

Note on behalf of Prime Place, part of Willmott Dixon

# Lionel Road Liaison Group Meeting (LRLG)

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12 October 2015 - 7pm until 9pm

Venue: London Museum of Water and Steam (the Steam Museum), Green Dragon Lane, TW8 oEN

## **Attendees:**

Dorothy Boland – Strand on the Green resident  
Andrew Ross – Strand on the Green Association  
Suzie Betlem – Brentford Chamber of Commerce  
Andrew Dakers – Brentford High Street Steering Group  
Derek Collett – Brentford Community Council  
Marie Rabouhans – West Chiswick & Gunnersbury Society  
Philip Marchant – BIAS  
Gemma Teale – BIAS  
Hilary Smith – Kew Bridge Owners Committee  
Jane Griffiths – Brentford Towers RA  
James Richardson – Kew Bridge resident  
Mrs Richardson – Kew Bridge resident  
Martin Taylor – Kew Society  
John Burgess – Brentford Community Council

## **Project Team:**

Robert Gordon Clark – LCA (Chair) (RGC)  
Simon Taylor – Prime Place (ST)  
Chris Gammon – Brentford Community Stadium (CG)  
Paul Cooper – Willmott Dixon (PC)  
Brian Burgess – Brentford Community Stadium (BB)  
Duncan Halliday – Willmott Dixon (DH)  
Nivene Powell – Willmott Dixon (NP)  
Peter Corbett – Willmott Dixon (PCt)  
Rhys Williams – Brentford Community Stadium (RW)  
Sally Stephens – Brentford Community Stadium (SS)  
Dave Ellis – WSP (DE)  
Priya Shah – Four Communications (PS)

### **1. Welcome and apologies**

Robert Gordon Clark (RGC), Chair, welcomed attendees to the third meeting of the LRLG since planning permission was granted. Priya Shah (PS) noted apologies from: Cllr Mel Collins, ward councillor; Cllr Guy Lambert, ward councillor; Bela Cunha, Lionel Road North; Denis Browne, Brentford Community Council; and Kath Richardson, Brentford Chamber of Commerce. It was noted that Denis Browne could not attend due to a clash with a Brentford Community Council meeting. RGC apologised on behalf of the club about this and it was agreed that there will be a diary check with BCC before fixing future dates.

### **2. Notes of previous meeting on 17 July 2015**

The revised minutes, which were circulated before the meeting following feedback, were agreed.

### **3. Project update**

Brian Burgess (BB) updated the group on the progress of the project. The Planning Inspector's hearing on the Compulsory Purchase Order (CPO) took place in the first two weeks of September. Only two objectors spoke, although a number of objections were submitted in writing. The Green Dragon Lane Housing Cooperative team attended and First Industrial Ltd was represented by its legal team. BB explained that

there are no fixed time scales for the completion of the Inspector's report or for the Secretary of State's determination, but a decision is expected in the New Year.

The reserved matters application for Griffin Park has been approved, while the main application for Lionel Road South is expected to reach the Hounslow Council planning committee by Christmas. In parallel, Brentford Football Club (BFC) has appointed Dexter Moren as architects for the hotel, with the current brief envisaging 160 beds and 40 car parking spaces. A decision on the reserved matters application for the car park and hotel entrance level is expected later this month. This application would allow Buckingham contractors to build the podium in isolation, with the rest of the hotel being built later BB then invited questions from the floor:

**Q:** What happens if the CPO doesn't go through?

**A:** BB – We go back to square one. As we stated in our case to the public inquiry, we need the land to make the scheme viable and to meet our planning conditions.

**Q:** Are you assuming that the CPO will go through?

**A:** BB – We are waiting for the decision and, if we get a refusal, will deal with that when it happens.

#### **4. Transport update**

Dave Ellis (DE) gave a presentation on the key deliverables for transport following planning consent: financial contributions; physical improvements; and the management reports and strategies that will ensure the safe operation of the site. Access arrangements were included in the outline permission from June 2014.

The financial contributions mostly relate to occupation of the stadium, and include funding for a CPZ and pedestrian network improvements, improved cycle and pedestrian connectivity, and Network Rail's improvements to Kew Bridge station. Road improvements will include changes to Lionel Road South, Capital Interchange Way and the junction with Chiswick High Road.. Land is also being safeguarded adjacent to the westbound platform at Kew Bridge station to allow for disabled access to be provided in the future. An improved pedestrian crossing will be created as part of the junction improvements at Chiswick High Road and Lionel Road South and Kew Bridge station underpass on the eastbound platform will be reopened to allow direct access to the stadium development. This underpass ramp will also serve as disabled access to the eastbound platform. There will be a dedicated cycleway northbound on Lionel Road South and the southbound pavement will be widened to provide a shared use path for pedestrians and cyclists.

The Event Management Plan will address all matters of crowd safety within and immediately surrounding the stadium, and will be agreed and completed in liaison with the stadium safety committee, following consultation with the emergency services. It examines how pedestrians will move throughout the stadium site, identifying pressure points. Stewards will help to keep access routes clear and to manage the flow of people.

The Local Area Management Plan (LAMP) will address issues of public safety in the surrounding local areas on match days. This will outline crowd and traffic management approaches, including how the road crossing will be controlled, whether temporary barriers and additional signage and lighting are required etc. The LAMP will be developed in liaison with the local community, residents and business groups. There are a number of possible options for how the LAMP could be developed for Gunnersbury Station such as where the queue on match days will be located and how it will be managed.

The Stadium Travel Plan covers both match and non-match days. The initial draft includes site information for visitors and the final version will be developed and finalised closer to the time when the stadium opens. At other nearby stations, there will be a pick up service in operation for disabled supporters. On-site parking will be pre-booked only and Brian Burgess is leading discussions on off-site parking.

DE concluded by describing current thinking on residential parking and construction logistics.

The presentation was interspersed with questions, which are summarised below:

### Financial contributions

**Q:** The land for disabled access ramp to station platform is being safeguarded, but where is the money coming from?

**A:** DE – There is a £250,000 contribution from this development towards Kew Bridge station improvements.

### Access and stewarding

**Q:** Will the underpass entrance to the eastbound platform at Kew Bridge Station be open all the time?

**A:** DE - Yes, the underpass will be available to the general public at all times and on match days when large crowd flows are expected this access to and from the station to the station will be managed by the Club using stewards.

**Q:** What about fans who don't want to queue or people who don't want to use it?

**A:** BB – The first few games will provide an opportunity to test the arrangements. After an initial period of adjustment, we expect it to run smoothly.

**Q:** Is the station going to be manned by railway staff?

**A:** BB – we will need to have a discussion with Network Rail and South West trains about how they intend to operate Kew Bridge Station in the future (on match days and non-match days).

**Q:** How will people be managed on match days as they make their way through the underpass?

**A:** DE - This will be determined through the development of the Event Management Plan and the Stadium Travel Plans. Current draft proposals for how this could be managed include having stewards located along the underpass and at Kew Bridge Station and these ideas will be developed further as operational planning progresses.

**Q:** What arrangements will stewards have with TfL staff and the police if people circumvent the controls?

**A:** DE – Just as happens now, public order will be monitored on a match-by-match basis. If people aren't following instructions, then the police will review arrangements and change the system.

BB – One of the intentions of the LRLG is to provide feedback on this and, if there are any problems, to suggest solutions.

**Q:** How badly will Gunnersbury Mews be affected by the proposals? The West Chiswick & Gunnersbury Society feel that any option that involves fans queuing outside businesses and shops will be unworkable.

**A:** DE - We are discussing various options with local businesses and users. If particular proposals are unworkable, we won't proceed with them.

The Chair noted that most games take place at the weekend when these businesses are closed, and weekday matches finish after 9.30pm. The impact on local businesses should therefore be relatively limited.

**Q:** I work in Chiswick Tower. Have we spoken to the operators about using their car park for queuing, because it is empty all day?

**A:** BB - We will take up this suggestion. **It was noted as an action to speak to Chiswick Tower.**

**Q:** Will Capital Interchange Way be closed on match days?

**A:** DE – It is likely that entry and exit will be restricted for a short period before and after matches, as will Lionel Road South.

### Physical improvements

**Q:** Have you given further thought to opening a new station on the line between Hounslow and Willesden Junction?

**A:** BB – Hounslow Council have long recognised that it could be a valuable link to Old Oak Common, which their Golden Mile vision document refers to as The Golden Link with potential for a new station at Lionel Road South.

**Q:** As part of the Kew Bridge station upgrades, will the level of the platform be raised, because that is the most obvious improvement needed?

**A:** BB – The club will continue to discuss improvements to Kew Bridge Station with Network Rail and South West Trains and will work with local businesses and community groups, including through the Golden Mile Transport Action Group, to see improvements delivered. Although BFC are providing £250k funding for station improvements, it is the responsibility of Network Rail to identify and deliver improvements and to contribute the full funding for these works. If the Kew Bridge Station Action Group was to become active again the Club would be happy to participate in it to advocate for station improvements and BFC would welcome it if Ruth Cadbury MP were to take a leading role in reviving this group.

**Q:** With regards to the bridge going north, is there a plan to widen it or improve the connections to Gunnersbury Park?

**A:** DE - The bridge itself isn't expanding, but the footpath element of the bridge will be widened. There is also some £45,000 funding available for additional Pedestrian Improvements, and we will be speaking to TfL/LBH to see if this can be directed to the pedestrian crossing over the A4 towards Gunnersbury Park.

**Q:** Will you give further consideration to the case for a ramp on Wellesley Road into Gunnersbury Station, as it would make access to the other end of the station much easier?

**A:** BB - The preferred option is to build a new third platform, but this would require some enabling development. Ramp access from Wellesley Road had been looked at before and wasn't feasible. There is already an existing agreement that fans are to be discouraged from walking down Wellesley Road on match days, with supporters to be directed to Gunnersbury Station via Chiswick Roundabout.

## 5. Construction management planning

Paul Cooper (PC) from Willmott Dixon gave a presentation on construction management, explaining that the two contractors are working together to minimise the construction impact on the local community. All work will be scheduled between:

- 8am – 6pm, Monday to Friday
- 9am – 1pm, Saturday

There will be no work on bank holidays or public holidays. When operations may exceed the scheduled times, like for concrete works, this will be agreed with the local authority.

The majority of traffic will access the construction sites via Lionel Road South. The Central East Site will be serviced through the stadium site initially, until construction reaches podium level and the east bridge access to Capital Interchange Way is completed. Delivery access to the Central East and Capital Court sites will then be available via Capital Interchange Way. All waste transfer will take place within the construction sites. Duncan Halliday (DH) added that construction traffic will use Lionel Road South, but there is no intention to stack or park vehicles there.

PC described access to the other sites. For the Central South Site, the intention is that vehicles will be taken into the courtyard area for offloading. A temporary vehicle holding area will also be created at the Duffy site and temporary traffic lights on Lionel Road South will allow delivery vehicles to travel between the Duffy Site and the other sites.

Willmott Dixon and Buckingham will operate a joint booking system, and contractors will liaise on day-to-day management and ensure that vehicles are not clogging up the highway. For Lionel Road South, the estimated weekly number of delivery vehicles is 78 vehicles per week on average with a peak figure of 260 vehicles per week for a limited period during the first year of construction works.

Questions followed from the floor:

**Q:** How will this impact on access to the school?

**A:** PC – It shouldn't have any impact on the school, but we will continue to consult with them.

**Q:** The roads are already congested, so how will they cope after new tower blocks are built along with the new bus station development?

**A:** DE – It was noted that the effect of our development was considered acceptable, and the bus station developer will need to assess the effect of their development, taking into account the already consented schemes. Lots of developments are proposed for the area and it will be important to manage construction traffic. Once complete, the new developments in this vicinity will have restricted parking to minimise the number of vehicle trips.

It was noted that TfL published a London wide study that demonstrated over a ten year+ period, vehicle journeys had decreased on the TfL network ( <http://content.tfl.gov.uk/traffic-note-1-traffic-levels-in-greater-london-2010.pdf> ). It was discussed that this could partly be attributable to changing behaviours and partly due to congested conditions which limit the potential for growth in certain areas.

BB – People are also changing their habits across London by varying journey times, using public transport and cycling. Although there are points on the network that are saturated, people are starting to travel differently.

**Q:** Have you considered integrating drainage work with the installation of other utilities?

**A:** PC – We are in discussion with Thames Water and are looking at shared gas and telecoms.

**Q:** How will the bus depot work with the football club?

**A:** BB – We have met the developers of the bus depot site and will continue to do so to develop plans for matchdays.

**6. AOB**

No further comments.

**7. Actions**

- Ensure BCC and LRLG communicate to avoid clashes between meetings.  
Project team to speak to Chiswick Tower about queuing in their car park.

**8. Date of next meeting**

This will depend on whether the CPO progresses and it was agreed to hold a meeting 3-4 weeks after the decision.