

Lionel Road Liaison Group Meeting (LRLG) Minutes

7 October 2019, 7:00pm – 9:00pm

Venue: Brentford Football Club offices, 6th Floor, 27 Great West Road, Brentford, TW8 9BW

Chair: Robert Gordon Clark, London Communications Agency

Project Team:

- **Brentford Football Club:** Alan Walsh (AW), Sally Stephens (SS), David Hayes (DH)
- **EcoWorld London:** Robin Goodlet (RG)
- **London Irish:** Kelly Adey (KA)
- **London Communications Agency:** Robert Gordon Clark (RGC), Jay Allan (JA), Wyatt Getty (WG)

Attendees:

- Derek Collett – Brentford Community Council
- Sally Smith – Hounslow Chamber of Commerce
- Cllr Mel Collins – Brentford, LB Hounslow
- Keith Garner – Royal Botanic Gardens Kew
- Andrew Ross – Strand on the Green Association
- Dorothy Boland – Strand on the Green Association
- Marie Rabouhans – West Chiswick & Gunnersbury Society

Summary note: The format of the evening saw introductions from the group's chair, Robert Gordon Clark, and individual members of the project team. This was followed by a presentation from Robin Goodlet, Managing Director at EcoWorld London, on the construction progress on site and Alan Walsh, Operations Director from Brentford Football Club on the Club's progress to date for the Stadium Management Plan – which will be enacted once the stadium is fully operational. Informal discussion was welcomed and questions were asked at various points. For the purpose of these minutes and for ease of reading, questions and answers have been grouped and where requested during the evening, additional information has been added. A list of actions following the meeting for the project team has also been outlined.

A. Welcome and introductions

Robert Gordon Clark (RGC), chair of the meeting welcomed everyone to the meeting, and explained that the main focus of the evening will be on the draft Local Area Management Plan (LAMP) for the new stadium, with a brief construction update provided by EcoWorld at the beginning.

B. Construction programme update

- **Robin Goodlet (RG)** provided an update on construction since the last meeting held on 15 April 2019 and upcoming works for the next few months.

Stadium

- RG started by providing an outline of the construction programme, with works on the stadium (Q2 2020 completion), and the new homes at Central Eastern (Q2 2021 completion) and Central Southern (Q4 2021 completion) are all on track to be delivered on time.



- In terms of the stadium, RG said that the structure has now been completed, while works on the external façade are in progress.
- RG continued that the pitch has recently been laid, and the grass was cut for the first time in early October.
- RG went on to mention that the internal fit out to all the stands is currently taking place – which includes hospitality rooms, changing rooms and other amenities – while the external seating is also being installed.
- The main electricity supply is due to go live in mid-November, with the external hard landscaping works – which includes public spaces around the stadium – due to begin from December 2019.

Homes and site-wide

- RG then went on to talk about the progress made at Central Eastern and Central Southern. In terms of the former, the frame for the Central Eastern site will be completed by early November 2019. The façade at the front of the development is in progress and is due to be installed by late-November 2019, while the outer covering of the building will start to appear in mid-October 2019.
- Furthermore, RG mentioned that the internal fit out works at Central Eastern are due to commence from late-October 2019, while the scaffolding is currently being designed (which requires approval from Network Rail), with work expected to begin from November 2019.
- On the Central Southern site, RG said that sub-structure works inclusive of the basement car park and podium slab have been completed.
- RG went on to say that the cores to Block E & F have been completed, as has the reinforced concrete frame to 6th floor to block E & 1st floor to Block F.
- Water proofing works to the podium are due to commence early November 2019, followed by hard landscaping works. RG explained that the waterproofing works would protect the podium slab from all wet weather conditions, while the scaffolding would be installed on top of it.
- RG then finished the construction update by focusing on site-wide works. Works to widen Lionel Road South are currently in progress, with the first phase of heavy civil works now completed – which included piling works and the installation of a capping beam, on which the new wall will sit.
- The mains gas, water and communications are nearing completion along the road, while RG added that works to create a new kerb alignment are expected to start in early November 2019.

Community engagement and apprenticeship update

- RG mentioned that EcoWorld London currently has six apprentices on site (covering engineering, plumbing, quantity surveying and business administration), with plans for two more bricklayers and three more work placements. In addition, a number of work experience placements and career talks with local school pupils have been undertaken, together with EcoWorld staff supporting local charities.

Questions and actions

ACTION: Provide an update on Lionel Road South road closure at the next LRLG.

1. What material is being used at the Central Eastern development and has the materials changed across all the sites?

The material that is being used for the external facades of all the residential buildings across the development is brick.



This was approved by Hounslow Council for the Central Eastern and Southern sites as part of separate Section 73 and Reserved Matters applications in February 2018.

2. Do the residential buildings comply with fire safety regulations?

Yes, the buildings will follow strict fire regulations and a decision was taken to include rockwool non-combustible insulation which makes the walls of the buildings thicker, but safer.

3. When will you reopen Lionel Road South to vehicles?

Lionel Road South will continue to be closed to cars, motorcycles and other vehicles until the end of December 2019 to ensure EcoWorld are able to connect utilities and undertake complex road widening works at the junction of the road and the South Circular Road.

At the request of Hounslow Council, EcoWorld intend to review options to continue the works. This includes an option to extend the temporary road closure for a period in 2020.

C. Stadium Management Plan

- **Alan Walsh (AW)** started with a brief overview of a key element of the overall Stadium Management Plan (SMP) the Local Area Management Plan (LAMP) – to ensure spectators, residents and fans can move to and from the stadium in a safe environment while minimising disruption to local residents and businesses.
- AW also highlighted the importance of the local community's feedback on operations during the Test Events (TE).
- He also reiterated that the plans are currently in draft form and will continue to be developed and amended with the council, station operators, local residents and other stakeholders throughout the pre-stadium opening period.
- AW also confirmed that the stadium is expected to be completed around the end of Q1 2020, on schedule.

What to expect on a matchday?

- AW described an approximate spectator breakdown (at full capacity):
 - 2,000 [12%] corporate/hospitality;
 - 12,750 [74%] home fans;
 - 2,500 [14%] away fans.
- and anticipated modes of transport to the stadium (approximate figures at full capacity):
 - 1,797 [10%] walk;
 - 300 [2%] cycle;
 - 2,590 [15%] driver;
 - 3,934 [23%] passenger;
 - 1,260 [7%] bus;
 - 6,081 [35%] London Underground (LUL)/Rail;
 - 700 [4%] coach;
 - 589 [3%] other.
- All spectators were being encouraged to use sustainable modes of transportation to travel to the new stadium and were being discouraged from using private vehicles.



- AW said that corporate and hospitality bookings start 2.5 hours before kick-off which will assist with staggering the arrival times of spectators.
- RGC added that corporate bookings typically arrive in smaller groups, not as one large groups, which AW confirmed.

Main public transit links

- AW said that the stadium was being promoted as a public transport destination and pointed out the proximity of local stations (LUL and rail).
- Travel advice was being made available, produced and funded by the Club, for season ticket holders, local residents, casual ticket buyers and spectators on matchdays. The information would also be made available on the website.
- The BFC Fan and Community Relations team will be a key point of contact for any transport (or other) queries.

Station management

- AW stated that the matchday operation at the railway stations will be managed by the Railway authorities, Met Police and BFC.
- The detailed operational and management arrangements at the stations are still being developed, including an appropriate crowd management strategy to help minimise disruption to existing users.
- Rail staff and stewards (some provided by the Club) would be on hand to direct spectators to use the appropriate route.
- At Kew Bridge station, the new underpass on the eastbound platform will be opened allowing easy and ready access direct to the stadium. Spectators arriving on the westbound platform would be directed over the footbridge, avoiding the main station entrance.
- At Gunnersbury station, post-match all spectators will be required to enter the station via a queuing system at the Chiswick High Road entrance. Two main options are being considered:
 - Spectators queue within the area immediately fronting the main station entrance; or
 - Spectators are managed into a single queue from the station entrance westwards along Chiswick High Road. This system is relatively simple although it may be necessary to temporarily suspend a parking lay-by in front of the local shops.
- SWR staff will be allocated for each event, while the number of SWR staff will depend on the Met Police category.
- As there is currently no step-free access at Kew Bridge, people requiring step-free access will be directed to Brentford station and transported to the stadium on shuttle buses provided by the Club.
- AW confirmed fans arriving on the westbound platform would be directed over the footbridge to use the underpass directly to the stadium. Other train users will be able to use the main entrance.
- Responding to a discussion about station improvements, AW confirmed the Club met their Section 106 obligations and a Station Change document has been agreed.
- One LRLG member raised that there were no plan or funds to improve the station and that there has been so much development coming forward in the area something needs to be done with the station infrastructure to accommodate the new residents. AW explained that BFC has been trying hard to pressure Network Rail and SWR to deliver further enhancements to the station and has supported SWR bids for the government's Access for All funding. A bid for Mid-Tier funding is being submitted on 18 October 2019 supported by LBH, SWR, Brentford FC and the Greater London Assembly.



- There was a discussion on the current state of Kew Bridge station and how SWR was dealing with specific issues. SS said that SWR are invited to LRLG meetings.
- AW said the stadium concourse will have around 300 screens providing live updates on rail services and traffic to help direct fan appropriately (and to provide entertainment to encourage them to stay in the ground and stagger their exit).
- AW confirmed there would be stewards and wayfinding signage directing spectators to use the proper path and crossings across Chiswick roundabout.
- AW said that they are looking into having one of the TEs in the evening to help understand the operational capacity of Gunnersbury station and any crossover with train users from Chiswick Park businesses.

Local road closures

- AW stated that on event days Lionel Road South will be closed from the Great West Road junction to Chiswick High Road with traffic management checkpoints at either end.
- The closure will last for two hours before the published start time, for the duration of the event and for up to 1 hour after the event.
- The vehicle route around the north stand will be closed to traffic from up to 4 hours before published start time, for the duration of the event and for up to 1 hour after the event.
- There will be restricted access around Central Southern during the construction process but the work will cease during matchdays to allow the plaza space to be open.

Coach parking

- AW said coach parking will be allocated along Capital Interchange Way and that there is space for 11 coaches.
- The number of coaches coming to the stadium on a matchday would depend on the opponent and where their fans are travelling from.
- Traffic stewards would stand at either end of Capital Interchange Way to ensure no unauthorised traffic entered the street to keep it clear for coaches.
- Spectators arriving by coach will access the stadium via the pedestrian bridge at Central Eastern.

Stadium parking

- AW said there are 75 car parking spaces for use at the Capital Court site.
- These will be provided at the Duffy site until the Capital Court site is completed, which is expected in 2022.
- Eleven of the spaces are for Blue Badge holders.
- AW said that Club staff would park at Brentford School for Girls, under the current proposed plans.

Off-site parking

- AW advised the Club has undertaken a thorough analysis of available car parking providers in the area and are currently in discussions with 10 sites.
- In total, the Club is aiming to provide 1,000 car parking spaces off-site.
- Securing these sites will require meetings with owners, schools, parents and residents before contracts can be signed and the Club is currently going through this process.



- RGC asked that an update could be provided at the next LRLG meeting.

Controlled parking zones (CPZ)

- Mark Frost from LBH informed the group prior to the LRLG meeting that the CPZ is due to be discussed at the Chiswick Area Forum on 19 November.

Questions and actions

ACTION: To share draft LAMP with LRLG members for feedback in the coming weeks.

ACTION: Provide an expected breakdown of rail arrivals for rugby matches.

ACTION: Provide timings for safety certification and who will be issuing the certificates.

ACTION: Provide anticipated stewarding numbers for next meeting.

ACTION: SWR to be invited to next LRLG meeting.

ACTION: Provide update on off-site car parking locations for next LRLG meeting.

ACTION: Club to speak to Chiswick Park about recommending staff use another station on event days.

4. When will the underpass from Kew Bridge station be open?

The underpass will be open for the test events for the new stadium, which will be taking place between April and May 2020, though the exact dates have yet to be confirmed.

The underpass will then be open 24/7 once the new football season starts from September 2020.

5. When will the Club submit the LAMP to London Borough of Hounslow? And when will a copy be made available to the LRLG?

The Club has just submitted a draft to Hounslow Council and are expecting comments back within the next week or so. Once the Club has been able to review the comments and update the LAMP, a copy will be made available to the LRLG. This would be in approximately 3-4 weeks.

6. How many hospitality/corporate boxes does the stadium have?

There are six corporate boxes accommodating around 11 people and a number of different lounges with different food and beverage options. In total, there is provision for just under 3,000 premium guests.

ACTION: To share a website link outlining further information about corporate hospitality.

More details can be found at <https://newstadium.brentfordfc.com/premium-seats>



7. How will coach parking be managed with all the development around the stadium?

A Traffic Management Order (TMO) application will be issued by LBH for Capital Interchange Way which will allow the Club, via the traffic stewards, to control access to the road.

This road is only anticipated to be fully closed to traffic immediately before and after an event - exact timings to be confirmed with LBH.

8. What are the breakdowns for people arriving by rail? By direction and station.

Station	Total football supporters
Kew Bridge (to/from the West)	1,289
Kew Bridge (to/from the East)	1,661
Gunnersbury (to/from the South)	266
Gunnersbury (to/from the North/East)	1,331
Kew Gardens (to/from the South)	89
Kew Gardens (to/from the North/East)	444
Ealing Broadway	256
Acton Town	564
South Ealing	180
	6,080


9. Are more trains going to run on event days compared to the regular weekend service on SWR?

We are in conversation with SWR on this. The capacity of trains is increasing, with 10 carriage trains that can accommodate more than 1,000 people so additional trains may not be necessary.

C. Other

Test events

- AW said that three Test Events (TE) will need to be held at the new stadium in Spring 2020, likely from mid-April to mid-May, before the stadium's official opening around the end of July.
- The three TEs would increase in attendance from 2,000-5,000 people for the first event to 8,000-10,000 people for the second event to 12-15,000 people for the final event.
- The TE will allow the new transport measures that will be in effect for event days to be tested.
- AW confirmed that the TEs would be observed by emergency services and that they would be consulted on the LAMP.
- AW said that a template of the TE programme could be available end of October, but this depends on LBH confirming logistics with the Club.
- Other large events in the area such as Lovebox and Citadel were raised in discussion. AW confirmed those large events were held out of season, but that they plan their schedule around them, in a similar way to events such as Notting Hill Carnival.

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- AW said one of the bigger challenges that will need to be monitored during the TEs would be how Ubers and taxis would drop off spectators near the stadium.

Questions and actions

ACTION: Club to provide a statement on carbon footprint/single use plastics.

10. Where will the main gas and water lines be routed through the site and why are you unable to provide a central energy plant for the site? Would this not be more environmentally sustainable?

The typology of the site doesn't lend itself to a centralised heat and power network but we have sought to centralise wherever possible and provide for a future network should that become possible with other future developments nearby.

11. How will you ensure the pitch is not impacted by adverse weather conditions?

A stormwater attenuation tank underneath the pitch has been installed underneath the new stadium.

The tank will provide a storage system for rainwater and surface water, ensuring that the pitch is suitable for all playing conditions throughout the year.

The tank also serves the entire Brentford Community Stadium project, including the residential developments that are currently being built around the stadium.

12. Where are the floodlights located at the stadium?

There are two floodlights located at the north stand, while further lighting is located under the roofs of the south, east and west stands.

The floodlights face towards the south stand and are angled towards the pitch to avoid visual disturbances to residents as much as feasibly possible during evening matchdays.

The floodlights also use an LED lighting system, which has been installed to meet the TV broadcast requirements specific by the Premier League.

One of the TEs will be at night, which will give BFC an opportunity to assess the floodlights.

13. Do you have any further news on the Duffy site?

EcoWorld and BFC submitted S73 and Reserved Matters planning applications for the Duffy site in January 2019.

EcoWorld and BFC have since been engaging with both the Greater London Authority and the London Borough of Hounslow to iron out any ongoing concerns they may have about the proposals, particularly with regards to the provision of affordable housing on the site.



14. When will you deliver the public and children's play spaces around the Duffy site?

As part of the Section 106 Agreement with Hounslow Council, we will be required to deliver playspace around the Duffy site three months prior to the occupation of the site by new residents.

15. How many kitchens serve the corporate/hospitality boxes? Is this provided by a catering company? And has a contract been signed?

There is a main kitchen plus a number of satellite kitchen serving the corporate/hospitality areas. A deal has been agreed with a catering company, and this will be announced soon.

16. Will the Club and their contractors/supply chain (caterers and food served) have a policy on single use plastics and sustainability?

Yes, we will be working closely with our catering partner to reduce the use of single use plastics and focus on sustainability.

17. Will people be allowed to refill their water bottles in the stadium instead of buying a new bottle?

Yes, water refill stations will be provided in the stadium. However, due to safety regulations, some types of water bottles will not be permitted to be brought into the stadium.

18. Will the Club be selling naming rights to the stadium?

Yes, the Club is evaluating different options regarding the naming rights of the stadium.

D. Next steps

- AW confirmed the next meeting will be organised for January 2020 and a draft version of the LAMP will be circulated to the LRLG following feedback from LBH.

END