i. Traffic Order for use of yellow lines on International Way ii. A Coach Management Plan condition	i. To be addressed through s278 ii. Noted
167	195	Cycle Parking and Cycle Hire	TL is very concerned that he provides no in line with the London Plan (or MTS) and I does not acknowledge the in-structure improvements in pace such as Cycleway 2 and further proposed enhancements to cycling network connections to the Q&CP and catchment area for cycling trips	The cycle parking provision has been driven by the forecast demand plus additional spaces to ensure this is sufficient. This is more than other comparable venues. In addition more than 800 on street and covered cycle parking spaces are available within a ten minute walk of the site with 96 spaces available within 2 minutes  As part of the measures set out in the Vis for Travel Plan submitted alongside this application I propose to monitor levels of cycle parking or MSG Sphere events. Should demand exceed 90% of the proposed cycle parking provision further cycle parking spaces will be provided with the location of these to be defined through consultation with LLDC and LB Newham
168	199	Cycle Parking and Cycle Hire	The role of cycle hire in the overall approach to cycle access should require enhanced coverage or management of the existing provision be required in the vicinity of the site and a contribution to investigate and deliver suitable sites to expand Cycle Hire docking stations within the vicinity of the site this would need to be secured via an appropriate legal mechanism	Santander cycle hire is not forecast to receive a material increase in demand especially with the comparable benefits and increased number of dock cycle cycles compared to the Santander Cycles. It is therefore not proposed to increase Santander Cycle facilities or provision prior to the operation of the venue. However these facilities will be monitored as part of the event monitoring schedule and will be expanded should the surveys suggest demand associated with MSG Sphere events a case to examine available provision
169	199	Cycle Parking and Cycle Hire	Mitigation i. Identify additional coat on or secure visitor parking dedicated to MSG events (such as on site podium or other suitable sites in the vicinity of the site in line with other site security and management strategies) which the operator could manage to enhance and encourage use of cycling to increase the provision and propensity to travel ii. Details of cycle parking for staff and visitors including provision for non standard bicycles and storage facilities iii. The Vis for Travel Plan to monitor cycle parking and if demand exceeds 90% of the proposed provision further spaces will be provided. The scope of this monitoring area will need to be identified and areas for additional parking in the local hood of this occurring given the location of the other spaces and their use by other land uses iv. Contribution to Cycle Hire to deliver additional or expand existing docking stations in the vicinity of the site	i. This will be detailed within the Cycle Parking Management Plan ii. Noted. The scope of the monitoring area will be discussed with TL through the development of the Vis for Travel Plan iii. Contribution to cycle hire is not proposed as it is not forecast to receive material increase in demand. However these facilities will be monitored as part of the event monitoring schedule and will be expanded should the surveys suggest demand associated with MSG Sphere events a case to examine existing available provision
170	200	Car Parking Operational staff	Mitigation i. All operational parking must provide infrastructure for electric or other Ultra Low Emission vehicles and disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1 ii. Car Park Management Plan	i. Noted ii. Noted
171	205	HS1 Car Park application	The provision of standard spaces is not in line with London Plan policy T6.4A or Policy T8 of the LLDC Local Plan and this provision is not supported	The London Plan Policy 6.4A stages that on site provision should be limited to operational. This is consistent with the development proposals  The parking at HSI Car Park is primarily for the purposes of providing disabled parking spaces as part of the mobility strategy. The proposals are a re-provision of existing spaces and result in a net reduction in overall spaces. It also reduces the amount of parking available to the public for day to day use and restricts the ability for London Stadium visitors to use these on a matchday which is acknowledged by LLDC to be an issue. These factors are not accounted for within either policy mentioned
172	206	HS1 Car Park application	The applicant should assess if they wish to enhance the provision of designated blue badge spaces to accommodate potential additional demand or remove the provision of standard parking	No changes are proposed
173	206	HS1 Car Park application	Mitigation i. Reduce provision of standard parking to comply with policy ii. Clearly sign impact of background traffic on operation of mobility shuttle before and after events iii. Engagement with the BEAP and other relevant stakeholders to develop the mobility assistance service in advance of the opening of MSG Sphere iv. In-structure for electric or other Ultra Low Emission vehicles v. Car Park Management Plan	i. See responses above ii. The primary mobility shuttle connections are between HSI Car Park and Bridge 1 or Angel Lane and these are short in distance and are on stretches of highway that are not expected to be congested. The return leg of the Angel Lane shuttle may take longer as it circumnavigates the gyratory however no passengers will be onboard at this point. Shuttle services will however be accounted for in the proposed further traffic modeling iii. Noted iv. In-structure for EV vehicles will be investigated and is likely subject to factors such as existing infrastructure and the ability to provide this in the current building v. Noted
174	207	Mobility Shuttle Strategy	Any on street shuttle service would need to take into account the background highway conditions and any London Stadium related road closures. If there is a catch of catch parking and increases in cycle parking and event frequencies will need to be reviewed and resolved and updates will need to be low through all documents	To be addressed through the traffic management plan
175	207	Mobility Shuttle Strategy	Mitigation i. Further development of mobility assistance prior to event operation - or Stratford station informed by ultra operating models and entrance availability ii. Additional Stratford station staff for escorting pre-booked passengers to ticket halls or shuttle service points iii. Highway controls for management and enforcement of drop off and pick up bays	i. Noted ii. To be addressed through further discussion and the development of the mobility strategy iii. Noted
176	208	Travel Plans	The relevant mode share provision on site and off site car parking and increases in cycle parking and event frequencies will need to be reviewed and resolved and updates will need to be low through all documents	Noted
177	209	Travel Plans	The Staff Travel Plan includes targets which are considered to be unambitious such as to increase cycling mode share from 8 to 8.5% especially given the 90% of staff in LLDC area and neighbouring boroughs	Full travel plan to be submitted and agreed with LLDC as part of s106
178	209	Travel Plans	Mitigation i. A variety of data on the transport impact of the events together with feedback on the arrangements will need to be collected for ongoing operation mitigation for Travel Plan monitoring and future event planning and lighting. It is suggested that the scope of these surveys is agreed and secured by condition ii. The full Travel Plans should be secured on order monitored and reviewed as part of the S106 agreement with commitments to fund and deliver enhancements to improve targets	i. Noted ii. Noted

179	211	Construction	The new junction constructed opposite Windmill Lane and the new vehicle bridge crossing the HS1 box will require relocation of an existing northbound bus stop and location of adjoining southbound bus stop. It also needs to be considered and agreed with TfL and Newham Council.	Noted
180	211	Construction	It needs to be clarified if the junction would require traffic signals or other significant means of control during the construction period to enable access and egress the site without affecting the performance of Angel Lane.	The requirement for traffic signals or other significant means of control will be identified within the detailed Construction or Logistics or Construction Traffic Management Plan.
181	215	Construction	Mitigation i. Relocation of Angel Lane northbound bus stop ii. Clarifying access for Platform 12 entrance works and worksite for any access via Montchet Road and impact on existing bus and coach stops iii. Clarifying conditions with reference to overnight work iv. Full CIP including contractor Travel Plan and ongoing liaison with LLDC Construction Transport Management Group (CTMG) and other relevant groups	Noted i. To be detailed post planning in final Construction Logistics / Management Plan ii. Noted v. Noted
182	216	Construction Rail	A range of further work and agreements and infrastructure protection conditions will be required with Network Rail and London Underground.	Noted
183	219	Construction Rail	Further Work and Mitigation i. As part of further station modelling exercise to test construction phases and impacts within the station – including external impacts that change entrance availability. Critical phases to be identified and modelled ii. Asset protection agreements and suitable planning conditions will be required for the construction on and operational phases iii. Clarifying access for station improvement works and worksite for any access via Montchet Road iv. Clarifying conditions and railway approvals with reference to overnight work and railway possessions	Noted i. Noted ii. To be clarified in construction management plans v. Noted
184	220	Potential stakeholder agreement or planning conditions	Mode Share Target and Travel Plan Monitoring and Target regime Venue Operators Manual and associated Event Management Plans Station Operations Plans Transport Marketing and Communications Plan Mobility Shuttle operation Plan Venue Car Park Management Plan HS1 Car Park Management Plan Coach Parking and Management Plan Car coach and minibus drop off and pick up Plan Taxi and Private Hire drop off and waiting and geo-fencing Plan Parking and Enforcement Plans Cycling and Parking Plan Wayfinding and Area Signage Plan Service and Delivery Route and Access Plan Construction Logistics Plans	Noted
185	1	CONOPs detailed comments	1.5 Scope Clarify 1 scenarios set out later cover all event times and types	The CONOPs select event times and types to demonstrate how the venue will function. It is not exhaustive covering every possible scenario. The Venue Ops Manual will develop operational plans further.
186	2	CONOPs detailed comments	1.5.1.7 scope and partners and stakeholders: A table of who needs to be involved engaged on particular – including keying of event sections of eg LLDC, Newham, TfL, LU, UoL, UoN, UoM, UoR, UoS and establish areas of interest (or no) for ongoing work	The multiple areas of ongoing work will be developed post planning with the engagement of organisations / subsets of those organisations included.
187	3	CONOPs detailed comments	1.6.1 What does less than 9 months notice mean in reality for impact to the station and its operation?	Contingency planning will take place for all foreseeable scenarios as part of the post planning phase. This will include the impact of any variation from the protocols set out.
188	4	CONOPs detailed comments	1.6.2 What does avoid Stratford during peak activity periods mean in reality for people coming to the venue given that it is where 1 is and personal preference for how / when to arrive in the area?	Queues will be advised that Stratford Station is very busy during certain periods and it is advised to plan the journey accordingly.
189	5	CONOPs detailed comments	1.6.5 Note that the planning premise is that there should be no significant additional resource implications or that the cost of any resource will be reasonably recouped. The third party is subject to full cost transparency and/or assessment of the quantum of costs.	This refers to Westfield and London Stadium should they incur any significant additional costs as a direct result of our crowd management operation. These organisations do not charge MSG guests or tickets.
190	6	CONOPs detailed comments	1.6. LOSPAC and LBN SAG – effectively statutory functions to be attended - other text in letter – STRIM a risk formal event site meeting	Noted
191	7	CONOPs detailed comments	2.2 Any specific difference for public realm between moderate and full? Eg for Montchet Road would it require cycle line closure barriers etc in an MSG only event scenario?	Any overlay requirements in the public realm in all event scenarios will be detailed in the VOM.
192	9	CONOPs detailed comments	3. A range of factors on station operation and space outside the station – further discussion required – information from applicant and TfL / MTR / TfL / MTR will have to assess how the station operates to manage additional flows and other existing background users capacity of ticket halls and perimeters (existing and potential future interventions) – other discussion / consideration of existing weekday PM peak one way system	The details of station operations will be developed with the station operators in the post planning phase following extensive engagement with the respective organisations and captured in the respective operational documents for MSG. It is the VOM.
193	10	CONOPs detailed comments	3.3 Mobility Impaired Passengers – Need to assess from staff management how arriving / departing passengers can be escorted and make use of step free, act lines across the station on and impact on staff requirements. No external event staff will be allowed into the station.	Operational details to be covered in post planning phase and for MSG captured in the VOM.
194	11	CONOPs detailed comments	4.3 Those arriving on Jubilee may still use western subway and Northern TH esp for access to Westfield before an event.	Noted
195	12	CONOPs detailed comments	4.3 Not all passengers will want to return the same way (eg walk home to Stratford to home) and out of station on and station operation will have to dictate how customers are presented to station entrances	Noted
196	13	CONOPs detailed comments	4.7 Controlled pedestrian crossing - If still required in some scenarios may not be required. But this needs clarification how flows will be properly managed to prevent informal cross points from Bridge 2 to Northern TH (if MSG spectators choose not to access Platform 12 entrance or finding other routes to car parks and Westfield).	To be addressed through event management plan in line with detailed highway designs.
197	14	CONOPs detailed comments	4.7 Last para controlled pedestrian crossing managed by MSG employed stewards in coordination with TfL station staff will give rise to other necessary requests for additional station staff to support safety cases and management plans.	Noted
198	15	CONOPs detailed comments	1.11 Concern over 5-6 coach assumption – clarify how 5-6 coaches could be accommodated at the same time on close kerbside – coaches cannot easily be called on similar to taxis.	To be addressed in s278 and coach management plan.
199	16	CONOPs detailed comments	4.14.1 Taxis in London Stadium road closure mode on Montchet Road - arrangement of head of rank and taxi area for calling on may clash with the low of MSG spectators from Bridge 2 - will need to clarify how accommodated and laid out?	To be addressed in axi management plan in line with detailed highway designs.
200	17	CONOPs detailed comments	4.14.1 Taxi marshals - TfL can provide details but these should be provided directly by the event organiser.	Noted
201	19	CONOPs detailed comments	5. Crowd Modelling - Its rate can then be increased - It may not be guaranteed that entry rate into station could be increased especially given over frequency of event services.	Noted
202	20	CONOPs detailed comments	5.3 300 people per minute - to be confirmed in other work against finish times through sounds reasonable practice and spread across multiple entrances where available - nature of background flows and frequency of service may prevent this in every scenario.	Noted
203	21	CONOPs detailed comments	5.3 App development and communication for station flows would need further work - If technology doesn't exist at the moment it may not be able to be secured in a tight cut and require further work with TfL and operators and flexibility to be backed up by event staff and management.	Noted
204	22	CONOPs detailed comments	5.5 Will need to clarify if / how / when station gates can be amended / removed on entrance to exit (cross ref to other).	To be addressed during post planning operational planning work.
205	23	CONOPs detailed comments	5.7 The new entrance reduces crowd management intervention on required within the station as elsewhere - does not support this statement. There is still the risk of crossflows or short term periods of congestion and need elsewhere or additional station staff to manage access and internal flows esp at top and bottom of staircases.	MSG would be willing to work with TfL and other transport stakeholders to scope and then undertake sensitivity testing with TfL at Stratford Station in the post planning period. Should this testing identify further issues requiring mitigation these will be mitigated through the following measures: signage, wayfinding, communication, barriers, or staffing. Physical works would be excluded from any mitigation as the Transport Assessment demonstrates that the proposed physical mitigation mitigates the impacts of MSG Sphere at its maximum capacity.
206	24	CONOPs detailed comments	6. Co ordination and contingency planning - Additional high level items - include of, event day suspension of lines, closure or suspension of other key interchange station cuts; closure of key local highway links on mobility shuttle surface transport	Agreed
207	26	CONOPs detailed comments	7. Challenge - can clear the area faster - may not be able to be refuted soon.	Noted
208	27	CONOPs detailed comments	7. Outline the Crowd Management Plans – no specific detailed discussion with TfL.	The CONOPs and outline crowd management plans have been shared with TfL over the last two years. They were developed based on the existing crowd management operation and will further evolve just as the crowd management plans for the areas have evolved since the London Stadium opened, for example.
209	28	CONOPs detailed comments	7.4.1 Assessing Risks - Clarify local businesses and nature of their formal responses and any concerns.	The list of local businesses is included in the CONOPs. MSG has committed to retain this dialogue and extend the invitation to engage with any local business which is impacted by or impacts on MSG Sphere. This will be captured in the operational planning phase - post planning and reflected in the VOM for MSG.
210	29	CONOPs detailed comments	7.4.5 Clarity if potential for Emergo / desktop exercises at relevant stage and the parallel role or NR Safty util used on Report?	Work streams post planning approval will be extensive and the interrelationship with the related and parallel activities of other organisations will be mapped out.
211	30	CONOPs detailed comments	7.4.4 & 7.4.8 Structure only shows MSG internal structure - Further information on interfaces with other venue / core roles at Stratford station - NBCC, Westfield, London Stadium	Operational details to follow in the iterative creation and updating of the VOM.
212	31	CONOPs detailed comments	7.4.8 Single point of control required.	Control structure and communication will be developed in the iterative creation and updating of the VOM.
213	32	CONOPs detailed comments	7.5 Co incidences - Welcome that the applicant is committed to providing the resources in terms of quality and people and to secure this for inside stations / bus stations and any control rooms or interfaces with transport operators LU and MTR need to be part of this Command and Control decision on process and for assessing no station event staff split.	Noted
214	33	CONOPs detailed comments	7.6 Guest Arrivals - Assume based on network and station modelling to inform routes to venue and management strategy and how individual events will have origin / destination data or spectators for sign factors on station.	Noted
215	34	CONOPs detailed comments	7.7 Departures - Routes fully managed - Further information required around this especially around Command and Control and who physically manages the queues and where any handovers occur and for clarity of ownership especially in generating station staff split. How public realm barriers are arranged - esp. or differences of same to moderate to full event categories.	Operational details to follow in the iterative creation and updating of the VOM.
216	35	CONOPs detailed comments	7.7 Maryland Station - which may be used more extensively only in major contingency plans rather than normal operations. Work is needed more detail on this - if this would be an event day contingency or something planned ahead (for example a known line or station closure at Stratford) and how staffed and resourced.	Operational details to follow in the iterative creation and updating of the VOM.
217	36	CONOPs detailed comments	7.7.1 Egress Times - Other assessment in application review and responses - welcome the reference to rate the station can accommodate.	Noted
218	37	CONOPs detailed comments	7.7.1 Egress Times - Assess how NTH can operate - risk of MSG spectators also queuing to access 12 outside other background demand - Westfield daily and however London Stadium concourse densities are managed.	This can be covered in scenario testing during the post planning phase.
219	38	CONOPs detailed comments	7.8.1 Clarity - details of these should include all transport operators from Stratford.	MSG has committed to joining this appropriate forum with transport operators.
220	39	CONOPs detailed comments	CCTV sharing - acceptable in principle - though to assess how this is delivered and secured in eg station control rooms or station on CCTV into venue control rooms.	CCTV usage will be covered in post planning planning as part of the command control and communication coordination workstream.
221	40	CONOPs detailed comments	8. Local Stations Operations - Operations alignment required.	Noted
222	41	CONOPs detailed comments	8. Note the statement that the proposed station entrance provides mitigation on some of the station capacity issues - but for avoidance of doubt, the summary concur that the new PLATFORM 12 station entrance provides mitigation for the impacts of additional pedestrian ingress, egress and movement around the station - does not accurately summarise the Legion and post on for the need for operational and infrastructure improvements.	Noted
223	42	CONOPs detailed comments	8.1 Queue management - As above clarify who has primacy and where are the handover points from one agency to another.	To be detailed in the VOM after post planning planning.
224	43	CONOPs detailed comments	8.2 Background demand - How would the applicant consider dedicated entrances or lanes or gate ne capacity be separately made available for local / background users - How will it be achieved and who is responsible? If it may not be feasible to prevent MSG spectators or other background users from finding routes to present to different entrances.	To be addressed through detailed design of new station entrance and through relevant operational plans post planning.
225	44	CONOPs detailed comments	8.4 Station entrances - In order to ensure that the guest departure times can be achieved it will be necessary or TfL to allocate sufficient gates at the key station entrances. Further information / dialogue / understanding; it is for station operators to manage the whole station on safely and to determine any configuration. This may be different to achieve at times - especially if the station is busy during peak periods or at times of multiple events. No guarantees or assumptions on this position. Other comments elsewhere in main response on station capacity crossflows management etc.	Noted
226	45	CONOPs detailed comments	8.5 Rail Safety Management - other responses on NR / LU / SFO responses to TfL and role of railway agreements and how applied for TfL / LU esp for safety requirements of LU who have command and control duties at Stratford - LLDC would need to assure themselves that any mitigation can be secured.	Noted
227	46	CONOPs detailed comments	8.6 Station management - many issues addressed in main response - TfL and MTR current holders of station safety cases to assess how to update these and additional resources and delivery to ensure these can be updated.	Noted

228	47	CONOPS detailed comments	§ 6 Operational plan - regardless of the security reasons, we would need urgent signing of this document and / or to understand how / when it is reviewed	This refers to the station operation plan which the Applicant will support. TfL etc. re. in post planning for event scenarios.
229	48	CONOPS detailed comments	§ 6 Stop Free access - Northern TfL not necessarily best - will depend on arrival (or departure) platform / mode and any other proposed changes to SFA across station	Noted
230	49	CONOPS detailed comments	§ 7 Redundancy - Disagree with statement re crowd management rather than transport capacity. This assumption implies that there is lots of capacity which is not always the case. Process only (and safely) managed is the key - esp. on station management and handover / or mscv	Noted
231	50	CONOPS detailed comments	§ 6 Redundancy - Reminder that Night Tube should not be relied upon to move large numbers of people there is a very limited service and limited onward control links	Event finish times now proposed at 2300 Mon Sat and 2230 Sun - with exception of when a later finish time is beneficial in cash scenarios
232	51	CONOPS detailed comments	§ 8 Last trains - other ongoing assessment of application on on fin sh times capacity	Event finish times now proposed at 2300 Mon Sat and 2230 Sun - with exception of when a later finish time is beneficial in cash scenarios
233	52	CONOPS detailed comments	§ 8 1 Maryland Station - As so 7 7 points to need for external staff and if ways in place or if to be agreed or the flexibility of event day external staff to relocate from Stratford area - o Mary and to manage queue and flows into station. Likely reliance on more MTR station staff to cover Maryland station	MSG staff in place to discourage use of Maryland Station - noting that it is not forecast to receive material demand in any case. Major contingency scenarios may necessitate use of Maryland - however rarity of these mean permanent staff uplift not considered necessary
234	53	CONOPS detailed comments	Appendix 2 Scenarios - We will need to get into much more detail with applicant and others on these. What are scenarios and (Congestion Control and Emergency Plans) CCEP processes to look at	Applicant to work with TfL and other stakeholders to undertake sensitivity testing post planning
235	54	CONOPS detailed comments	Appendix 2 Scenarios - Variety of Sphere attendance 6 / 10 / 14 / 17 / 21 5 / 25 - to assess if same or different numbers or how station works - or event users and background users. Main response refers to event capacities and controls	Applicant to work with TfL and other stakeholders to undertake sensitivity testing post planning
236	55	CONOPS detailed comments	Appendix 2 Scenarios - Evacuation scenarios for Stratford station - experience from evacuation post a Stadium event and not being able to move external crowd management barriers quickly enough to set up an escape route away to eg Montfichet Road or Meridian Square - will need to be included in contingency planning	Applicant to work with TfL and other stakeholders to undertake sensitivity testing post planning
237	56	CONOPS detailed comments	Appendix 2 Scenarios - Certainty over any barriers and management systems and effective permanence - esp. Westfield bridge / TCB access for any points / barriers / signage	To be developed through further consultation - design progress on and operational planning post planning
238	57	CONOPS detailed comments	Appendix 2 Scenarios - Meridian Square - has different management, and may need extra queuing outside space, and the reaction with Southern TfL	To be developed through further consultation - design progress on and operational planning post planning
239	58	CONOPS detailed comments	Appendix 2 Scenarios - Bridge splits and info - work out how Bridge 1 / 2 or 3 is split for advising returning passengers (esp. if they can't physically use the same access point as from ingress)	To be developed through further consultation - design progress on and operational planning post planning
240	59	CONOPS detailed comments	Appendix 2 - To add and update to VOM contents list from discussions - o her station - esp. or how to define and secure for future work - 47 - two bus stations at Stratford - Mary and station	VOM to be developed in consultation with stakeholders through opening of venue
241	60	CONOPS detailed comments	Appendix 5 - Mobility assistance - at Gibbins Road. Although this is the current location for London Stadium shuttle services - as part of comprehensive station management - future arrangements for the station and Gibbins Road may preclude the potential for an MSG shuttle service here. The distance / round trip timings and potential frequency of services may be affected by highway network conditions	To be addressed through detailed mobility assistance plan
242	61	CONOPS detailed comments	Appendix 5 - MSG will provide uniformed staff to augment the in station mobility assistance operation during ingress and egress should the station operators agree with this proposal. Note that this would require additional LU / MTR / TOC staff resources to meet / escort passengers to exits and any pre-booked external event staff would not be allowed into the station	To be addressed through detailed mobility assistance plan
243	62	CONOPS detailed comments	Appendix 5 - Taxi - passengers don't just get set down at taxi ranks - ranks for taxis to ply for hire - so space for set down needs to be assured esp. for ease of deploying a ramp. There are two bus stations and two existing taxi ranks	To be addressed through detailed mobility assistance plan

**From:** [Chris Goddard](#)  
**To:** [Daniel Davies](#)  
**Cc:** [Reg.13](#) [Anthony Hollingsworth](#); [Reg.13](#) [Reg.13](#)  
**Subject:** Re: MSG Sphere artistic content  
**Date:** 05 May 2021 11:21:09

---

Thanks Dan

Yes happy to meet at 3 to discuss.

Can you include [Reg.13](#) on the invitation if you haven't already done so?

Thanks

Chris

Chris Goddard  
Board Director

direct: [020 7004 1757](tel:02070041757)  
mobile: [07712 300728](tel:07712300728)  
e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

DP9 Ltd  
[100 Pall Mall](#)  
[London](#)  
[SW1Y 5NQ](#)

telephone: [020 7004 1700](tel:02070041700) facsimile: [020 7004 1790](tel:02070041790) website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

On 5 May 2021, at 09:32, Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)> wrote:

Hi Chris,

Thanks for your email.

I think it's worth meeting this afternoon, even if only briefly, for us to set out the principles under which any illumination of the sphere façade could be acceptable in planning terms. I suspect its worth clarifying what driving our approach.

On a separate note, happy to talk different peak hours, which I'm sure can be agreeable. I can confirm that LLDC aren't looking to sign off individual pieces

or artistic content.

Best wishes,

**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](mailto: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.*

<image001.jpg>

**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** Chris Goddard <chris.goddard@dp9.co.uk>  
**Sent:** 04 May 2021 17:57  
**To:** Daniel Davies <DanielDavies@londonlegacy.co.uk>  
**Cc:** [Redacted] <[Redacted]@msg.com>; Anthony Hollingsworth <AnthonyHollingsworth@londonlegacy.co.uk>; [Redacted] <[Redacted]@dp9.co.uk>; [Redacted] <[Redacted]@londonlegacy.co.uk>  
**Subject:** RE: MSG Sphere artistic content

Hi Dan

Thanks for your suggested conditions in response to my email of 29<sup>th</sup> April 2021.

[Redacted]



Reg.12(5)(e) [Redacted]

Reg.12(5)(e) [Redacted]

Reg.12(5)(e) [Redacted]

Reg.12(5)(e) [Redacted]

Reg.12(5)(e) [Redacted]

We have a scheduled catch up in the calendar tomorrow, which Reg.13 is able to join, and we can use if you are able to respond positively to these points? However, if you need more time to discuss internally I suggest we defer until you have had a chance to consider this issue further.

With Best Wishes

Chris

**Chris Goddard**

Board Director

direct: 020 7004 1757

mobile: 07712 300 728

e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

**From:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>

**Sent:** 30 April 2021 15:57

**To:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>

**Cc:** Reg.13 <Reg.13@msg.com>; Anthony Hollingsworth

<[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>; Reg.13

<Reg.13@dp9.co.uk>; Reg.13 <Reg.13@londonlegacy.co.uk>

**Subject:** RE: MSG Sphere artistic content

Hi Chris,

Thanks for your suggestion.

Attached are some suggested changes. Theirs some background to my approach which will hopefully provide the context for why the amendments are more reasonable they that might first appear. I've included a couple of other sphere display conditions for your perusal..

Note that the list is a starter for ten. The planning committee will ultimately decide and may take a different view to what has been suggested here.

I'm around for the rest of the afternoon if you want to discuss, otherwise, see you Wednesday next week.

Best wishes,

**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](mailto: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.***

<image001.jpg>

**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>  
**Sent:** 29 April 2021 08:59  
**To:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>  
**Cc:** [Redacted] <[Redacted]@msg.com>; Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>; [Redacted] <[Redacted]@dp9.co.uk>  
**Subject:** MSG Sphere artistic content

Hi Dan

During our last call you reminded me that you are waiting for a response and suggested way forward to secure the significant public benefit of the artistic content on the MSG Sphere, and restrict advertising to certain times of the day. I set out below a draft condition which MSG would be prepared to accept which hopefully addresses this issue.

‘With the exception of displaying the name of the venue, the external surface of the MSG Sphere shall be used solely for the display of artistic content for not less than 60% of the time that it is operational. Commercial content may only be displayed between the hours of 07.30-09.30 am, 17.00-20.00pm and 22.00-23.30 pm, and between these periods, for not more than 5 minutes in any 15 minute period’

[Redacted] and I would be happy to discuss this with you and Anthony when convenient?

Best Wishes

Chris

**Chris Goddard**

Board Director

direct: 020 7004 1757

mobile: 07712 300 728

e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

This email has been scanned by the Symantec Email Security.cloud service.

For more information please visit <http://www.symanteccloud.com>

---

This communication and the information it contains is intended for the addressee only. It may be confidential, legally privileged and protected by law. Unauthorised use, copying or disclosure of any of it may be unlawful. If you have received this communication in error, please contact me immediately by email or telephone and then delete the e-mail and its attachments from your system. This email and any attachments have been scanned for viruses by Symantec and on leaving the London Legacy Development Corporation they were virus free. No liability will be incurred for direct, special or indirect or consequential damages arising from alteration of the contents of this message by a third party or as a result of any virus contained within it or attached to it. The London Legacy Development Corporation may monitor traffic data. For enquiries please call 020 3288 1800.

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

[www.queenelizabetholympicpark.co.uk](http://www.queenelizabetholympicpark.co.uk)

---

This email has been scanned by the Symantec Email Security.cloud service.

For more information please visit <http://www.symanteccloud.com>

---

---

This email has been scanned by the Symantec Email Security.cloud service.

For more information please visit <http://www.symanteccloud.com>

---

**From:** Reg.13  
**To:** Reg.13, Reg.13, LON, Reg.13, Reg.13  
**Cc:** Daniel Davies, Reg.13, Reg.13, Reg.13, newham.gov.uk, Reg.13, Chris Goddard, Reg.13  
**Subject:** RE: MSG Sphere - TFL Meeting  
**Date:** 05 May 2021 17:11:00  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image004.png](#)

---

Thanks Reg.13 and everyone else for accommodating at such short notice.

I will send an invite for Tuesday 1230-1400 to everyone on this email. Please feel free to extend to colleagues as necessary.

We will send out an agenda before the end of the week.

Regards

**Reg.13**

Director



Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 Reg.13  
m +44(0) Reg.13  
w [www.momentum-transport.com](http://www.momentum-transport.com)



This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL



**From:** Reg.13 <Reg.13@tfl.gov.uk>  
**Sent:** 05 May 2021 16:48  
**To:** Reg.13 LON <Reg.13@jacobs.com>; Reg.13 <Reg.13@msg.com>; Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@tfl.gov.uk>  
**Cc:** danieldavies@londonlegacy.co.uk; Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@newham.gov.uk>; Reg.13 <Reg.13@newham.gov.uk>; Reg.13 <Reg.13@msg.com>; Chris Goddard <chris.goddard@dp9.co.uk>; Reg.13 <Reg.13@dp9.co.uk>; Reg.13 <Reg.13@hsf.com>  
**Subject:** RE: MSG Sphere - TFL Meeting

All – thanks. Monday would also be difficult for us but the Tue 11 1230-1400 slot works best also for me and Reg.13 There may be one or two others in Tfl from Network Performance who should also be available or for me to get their latest views to feed in. I'll update who can attend that.

Reg.13

---

**From:** Reg.13 LON <Reg.13@jacobs.com>  
**Sent:** 05 May 2021 15:48  
**To:** Reg.13 <Reg.13@msg.com>; Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@tfl.gov.uk>; Reg.13 <Reg.13@tfl.gov.uk>  
**Cc:** danieldavies@londonlegacy.co.uk; Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@newham.gov.uk>; Reg.13 <Reg.13@newham.gov.uk>; Reg.13 <Reg.13@msg.com>; Chris Goddard <chris.goddard@dp9.co.uk>; Reg.13 <Reg.13@dp9.co.uk>; Reg.13 <Reg.13@hsf.com>  
**Subject:** RE: MSG Sphere - TFL Meeting

Reg.13

Tfl's times are most critical obviously, but for me, Monday looks very difficult, Tuesday 12.30-2 looks fine and I could probably rearrange things 3.30-5.30 on Tuesday if necessary.

Regards

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

---

**From:** Reg.13 <Reg.13@msg.com>  
**Sent:** 05 May 2021 15:44  
**To:** Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@tfl.gov.uk>; Reg.13 <Reg.13@tfl.gov.uk>  
**Cc:** danieldavies@londonlegacy.co.uk; Reg.13 <Reg.13@momentum-transport.com>; Reg.13 LON <Reg.13@jacobs.com>; Reg.13 <Reg.13@newham.gov.uk>; Reg.13 <Reg.13@newham.gov.uk>; Reg.13 <Reg.13@msg.com>; Chris Goddard <chris.goddard@dp9.co.uk>; Reg.13 <Reg.13@dp9.co.uk>; Reg.13 <Reg.13@hsf.com>  
**Subject:** [EXTERNAL] Re: MSG Sphere - TFL Meeting

I can move things to accommodate any of those times.

Reg.13

Get [Outlook for iOS](#)

---

**From:** Reg.13 <Reg.13@momentum-transport.com>

Sent: Wednesday, May 5, 2021 2:55:02 PM

To: **Reg.13** <**Reg.13** @tfl.gov.uk>; **Reg.13** <**Reg.13** @tfl.gov.uk>  
Cc: **danieldavies@londonlegacy.co.uk** <**danieldavies@londonlegacy.co.uk**>; **Reg.13** <**Reg.13** @momentum-transport.com>; **Reg.13** <**Reg.13** @jacobs.com>; **Reg.13** <**Reg.13** @jacobs.com>; **Reg.13** <**Reg.13** @newham.gov.uk>; **Reg.13** <**Reg.13** @newham.gov.uk>; **Reg.13** <**Reg.13** @newham.gov.uk>; **Reg.13** <**Reg.13** @msg.com>; **Reg.13** <**Reg.13** @msg.com>; Chris Goddard <**chris.goddard@dp9.co.uk**>; **Reg.13** <**Reg.13** @dp9.co.uk>; **Reg.13** <**Reg.13** @hsf.com>  
Subject: MSG Sphere - TFL Meeting

**Reg.13** & **Reg.13**

**Reg.13** and **Reg.13** have offered some times for a meeting Monday/Tuesday next week to run through the LBN comments which are echoed in the TfL response and seek to agree an approach to mitigation. Given the extremely tight timescales now it would be greatly appreciated if you and any of your necessary colleagues could make a slot during one of the following periods:

- Monday 10th - 12.00-14.00
- Tuesday 11th - 12.30-14.00 & 15.30-17.30

Dates are being held for now but if you could let me know your preference at your earliest convenience, that would be great.

We will circulate an agenda beforehand but anticipate the meeting will run through the key issues concerning LBN as summarised in the recent TfL letter.

Regards

**Reg.13**

Director



Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 **Reg.13**  
m +44(0) **Reg.13**  
w [www.momentum-transport.com](http://www.momentum-transport.com)



This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this

**From:** Reg.13  
**To:** Reg.13, Reg.13, Reg.13, Reg.13, newham.gov.uk, Reg.13, Reg.13  
**Cc:** Daniel Davies, Reg.13, Reg.13, Chris.Goddard, Reg.13, LON, Reg.13, (ST), Reg.13  
**Subject:** RE: MSG Sphere - LBN & TfL Meeting  
**Date:** 11 May 2021 09:47:31  
**Attachments:** [image001.png](#), [image005.png](#)

---

Reg.13

Thanks for this – should cover the key matters.

From TfL besides me and Reg.13 there'll also be Reg.13 (technical planner, Spatial Planning), and Reg.13 (Network Performance / Modelling) and potentially Reg.13 and Reg.13 (Network Performance - in between other meetings)

Reg.13

Reg.13

---

**From:** Reg.13 <Reg.13@momentum-transport.com>  
**Sent:** 07 May 2021 16:43  
**To:** Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@momentum-transport.com>; Reg.13 <Reg.13@newham.gov.uk>; Reg.13 <Reg.13@newham.gov.uk>; Reg.13 <Reg.13@msg.com>; Reg.13 <Reg.13@tfl.gov.uk>; Reg.13 <Reg.13@msg.com>; Reg.13 <Reg.13@tfl.gov.uk>  
**Cc:** danieldavies@londonlegacy.co.uk; Reg.13 <Reg.13@hsf.com>; Reg.13 <Reg.13@dp9.co.uk>; Chris Goddard <chris.goddard@dp9.co.uk>; Reg.13 <Reg.13@LON@jacobs.com>  
**Subject:** RE: MSG Sphere - LBN & TfL Meeting

Hi all,

Please see attached an agenda for Tuesday.

I believe it picks up the key points of discussion but let me know if you would like anything added.

Thanks,

Reg.13

Principal Consultant



Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 Reg.13  
m +44(0) Reg.13  
w [www.momentum-transport.com](http://www.momentum-transport.com)





This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL



-----Original Appointment-----

**From:** Reg.13 <Reg.13@momentum-transport.com>  
**Sent:** 05 May 2021 14:58  
**To:** Reg.13, Reg.13, Reg.13, Reg.13, newham.gov.uk; Reg.13, Reg.13, Reg.13  
**Cc:** danieldavies@londonlegacy.co.uk; Reg.13, Reg.13, Chris Goddard; Reg.13 LON  
**Subject:** MSG Sphere - LBN & TfL Meeting  
**When:** 11 May 2021 12:30-14:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.  
**Where:** Microsoft Teams Meeting

Agenda to follow

## Microsoft Teams meeting

Join on your computer or mobile app  
[Click here to join the meeting](#)

[Learn More](#) | [Meeting options](#)

\*\*\*\*\*

The contents of this e-mail and any attached files are confidential. If you have received this email in error, please notify us immediately at postmaster@tfl.gov.uk and remove it from your system. If received in error, please do not use, disseminate, forward, print or copy this email or its content. Transport for London excludes any warranty and any liability as to the quality or accuracy of the contents of this email and any attached files.

Transport for London is a statutory corporation whose principal office is at 5 Endeavour Square, London, E20 1JN. Further information about Transport for London's subsidiary companies can be

# MEETING AGENDA

Subject	MSG Sphere Transport Comments and Mitigation
Date	11/05/2021
Venue	Teams
Attendees	LB Newham TfL LLDC Momentum Transport MSG
Circulation	As above plus DP9, HSF

Number	Item
1.	Highway impacts and post-planning traffic modelling
2.	Approach to mitigation of highways impacts
3.	Highway design and s278
4.	Event traffic management planning
5.	Controlled Parking Zones

**From:** Reg.13  
**To:** Reg.13 [newham.gov.uk](mailto:newham.gov.uk); Reg.13; Reg.13; Reg.13  
**Cc:** Daniel Davies; Reg.13; LON; Reg.13; Reg.13; Chris Goddard; Reg.13; Reg.13; Reg.13  
**Subject:** Suggested Post Planning Commitments  
**Date:** 12 May 2021 21:28:52  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[210511 Draft Transport Condition Wording.docx](#)  
[Stratford Garden Extent of Further Transport Works.pdf](#)

---

Reg.13, Reg.13, Reg.13 & Reg.13,

As discussed yesterday, please find a draft of some suggested conditions to cover off the highways work required post planning by LBN and TfL. They make reference to a Plan X, which is also attached.

These are provided here as "in principle" commitments but the detailed drafting may be agreed either as section 106 obligations or as planning conditions, whichever is the more appropriate. Some are already covered in the draft s106 but we have included here so we can cover off everything discussed.

Kind regards

**Reg.13**

Director



Clerkenwell House  
23-27 Hatton Wall  
London  
EC1N 8JJ

t +44(0)20 Reg.13  
m +44(0) Reg.13  
w [www.momentum-transport.com](http://www.momentum-transport.com)

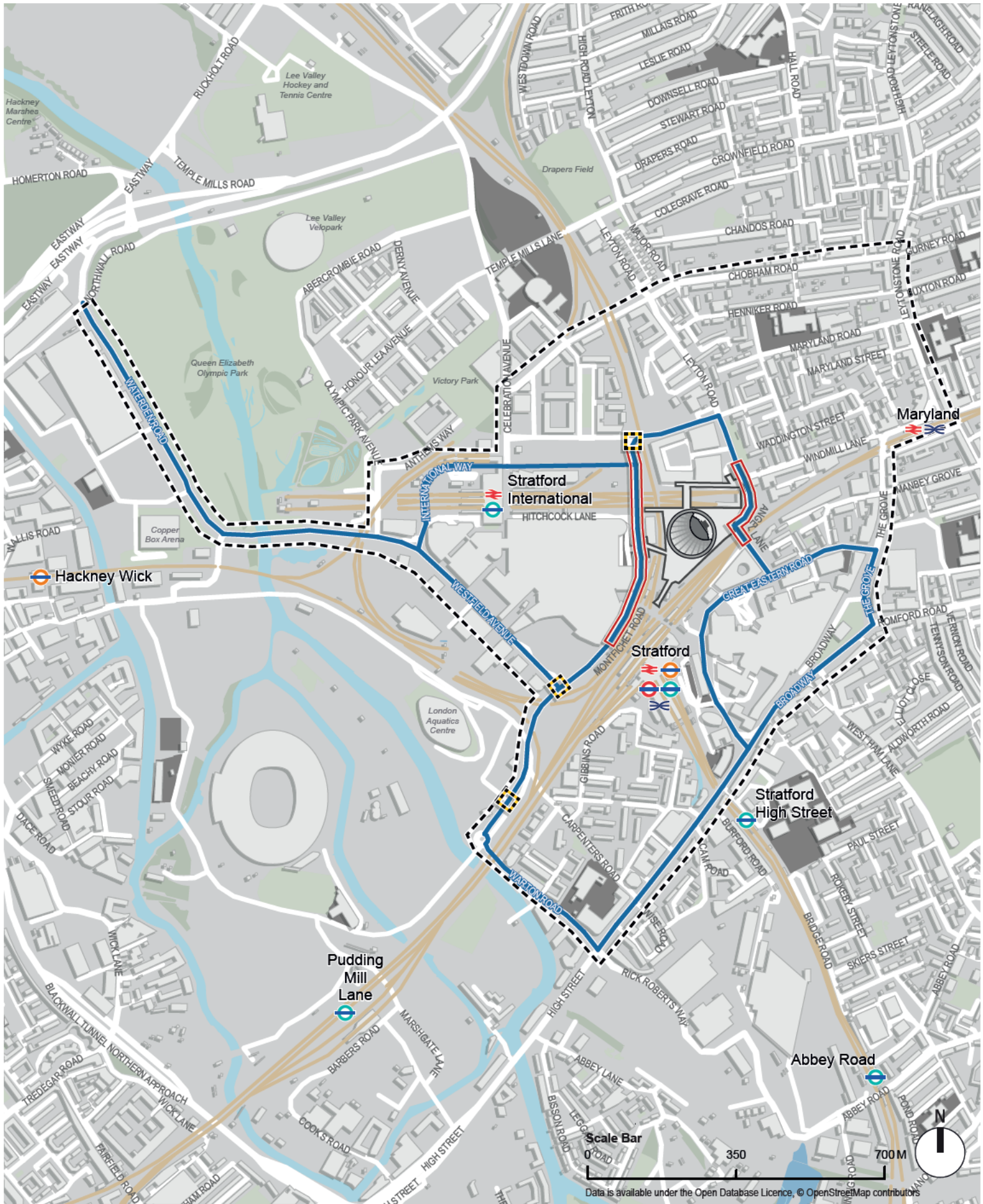


This message contains confidential information and is intended only for the individual named. Momentum Transport Planning Limited accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL

# STRATFORD GARDENS

## EXTENT OF FURTHER TRANSPORT WORKS



Data is available under the Open Database Licence, © OpenStreetMap contributors

- Site Location
- National Rail
- London Overground
- Crossrail (2021)
- London Underground
- Docklands Light Railway
- Extent of Local Area Traffic Management and Monitoring
- Extent of Traffic Modelling
- Extent of S278 Highway Works
- Junctions for Moderate Physical Highway Works

**From:** Reg.13  
**To:** [Daniel Davies](#)  
**Cc:** [Chris Goddard](#)  
**Subject:** MSG - night time views  
**Date:** 14 May 2021 15:45:58  
**Attachments:** [268732eb-b160-464a-a96d-b54a308dc025.png](#)  
[3448\\_8491\\_210514.pdf](#)

---

Hi Dan - further to our recent conversation, we understand you are considering the brightness of the digital displays at 25 nits (pre curfew). For your information, the attached night time Accurate Visual Representations prepared by Miller Hare show the sphere façade at a brightness of 25 nits. This link contains a high res version of the images - <https://we.tl/t-QQOWOmRmKN>

Please let me know if you have any queries.

Kind regards

**Reg.13**

Associate Director

direct: 020 **Reg.13**

mobile: **Reg.13**

e-mail: **Reg.13** [dp9.co.uk](mailto:dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---

**From:** [Daniel Davies](#)  
**To:** [Reg.13](#) [Chris Goddard](#); [Reg.13](#) [Reg.13](#) [Reg.13](#)  
**Subject:** NR and TfL comments  
**Date:** 14 May 2021 19:33:01  
**Attachments:** [Land to the West of Angel Lane TfL further comments 210514 P.pdf](#)  
[MSG Applications - NR Representations May 2021.pdf](#)

---

In the event you haven't already received this under separate cover.

Letters from TfL and NR

**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](mailto: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.***



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

This communication and the information it contains is intended for the addressee only. It may be confidential, legally privileged and protected by law. Unauthorised use, copying or disclosure of any of it may be unlawful. If you have received this communication in error, please contact me immediately by email or telephone and then delete the e-mail and its attachments from your system. This email and any attachments have been scanned for viruses by Symantec and on leaving the London Legacy Development Corporation they were virus free. No liability will be incurred for direct, special or indirect or consequential damages arising from alteration of the contents of this message by a third party or as a result of any virus contained within it or attached to it. The London Legacy Development Corporation may monitor traffic data. For enquiries please call 020 3288 1800. London Legacy Development Corporation, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ.

[www.queenelizabetholympicpark.co.uk](http://www.queenelizabetholympicpark.co.uk)

**From:** Reg.13  
**To:** [Daniel Davies](#)  
**Cc:** [Anthony Hollingsworth](#); Reg.13; Reg.13; [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk); Reg.13; [momentum-transport.com](#); Reg.13; [hst.com](#)  
**Subject:** MSG Sphere - Mobility Assistance  
**Date:** 18 May 2021 16:50:11  
**Attachments:** [image001.png](#)  
[MSG - LLDC Mobility Assistance 180521.pdf](#)

---

Dear Daniel,

Please find attached correspondence to summarise our position in respect of our planning application and mobility assistance.

Kind Regards,

Reg.13

**Reg.13**

**President EVP Sphere Construction**

The Madison Square Garden Company

2 Pennsylvania Plaza | 26th Floor | New York, NY 10121

O. +1 212.631.5054 | M. +44 7776 131 135/ +1 646 872 1712 | E. [Reg.13](#) [msg.com](#)



This message may contain confidential, privileged or proprietary information of Madison Square Garden Entertainment Corp. or its affiliates. If you have received this message in error, please inform the sender by email and kindly delete the message.

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---



Daniel Davies  
London Legacy Development Corporation

By email only

18 May 2021

Dear Daniel,

#### **MSG Sphere – Mobility Assistance Provision**

As the MSG Sphere planning committee date approaches, we would like to highlight the commitments already made by MSG to deliver an excellent Mobility Assistance (MA) provision for our guests. It is vitally important that all of our guests, regardless of any disability or impairment enjoy their time MSG Sphere and wish to make further visits and will recommend the venue to their friends. This is the basis of a commercially successful venue.

MSG have committed significant resources to enable the MA to meet the challenges of the site and will continue to refine the plans post planning consent. We engaged an accessibility consultant early in the project and had both formal and informal discussions with members of the accessibility expert community to help shape our plans. This included engagement with the Built Environment Accessibility Panel, this dialogue will be on going and active, in order to ensure when we open the venue, we have the best possible provision for our guests. As with all MSG Sphere operations, the performance of the MA will be monitored, and feedback sought from guests to help further refine our delivery.

The business objective is to provide guests with informed choices about how best to travel to the venue. Their journey, from home, to their seat and back needs to be fluent in order for them to fully enjoy the event. MSG as an experienced venue operator fully appreciates this holistic approach to guest experience management. Staffing levels will be set to ensure guests who require support will be assisted to their seat and to any amenities they require at all times. We have set out proposals that meet and indeed exceed the number of Blue Badge car parking spaces available to guests.



The outline MA is set out in Appendix 5 of the CONOPs and will be further developed and refined during the operational planning phase that follows planning consent. The MA will be incorporated into the Venue Operations Manual which forms a central component of the Premises License application that MSG will undertake post planning approval.

The headlines of our MA provision are as follows.

1. The MA is based on current legislation and best practice but with consideration of the future, in terms of the definitions of disability, guests who may have other mobility issues, the provision of enhanced vehicles and the use of technologies that can assist guests and operational staff alike.
2. The guest experience starts as soon as they consider attending an event at MSG Sphere. By providing informed choices and straightforward explanations of the MA, guests can book their tickets with confidence that there will be provision for them and their group. The Blue Badge parking booking system will be aligned to the various ways guests can purchase event tickets. The booking system will be accessible to guests with different interface needs and preferences and will provide options as to how guests book spaces and communicate with us. Provision will also be made for guests with Blue Badge entitlement who do not pre book. The Pre arrival booking system will integrate with their ticket purchase and ensure guests and their groups understand what choices they have and helps MSG prepare for each event, in terms of resource provision.
3. For guests arriving by public transport we will provide information provided by the Transport Operators to help them decide on optimal routes to the local transport nodes and onward to the venue and their return.
4. For those guests who need to travel by car, we have two options for car parking. Our preferred option is to utilise spaces in the HS1 car park. The HS1 option allows greater flexibility on how the MA links the Blue Badge car parking to MSG Sphere, whilst also providing a straightforward pedestrian route to the Bridge 1 lift, as well as the shuttle service we will operate. HS1 has agreed to a number of viable locations for shuttle pick up and drop off points for guests, both on the ground and upper floors. There is also capacity at the HS1 Car Park to create a drop off location for those guests with mobility issues who choose to be driven to the venue. Irrespective of event activity at neighbouring venues and the level of visitation, the HS1 option provides more than enough dedicated Blue Badge parking.
5. MSG is committed to providing a shuttle service to transport guests from the car park to drop off locations as close to the venue as is possible. The drop off locations on the highway are subject to further refinement during the relevant section 278 agreement discussions. This further refinement could include moving the drop off locations to the side of the road nearest to the venue, subject to wider design considerations. The exact

types of vehicles to be used and any specific modifications required will be detailed once we go into the detailed operational planning phase. We will also provide spaces within the venue for guests to wait in comfort until they are either ready to make their own way back to the car park, or when the shuttle vehicle is available for their return trip.

6. We will deploy guest service staff with enhanced accessibility, diversity awareness and mobility assistance training at each of the drop off locations, podium bridges and lifts to guide guests and prioritise lift usage for guests with wheelchairs. These staff will be managed and supervised as part of the external operations team and will have direct communication across the team and back to the venue operational control hub. If guests require on-going support to access their seats or any venue amenities, staff will be available to facilitate this.

In conclusion, we will provide a holistic door to seat and return Mobility Assistance operation that is at least comparable to the best available in the UK, as this fits with our commitment to providing every guest an excellent visitor experience. We will look to exceed guest expectations and ensure MSG Sphere is noted for the level of service it offers to all guests.

Yours Sincerely,

**Reg. 13**

**Reg.13**

President Sphere Construction

**From:** Reg.13  
**To:** [Daniel Davies](#)  
**Cc:** [Chris Goddard](#)  
**Subject:** RE: MSG Planning Catch up + Transport mitigation meeting.  
**Date:** 19 May 2021 20:38:42

---

Hi Dan,

Further to our conversation last week, please see below for the response to the RVAA competency point:

*All the relevant planning considerations and policy requirements have been addressed by competent and highly experienced consultants with extensive experience of assessing large scale development proposals in London.*

*Relevant townscape, heritage and visual impact considerations are addressed in the detailed assessment undertaken by Reg.13, one of the leading practitioners in London.*

*All relevant planning matters and policy requirements relating to residential amenity are covered in the detailed application submissions, and have been undertaken by competent and highly experienced consultants. These include noise, daylight/ sunlight, wind, solar glare and privacy & overlooking.*

*In addition, at the request of LLDC the further assessment of residential visual amenity considerations was coordinated by DP9, drawing on the existing information and included additional information requested by LLDC comprising views of the MSG Sphere from adjoining residential properties and an analysis of the proportion of views from a predefined position occupied by the development. Accurate visual representations of a sample of views from surrounding residential properties have been prepared by Miller Hare to inform the assessment. The assessment was undertaken in accordance with the Landscape Institute Technical Guidance (March 2019) in relation to residential visual amenity assessments.*

*As LLDC is aware, impact on residential views is not a relevant planning consideration or a policy requirement within the adopted Development Plan. Notwithstanding this, the visual assessment concludes that the proposed development will not change the visual amenity of a residential property to such an extent that it becomes a matter of 'public interest'. In line with the RVAA Guidance, it is therefore not necessary to consider visual amenity as part of the wider residential amenity assessment.*

*We are confident that LLDC has all the relevant information required to comprehensively assess any impacts of the proposed development on the amenity of surrounding residential properties.*

Please let me know if you have any queries.

Kind regards

**Reg.13**

Associate Director

direct: 020 **Reg.13**

mobile: **Reg.13**

e-mail: **Reg.13** [dp9.co.uk](mailto:dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

**From:** Daniel Davies <DanielDavies@londonlegacy.co.uk>

**Sent:** 12 April 2021 12:16

**To:** **Reg.13** <**Reg.13** dp9.co.uk>; Chris Goddard <chris.goddard@dp9.co.uk>; **Reg.13** <**Reg.13** londonlegacy.co.uk>

**Cc:** Anthony Hollingsworth <AnthonyHollingsworth@londonlegacy.co.uk>

**Subject:** MSG Planning Catch up + Transport mitigation meeting.

Hi **Reg.13**

Just checking in to see if there is a good time for us to have a catch up this week?

In the first instance I want to establish if the transport mitigation meeting scheduled for Friday should go ahead? It's not clear to me that the Platform 6& 8 modelling work been shared with Network Rail/and or TfL? Or what timescales are you working to? Would be good for you to issue an agenda asap for me to circulate if we think it's useful to keep this time.

There are also other areas where we could probably do with a catch up. Namely:

- 3D light glow modelling
- Position on Threshold increment – dazzle/glare for road drivers
- Daylight sunlight
- RVAA Competency response
- Unite Student Accommodation Mitigation request – MSG Response needed
- Definitive position on Advertising

There will be other areas, particularly transport mitigation and coincident events where we'll need to further discussions but I suspect this can only take place if the outstanding matters identified by TfL and Network Rail can be resolved.

If we could pick this up on a call later today that would be ideal, otherwise I'm around tomorrow.

Let me know when works for you.

Best wishes,

**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](mailto: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.***



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
**For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)**

This communication and the information it contains is intended for the addressee only. It may be confidential, legally privileged and protected by law. Unauthorised use, copying or disclosure of any of it may be unlawful. If you have received this communication in error, please contact me immediately by email or telephone and then delete the e-mail and its attachments from your system. This email and any attachments have been scanned for viruses by Symantec and on leaving the London Legacy Development Corporation they were virus free. No liability will be incurred for direct, special or indirect or consequential damages arising from alteration of the contents of this message by a third party or as a result of any virus contained within it or attached to it. The London Legacy Development Corporation may monitor traffic data. For enquiries please call 020 3288 1800.

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

[www.queenelizabetholympicpark.co.uk](http://www.queenelizabetholympicpark.co.uk)

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---

---

This email has been scanned by the Symantec Email Security.cloud service.

**From:** [Chris Goddard](#)  
**To:** [Daniel Davies](#)  
**Cc:** [Reg. 13](#); [Reg. 13](#); [Reg. 13](#); [\(Reg. 13](#); [msg.com](#)); [Reg. 13](#)  
**Subject:** MSG Sphere - Upwardly Directed Light  
**Date:** 24 May 2021 10:33:34

---

Hi Dan

Please find below a link to the note prepared by Point 2 on this issue, as discussed.

I trust this is of assistance, but please let me or Nicola at Point 2 know if you have any questions

Best Wishes

Chris

<https://we.tl/t-JTfaWAGYru>

**Chris Goddard**

Board Director

direct: 020 7004 1757

mobile: 07712 300 728

e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

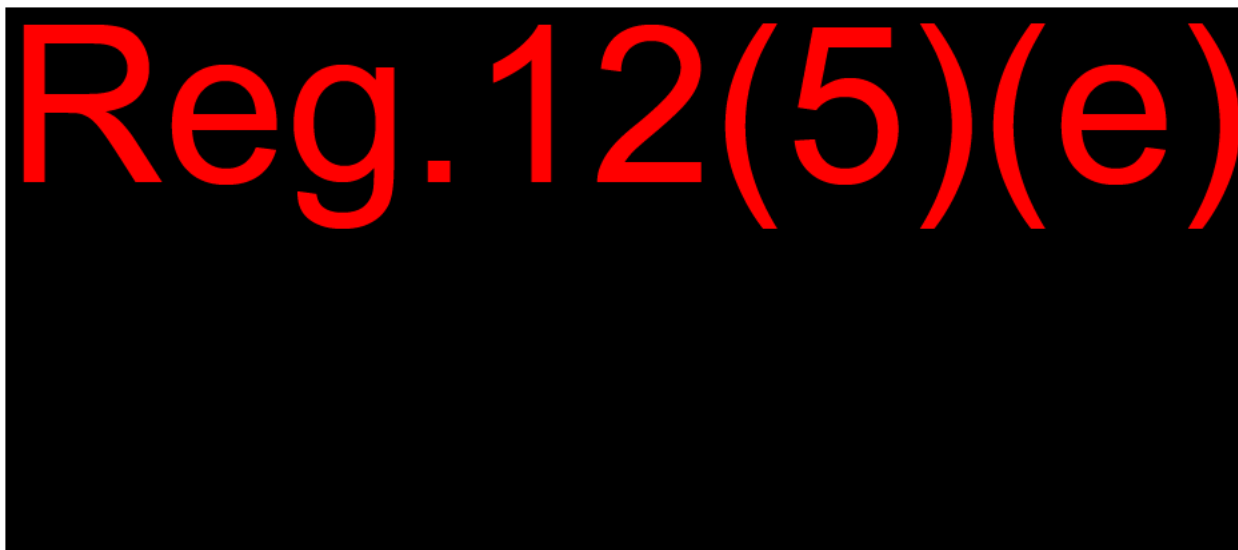
**This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>**

---

**From:** [Daniel Davies](#)  
**To:** [Chris Goddard](#); [Anthony Hollingsworth](#)  
**Cc:** [Reg.13](#); [Reg.13](#); [Reg.13](#); [Reg.13](#); [Reg.13](#); [msg.com](#); [Reg.13](#)  
**Subject:** RE: MSG Stratford-artistic content and full capacity event caps  
**Date:** 24 May 2021 12:10:31

---

Thank you Chris. Very helpful, I will relay this position to TfL and get back to you asap.



Happy to pick this up with you later this week.

Best wishes,

**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](mailto: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.*



Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** Chris Goddard <chris.goddard@dp9.co.uk>

**Sent:** 24 May 2021 10:11

**To:** Daniel Davies <DanielDavies@londonlegacy.co.uk>; Anthony Hollingsworth <AnthonyHollingsworth@londonlegacy.co.uk>

**Cc:** Reg.13 <Reg.13 msg.com>; Reg.13 <Reg.13 msg.com>;

Reg.13 <Reg.13 momentum-transport.com>; Reg.13

(Reg.13 msg.com) <Reg.13 msg.com>; Reg.13 <Reg.13 dp9.co.uk>

**Subject:** MSG Stratford-artistic content and full capacity event caps

Hi Dan

Reg.12(5)(e)



# Reg. 12(5)(e)

Best Wishes

Chris

**Chris Goddard**

Board Director

direct: 020 7004 1757

mobile: 07712 300 728

e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

**From:** [Daniel Davies](#)  
**To:** Reg.13; Chris Goddard; Reg.13  
**Cc:** Reg.13; Reg.13  
**Subject:** MSG LBN Newham reps  
**Date:** 07 June 2021 08:10:15  
**Attachments:** [LBN LPA MSG Consultation Response 18.11.20.pdf](#)

---

Hi Reg.13

A copy of Newham's more recent representation which was the source for much of the Friday's agenda in relation to employment obligations and air quality.

Best wishes,

**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](mailto: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.***



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

This communication and the information it contains is intended for the addressee only. It may be confidential, legally privileged and protected by law. Unauthorised use, copying or disclosure of any of it may be unlawful. If you have received this communication in error, please contact me immediately by email or telephone and then delete the e-mail and its attachments from your system. This email and any attachments have been scanned for viruses by Symantec and on leaving the London Legacy Development Corporation they were virus free. No liability will be incurred for direct, special or indirect or consequential damages arising from alteration of the contents of this message by a third party or as a result of any virus contained within it or attached to it. The London Legacy Development Corporation may monitor traffic data. For enquiries please call 020 3288 1800. London Legacy Development Corporation, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ.

[www.queenelizabetholympicpark.co.uk](http://www.queenelizabetholympicpark.co.uk)

**From:** [Daniel Davies](#)  
**To:** [Chris Goddard](#); **Reg. 13**; [Gillian Nicks](#)  
**Cc:** **Reg. 13**  
**Subject:** FW: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]  
**Date:** 15 June 2021 11:04:25  
**Attachments:** [Letter LLDC - Light Assessments\(78726700\\_1\).PDF](#)

---

Hi Chris,

We've just received this letter from Denton's.

Not had a chance to read it yet, but would appreciate it if your team could review and submit a response for us to consider. Ideally next week if possible.

Best wishes,

**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](mailto: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.***



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

**From:** [Chris Goddard](#)  
**To:** [Daniel Davies](#)  
**Cc:** [Reg.13](#) [Reg.13](#) [Reg.13](#) [Gillian Nicks](#)  
**Subject:** RE: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]  
**Date:** 15 June 2021 11:54:00

---

Thanks Dan

Can you issue a provisional invitation for Friday morning on that basis?

Best Wishes

Chris

**Chris Goddard**

Board Director

**direct:** 020 7004 1757

**mobile:** 07712 300 728

**e-mail:** [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

**telephone:** 020 7004 1700 **facsimile:** 020 7004 1790 **website:** [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

**From:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>

**Sent:** 15 June 2021 11:39

**To:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>

**Cc:** [Reg.13](#) <[Reg.13](#)@msg.com>; [Reg.13](#) <[Reg.13](#)@hsf.com>;  
[Reg.13](#) <[Reg.13](#)@momentum-transport.com>; Gillian Nicks <[gillian.nicks@dp9.co.uk](mailto:gillian.nicks@dp9.co.uk)>

**Subject:** RE: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]

Hi Chris,

Meeting went well on Friday and are much closer to having an agreed position. We are looking to get that to you this week. If it helps we can run your team through the headlines on Friday.

On conditions, we are waiting on responses from TfL and for Network Rail to issue us with their suggested conditions.

In the event we don't get this I'm prepared to release an initial draft of the conditions we have to date. I'll aim to get this to you by the close of play.

Best wishes,

**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](mailto: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.*



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>  
**Sent:** 15 June 2021 11:17  
**To:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>  
**Cc:** **Reg.13** <**Reg.13** @msg.com>; **Reg.13** <**Reg.13** @hsf.com>; **Reg.13** <**Reg.13** @momentum-transport.com>; Gillian Nicks <[gillian.nicks@dp9.co.uk](mailto:gillian.nicks@dp9.co.uk)>  
**Subject:** RE: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]

Thanks Dan

I have forwarded this to Point 2 to review/respond as necessary.

How did the meeting with TFL/NR go on Friday?

Conscious we have yet to receive their further response on the O/S issues, and/or any draft conditions?

Best Wishes

Chris

**Chris Goddard**

Board Director  
direct: 020 7004 1757  
mobile: 07712 300 728  
e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall  
London  
SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

**From:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>

**Sent:** 15 June 2021 11:04

**To:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>; Reg.13 <Reg.13@dp9.co.uk>; Gillian Nicks <[gillian.nicks@dp9.co.uk](mailto:gillian.nicks@dp9.co.uk)>

**Cc:** Reg.13 <Reg.13@londonlegacy.co.uk>

**Subject:** FW: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]

Hi Chris,

We've just received this letter from Denton's.

Not had a chance to read it yet, but would appreciate it if your team could review and submit a response for us to consider. Ideally next week if possible.

Best wishes,

**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](mailto: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:** [Chris Goddard](#); [Anthony Hollingsworth](#); [Reg.13](#); [Reg.13](#); [Reg.13](#) (E); [Reg.13](#)  
[LON](#)  
**Cc:** [Reg.13](#); [Reg.13](#); [Reg.13](#); [Gillian Nicks](#)  
**Subject:** RE: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]  
**Date:** 17 June 2021 15:40:17  
**Attachments:** [210615 MSG Conditions Tracker 0.0.xlsx](#)

---

Hi Chris,

Draft planning conditions attached. Note that our consultants and legal are yet to comment on these so with this caveat, please note they are a work in progress. I'm also yet to receive comments from Newham and TfL on the conditions proposed by momentum and to hear back from Network Rail on their pre-commencement conditions.

Happy to discuss once you've had a chance to digest how we want to go about agreeing these and any others that fall out of our discussions.

Best wishes,

**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](mailto: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.*



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>  
**Sent:** 15 June 2021 11:17

**To:** Daniel Davies <DanielDavies@londonlegacy.co.uk>  
**Cc:** Reg.13 <Reg.13@msg.com>; Reg.13 <Reg.13@hsf.com>;  
Reg.13 <Reg.13@momentum-transport.com>; Gillian Nicks <gillian.nicks@dp9.co.uk>  
**Subject:** RE: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]

Thanks Dan

I have forwarded this to Point 2 to review/respond as necessary.

How did the meeting with TFL/NR go on Friday?

Conscious we have yet to receive their further response on the O/S issues, and/or any draft conditions?

Best Wishes

Chris

**Chris Goddard**

Board Director

direct: 020 7004 1757

mobile: 07712 300 728

e-mail: [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

**From:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>

**Sent:** 15 June 2021 11:04

**To:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>; Reg.13 <Reg.13@dp9.co.uk>; Gillian Nicks <[gillian.nicks@dp9.co.uk](mailto:gillian.nicks@dp9.co.uk)>

**Cc:** Reg.13 <Reg.13@londonlegacy.co.uk>

**Subject:** FW: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]

Hi Chris,

We've just received this letter from Denton's.

Not had a chance to read it yet, but would appreciate it if your team could review and submit a response for us to consider. Ideally next week if possible.

Best wishes,



**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](mailto: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.***



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

This communication and the information it contains is intended for the addressee only. It may be confidential, legally privileged and protected by law. Unauthorised use, copying or disclosure of any of it may be unlawful. If you have received this communication in error, please contact me immediately by email or telephone and then delete the e-mail and its attachments from your system. This email and any attachments have been scanned for viruses by Symantec and on leaving the London Legacy Development Corporation they were virus free. No liability will be incurred for direct, special or indirect or consequential damages arising from alteration of the contents of this message by a third party or as a result of any virus contained within it or attached to it. The London Legacy Development Corporation may monitor traffic data. For enquiries please call 020 3288 1800.

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

[www.queenelizabetholympicpark.co.uk](http://www.queenelizabetholympicpark.co.uk)

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---

---

This email has been scanned by the Symantec Email Security.cloud service.

**From:** Reg.13  
**To:** Reg.13  
**Cc:** Chris.Goddard (chris.goddard@dp9.co.uk); Anthony.Hollingsworth; Daniel.Davies; Reg.13@jacobs.com; Reg.13@ashurst.com; Reg.13@tfl.gov.uk; Reg.13@tfl.gov.uk  
**Subject:** RE: MSG Sphere - Transport S106 HoT [PM-AC.FID3631481]  
**Date:** 17 June 2021 17:32:17

---

Many thanks Reg.13 We won't have a chance to take detailed instructions before tomorrow, but it will be useful to run through these heads of terms in tomorrow's meeting.

Best wishes

Reg.13

Reg.13

Partner  
Head of Planning, London  
Herbert Smith Freehills LLP  
T +44 20 Reg.13 M +44 Reg.13  
[www.herbertsmithfreehills.com](http://www.herbertsmithfreehills.com)  
[linkedin.com/in/matthewgwhite](https://www.linkedin.com/in/matthewgwhite)

---

**From:** Reg.13 <Reg.13@pinsentmasons.com>  
**Sent:** Thursday, 17 June 2021 16:57  
**To:** Reg.13 <Reg.13@hsf.com>  
**Cc:** Chris.Goddard (chris.goddard@dp9.co.uk) <chris.goddard@dp9.co.uk>; Anthony.Hollingsworth@londonlegacy.co.uk; Daniel.Davies@londonlegacy.co.uk; Reg.13@jacobs.com; Reg.13 <Reg.13@pinsentmasons.com>; Reg.13@ashurst.com; Reg.13@tfl.gov.uk; Reg.13@tfl.gov.uk  
**Subject:** MSG Sphere - Transport S106 HoT [PM-AC.FID3631481]

Hi Reg.13

As discussed earlier today please see attached the heads of terms and an accompanying note prepared by Reg.13 at TfL.

Kind regards

Reg.13

Reg.13

Partner  
for Pinsent Masons LLP  
D: +44 20 Reg.13 M: +44 Reg.13 I: Reg.13

[www.pinsentmasons.com](http://www.pinsentmasons.com)  
[www.Out-Law.com](http://www.Out-Law.com)

*Ranked 'Most favoured law firm' by Thomson Reuters' UK Law Firm Brand Index 2021*

*Winner – 'Property Team of the Year' at The British Legal Awards 2017 & 2019*

*Winner – 'Energy & Infrastructure Team of the Year' 2016, 2018, 2019 at The Legal Business Awards*

*Proud to have ranked fourth place overall and top law firm in the Stonewall Top 100 Employers 2020*

**From:** [Gillian Nicks](#)  
**To:** [Daniel Davies](#); [Chris Goddard](#)  
**Subject:** RE: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]  
**Date:** 17 June 2021 18:20:36

---

Thanks Dan – likewise!

Word doc version sounds ideal for track changes– I expect we might want to order in terms of trigger points too rather than just thematically though I can understand from your perspective that maybe easier (but perhaps we can agree that’s how the final list would be formed).

Suggest Chris and I have a think and will come back to you on it.

Kind regards,

Gillian.

**Gillian Nicks**

Associate Director

**direct:** 020 7004 1729

**mobile:** 07795 397 619

**e-mail:** [gillian.nicks@dp9.co.uk](mailto:gillian.nicks@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

**telephone:** 020 7004 1700 **facsimile:** 020 7004 1790 **website:** [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

**From:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>

**Sent:** 17 June 2021 16:56

**To:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>

**Cc:** Gillian Nicks <[gillian.nicks@dp9.co.uk](mailto:gillian.nicks@dp9.co.uk)>

**Subject:** RE: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]

Hi Chris,

It does look like a lot, but there is a lot of duplication. HS1 and Network Rail have a lot of overlap.

In terms of filtering through the conditions, by trigger, you can do this on the spreadsheet. You can also sort by consultee i.e. so you can pull up NR, HS1, EA, Thames Water etc

TfL have seen the conditions but are yet to comment. They’re focus to date has been the station.

Newham haven't seen the conditions but their main areas of concern largely captured by the S106 topics discussed. I've been advised that they aren't proposing to submit an updated response to the application so I hadn't expected them to engage on the conditions. They too haven't responded to the draft prepared by momentum.

The colour coding is more for me than it is for you as I'm still working through these. Yellow I want /expect to come back to. Red is reminder that we still need to resolve the strategy around planning drawings.

On Network Rail, I've just received their conditions so I can add these too.

As I aside, what I had hoped to do, but haven't got round to is to have a word document with the conditions that we can track change and use the spreadsheet as a tool to navigate through them. I am however open to suggestions.

Gillian, we haven't met, but I look forward to making your acquaintance soon. Lots to get through.

Best wishes,

**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](mailto: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.***



**Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London**  
For more information, please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

---

**From:** Chris Goddard <[chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)>

**Sent:** 17 June 2021 16:15

**To:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>

**Cc:** Gillian Nicks <[gillian.nicks@dp9.co.uk](mailto:gillian.nicks@dp9.co.uk)>

**Subject:** RE: MSG Sphere - light assessments [DEN-UK\_ACTIVE.FID5034394]

Thanks Dan

Blimey-lots of them!

A lot to digest, and as previously discussed it will probably be helpful in due course to organise them into pre commencement, pre above ground works, prior to occupation and ongoing?

A few quick questions-

Have Newham/TFL seen/agreed these?

And what is the colour coding for-does red/yellow denote something?

On the NR pre commencement condition, Steve sent us a draft which looked ok at first glance so hopefully this will be with you shortly if not already.

We are going to struggle to give a joined up response on these and s106 as and when we see it by tomorrow, but we can make some progress and crucially we can now hopefully understand TFL position!

See you tomorrow

Best Wishes

Chris

**Chris Goddard**

Board Director

**direct:** 020 7004 1757

**mobile:** 07712 300 728

**e-mail:** [chris.goddard@dp9.co.uk](mailto:chris.goddard@dp9.co.uk)

**DP9 Ltd**

100 Pall Mall

London

SW1Y 5NQ

**telephone:** 020 7004 1700 **facsimile:** 020 7004 1790 **website:** [www.dp9.co.uk](http://www.dp9.co.uk)

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify [postmaster@dp9.co.uk](mailto:postmaster@dp9.co.uk)

---

**From:** Daniel Davies <[DanielDavies@londonlegacy.co.uk](mailto:DanielDavies@londonlegacy.co.uk)>

**From:** Reg.13  
**To:** [mayor.private@london.gov.uk](mailto:mayor.private@london.gov.uk)  
**Cc:** [Peter Hendy](#)  
**Subject:** MSG Sphere London  
**Date:** 17 June 2021 19:11:00  
**Attachments:** [image003.png](#)  
[Mayor Sadiq Khan 6.17.21.pdf](#)

---

Dear Mayor,

Please find attached a letter regarding our plans for MSG Sphere London.

Don't hesitate to let me know if you have any questions.

Kindest regards,

Reg.13

Reg.13

President

Email: Reg.13 @msg.com | Tel: Reg.13

The Madison Square Garden Company  
Two Pennsylvania Plaza | New York, NY 10121



This message may contain confidential, privileged or proprietary information of Madison Square Garden Entertainment Corp. or its affiliates. If you have received this message in error, please inform the sender by email and kindly delete the message.

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---

MSG Sports and Entertainment LLC  
2 Pennsylvania Plaza  
New York, NY 10121, USA

June 17, 2021

Sadiq Khan,  
Mayor of London,  
City Hall,  
The Queen's Walk,  
London  
SE1 2AA  
United Kingdom

Dear Mayor,

I am writing to highlight the significant progress made towards a planning determination for the MSG Sphere London, an investment in Newham that I have had the pleasure of discussing with you several times since it was announced just over three years ago. MSG Sphere London will support up to 4,300 jobs annually during the 3-year construction phase, create an additional 3,200 jobs when the venue is open, and generate a £2.5 billion boost to the economy, including an additional £50 million every year for businesses in East London.

Last week I was delighted to announce a further step forward in our plans with the appointment of **Reg.13** **Reg.13** to MSG Sphere London's project team. **Reg.13** currently leads the development and construction of MSG Sphere in Las Vegas and brings significant expertise from large-scale projects in the UK, including the London 2012 Olympic bid, masterplan and main stadium design and delivery; the Millennium Dome and O2 Arena; and Arsenal's Emirates Stadium. With support from **Reg.13** I will now take a central role in leading our planning application to determination, and I will take forward the project once determination has been made, whatever the outcome.

Following the progress made in the last three months, much of which is due to the support from **Reg.13** **Reg.13** and his team at London and Partners, I am pleased to say that a planning determination for MSG Sphere London now looks likely at the London Legacy Development Corporation (LLDC) Planning Committee on 27 July.

As you know, there remain issues to resolve with Transport for London (TfL) before the application can go to Committee. However, I am confident that, with the collaborative approach that London and Partners have taken with us and other stakeholders, we will find a solution soon.

We first announced our plans for MSG Sphere London in February 2018 and, as we near a date for planning determination, I wanted to reaffirm how excited and committed I am personally to our plans in London. I am acutely aware that the decision of the Committee is by no means certain, and we're continuing to meet with all of our stakeholders to highlight MSG's ongoing dedication to creating investment, jobs, and a world-class venue in this great city.

We look forward to continuing to work closely with officials at the LLDC, GLA, and Newham Council over the coming weeks as we complete the final steps in the planning process; and, once due process is complete and travel restrictions are lifted, I look forward to meeting with you again in London.

Yours sincerely, **Reg. 13**  
**Reg. 13**  
**Reg. 13**

President, The Madison Square Garden Company

cc: Sir Peter Hendy, Chair, The London Legacy Development Corporation



**From:** Reg.13  
**To:** Chris Goddard; Reg.13  
**Cc:** Daniel Davies; Reg.13 LON; Reg.13  
**Subject:** MSG - station staffing and bus station controller notes  
**Date:** 21 June 2021 11:45:06  
**Attachments:** [MSG - bus station controller further information 210621 p.pdf](#)  
[MSG Station Staffing Uplift Note 210621 p.pdf](#)

---

Chris, Reg.13

As requested please find attached two notes:

- Station staffing – 4 page note, includes details of numbers staff per event and other notes and assumptions in generating the annual assumptions and some very indicative costs per individual event
- Bus Station Controller – 2 page note, setting out background and justification and costs for construction and operation phases

I trust this gives further background for you to disseminate in your team.

Please let me know if there are any queries or clarifications on these.

Regards

**Reg.13** | Principal Planner  
**Spatial Planning (North) | City Planning**  
Mobile: Reg.13  
Level 9 (9B4), 5 Endeavour Square, Westfield Avenue, Stratford E20 1JN  
**Reg.13** [tfl.gov.uk](http://tfl.gov.uk)

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

For more information regarding the TfL Spatial Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit  
<https://tfl.gov.uk/info-for/urban-planning-and-construction/our-role-in-planning?intcmp=3484>

\*\*\*\*\*

The contents of this e-mail and any attached files are confidential. If you have received this email in error, please notify us immediately at [postmaster@tfl.gov.uk](mailto:postmaster@tfl.gov.uk) and remove it from your system. If received in error, please do not use, disseminate, forward, print or copy this email or its content. Transport for London excludes any warranty and any liability as to the quality or accuracy of the contents of this email and any attached files.

Transport for London is a statutory corporation whose principal office is at 5 Endeavour Square, London, E20 1JN. Further information about Transport for London's subsidiary companies can be found on the following link: <http://www.tfl.gov.uk/corporate/about-tfl/>

Although TfL have scanned this email (including attachments) for viruses, recipients are advised to carry out their own virus check before opening any attachments, as TfL accepts no liability for any loss, or damage which may be caused by viruses.

\*\*\*\*\*

**From:** Reg.13  
**Date:** 21 June 2021

### **Madison Square Garden - Bus Station Controller justification**

Extract from TfL letter 9 Feb 2021 - Bus network – Mitigation iv)  
“TfL considers that there will be the need for a dedicated Stratford City bus station controller (aside from other Montfichet Road event day stewards / marshalls) for the specific purpose of managing issues during any construction phase; pre-opening operational planning; on operation managing the interfaces with crowds; operation of buses entering and leaving the bus stand and at bus stops; and other bus operational issues which may arise from passengers leaving the proposed development site and queuing to enter Stratford station. They would also have responsibility for liaison with TfL Network Management Control Centre and the venue control centre. It should be noted that Stratford Town centre bus station has a bus station controller on site 24 hours a day so no additional request is sought there - providing a Stratford City controller would be consistent with this and for the benefit of the applicant / to deal with impacts created. TfL will provide details of the request for which an annual salary for 1 FTE.”

The role of a Bus Station Controller (BSC) is primarily customer facing to provide advice and assistance to passengers, for an area beyond the boundaries of the bus standing area to cover bus stops on Montfichet Road. We are confident of the value of staff to support the construction period and event management requirements. Customers should have access to accurate information and assistance, and if there is service disruption be given up-to-date information, and know that staff are helpful, knowledgeable and empowered to assist whenever they need help. A BSC could not be provided by an external agency and would also have responsibility for liaison with TfL Network Management Control Centre and if agreed with the MSG venue control centre. The provision of these posts would be equivalent to the applicant providing event management staff and taxi marshalls to provide assistance to MSG customers and background users.

The Stratford City bus station currently operates without needing a BSC, where the existing format of stops on street and in the bus station operates efficiently. The bus station and access roads were required and designed as part of the Stratford City scheme with bus priority to reflect the importance of the area to address access for staff and visitors to the shopping centre and the proximity for bus / rail interchange.

Construction phase: As set out across the 9 February letter, TfL is concerned that there is a risk generated starting during the phases of MSG construction period to affect the operation of Montfichet Road and access to the bus station and the operation of the bus network in this area. Bus services would need to continue to serve Montfichet Road – routes could not easily be diverted to the town centre bus station or International bus stand (the latter may be undergoing development, subject to planning consent) – and we accept that there may be the need for temporary suspensions to bus stops and access in the area, which will require detailed Traffic Management.

During the Montfichet Road construction period a BSC will be needed on site seven days a week to assist members of the public during this period of disruption. To cover two morning and afternoon shifts across seven days a week three BSCs are required, at an annual figure of £116,367. The duration would need to be related to the duration of construction works on Montfichet Road until permanent bus stop facilities are in place.

Operational phase: The CONOPS relies heavily on Montfichet Road for access from Bridges 1 (6% of MSG visitors) and 2 (53% of visitors) towards Montfichet Road for the new station entrance and as well as to bus stops to coaches, taxis and potentially private hire and private car pick up. The highway modelling to date shows queues and delays along Montfichet Road in the evening peak period. Montfichet Road must be kept open (barring any London Stadium event day closures) for the smooth operation of the highway network and bus network. The absence of a dedicated BSC would leave a gap in the necessary management of Montfichet Road which would be harmful to the safe and efficient operation of the bus network and worsen conditions for background users and MSG customers.

A BSC will be required during the initial five years of the MSG Sphere. This will be to help facilitate the initial period of operation and any amendments to event management plans, and liaison with MSG event management staff. Based on the quantum and frequency of events for egress and ingress at the venue and the anticipated shift patterns of daytime and night staff depending on venue operation hours for matinees and evening events, this can be covered by 1 daytime BSC and one nighttime BSC (required for events finishing after 2200). The annual figure for these two posts is £85,541.

It is more cost effective for an annual salary for defined full time members of staff rather than overtime from existing bus operation staff members elsewhere in East London. The need for such staffing commences before any MSG trips are generated during construction of the venue. Following venue opening the requirement for a BSC is not directly associated with the amount of MSG bus trips generated (c 430 for a full size event), but the cumulative effect of non-bus vehicular trips by private car, taxi and private hire using Montfichet Road to have localised effects on the operation of the bus network which will need to be managed as part of the comprehensive Event Management plans.

We are satisfied this meets the relevant planning tests of being:

- Necessary to make the development acceptable in planning terms - by mitigating construction impacts and an integral part of the event management plans for performance of the highway and bus network
- directly related to the development proposals - during construction required by the development to construct bridges to Montfichet Road and necessary highway arrangements, and early years of operation of the venue for both MSG users and background users.
- fairly and reasonably related - being sought only for the duration of the construction phase and an initial period of operation of the venue during venue operational hours.