Planning application
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1 INTRODUCTION

In the summer of 2012 the UK will come alive with the Olympic Games and Paralympic Games.

The Olympic Rowing and Canoe Sprint and Paralympic Rowing events will be held at Dorney Lake where Eton College have recently completed the construction of a rowing centre that is already a world-class rowing venue. Set in a spectacular, 400-acre parkland setting near Windsor, its existing facilities comprise a Boathouse, Finish Line Tower, rowing lake and a warm-up channel / return lane. The main lake is 2,200 metres long, has eight rowing lanes, each 13.5 metres wide. It is a minimum of 3.5 metres deep. The parallel warm-up channel / return lane is up to five lanes wide and 2.5 metres deep.

The site is acclaimed as one of the finest in the world and has the added attractions of a spectacular setting with a park and arboretum and a nature conservation area, a fully-equipped gymnasium for training and indoor rowing, its own in-house hospitality and events function and the provision of access for all community sectors.

Eton College Rowing Centre has already been accorded several accolades by being selected to host the first of three multi-national regattas for the BearingPoint Rowing World Cup 2005, the World Rowing Championships 2006.

The use of Eton College Rowing Centre for the 2012 Olympic Games will further enhance its reputation as a world class venue.

Post Games, the enhanced facility will continue to be used for a wide range of water sports to benefit the local community, be used by both amateur and professional athletes for training and provide a destination venue for a variety of local, regional, national and international events.
1.1 Introduction

1.1.1 The Purpose of this Document

This Design and Access Statement has been produced as a Joint Submission by the London Organising Committee of the Olympic Games and Paralympic Games (LOCOG) and the Olympic Delivery Authority (ODA).

The report covers the primary design principles and access strategy of the temporary facilities to be erected at Dorney Lake, Windsor Racecourse and the bridge over the River Thames Connecting the two sites.

This statement forms part of the application for detailed planning permission for these sites.

The statement also includes appendices describing the Access, Lighting and Services strategies.

1.1.2 Planning Application Approach

In order to deliver the Eton Dorney venue and ensure that it is capable of hosting an event of this magnitude, a total of 5 planning applications have been submitted to the appropriate Local Planning Authorities. This number of applications was necessary because the proposed site at Eton Dorney straddles the boundaries of 2 Local Planning Authorities and the site also has an extant planning permission (SBD/8205/06) restricting the use of Dorney Lake.

A discussion of each application in turn is set out below.

Planning permission is sought for a fully accessible temporary pedestrian river crossing that links the proposed Olympic Transport Hub at Windsor racecourse to Dorney Lake. As the proposed crossing extends across the Local Authority Boundaries of the Royal Borough of Windsor and Maidenhead and South Buckinghamshire District Council; duplicate applications have been submitted to each Local Planning Authority to deliver this element of the venue. As another event is being held at Windsor Racecourse during the Paralympic Games, the temporary river crossing will not be available for use and a separate Paralympic Transport hub is proposed to the North of Dorney Lake.
Planning permission is sought from the Royal Borough of Windsor and Maidenhead for the use of Windsor Racecourse as a temporary Transport Hub for use during the 2012 Olympic Games but not for the Paralympic Games. This will involve the erection of security fencing, screening area and spectator facilities, trackway and temporary infrastructure works. This will enable the transport hub to support direct coach parking, park and ride facilities, shuttle bus and taxi pick up and drop off areas and blue badge parking.

Planning permission is sought from South Buckinghamshire District Council for the overlay at the Eton Dorney Rowing Lake. This application relates to the erection of a number of temporary facilities at Dorney Lake that are required to host the Olympic Rowing and Canoe Sprint events and Paralympic Rowing events. A range of temporary facilities are proposed including athlete accommodation, spectator seating and hospitality, spectator screening areas, front and back of house facilities, media facilities, perimeter fencing, tow path improvements and other structures and works necessary for the effective delivery of the venue. The application proposes that the northern part of the site, accessed via Court Road, is used as the Paralympic Transport Hub.

Planning permission is sought from Buckinghamshire County Council for the variation of condition 15 of the original planning permission at Dorney Lake. The original approval was granted at appeal in 2004 and includes a condition that restricts the noise levels acceptable on the site. Permission is sought to allow increased noise levels from the 28th July 2012 to the 1st September 2012 for the Olympic and Paralympic Games.

The Design Team
The design team comprises:

Architects
Team Populous

Engineering Services
Atkins

Access Consultants
Atkins

Crowd flow Analysis
BCHF (UK) Ltd

Planning
Savills

Lighting Engineers
Atkins

Transport Consultants
Steer Davies Gleave
ETON DORNEY: DESIGN AND ACCESS STATEMENT
OCTOBER 2010

INTRODUCTION
1.2 Eton Dorney venue

Site context & constraints

The lakes, spectators, front of house and back of house will mostly be in South Bucks District Council. The front of house entrance is in the Royal Borough of Windsor and Maidenhead and the temporary bridge links the two boroughs.

In 2012, the world will be watching London, providing a rare and unique opportunity to build a stage to host a spectacular sporting event and also deliver a sustainable and strong sporting legacy.

There are clearly time and budget constraints. The 2012 deadline is not going to move, but the delivery and functionality does not have to be at the expense of design quality. Well designed buildings, structures and spaces will not only act as a stunning backdrop to the Games but will help instil a sense of ownership and pride for decades afterwards. They will also provide sustainable solutions, with a focus on minimising social, economic and environmental impact, and maximising opportunities for improvements.

The Olympic Rowing and Canoe/Kayak (Flat Water) and Paralympic Rowing Competition will be held at Dorney Lake where Eton College have recently completed the construction of a rowing centre that is already a world-class rowing venue. Set in a spectacular, 400-acre parkland setting near Windsor, its existing facilities comprise a Boathouse, Finish Line Tower, rowing lake and a warm-up channel /return lane. The main lake is 2,200 metres long, has eight rowing lanes, each 13.5 metres wide. It is a minimum of 3.5 metres deep.

The site is acclaimed as one of the finest in the world and has the added attractions of a spectacular setting with a park and arboretum and a nature conservation area, a fully-equipped gymnasium for training and indoor rowing, its own in-house hospitality and events function and the provision of access for all community sectors. Eton College Rowing Centre has already been accorded several accolades by being selected to host the first of three multi-national regattas for the BearingPoint Rowing World Cup 2005, the World Rowing Championships 2006.

The use of Eton College Rowing Centre for the 2012 Olympic Games will further enhance its reputation as a world class venue. Post Games, it is anticipated that the facility will continue to be used for a wide range of water sports to benefit the local community, be used by both amateur and professional athletes for training and provide a destination venue for a variety of local, regional, national and international events.

The site known as Eton Dorney (for London 2012 and planning application purposes), comprises Dorney Lake, Windsor Racecourse and the River Thames and falls within the boundaries of South Bucks District Council (SBDC) and Royal Borough of Windsor and Maidenhead (RBWM). The site also falls within the boundaries of Buckinghamshire County Council (BCC).

Dorney Lake lies to the north of the River Thames and is in the ownership of Eton College. The settlements of Dorney and Boveney lie to the north and the residential areas of Windsor are across the Thames to the south.

Dorney Lake is located 25 miles west of London within easy reach of Heathrow Airport, the M4 corridor and the M25, M40 and M3 motorways. It is also well-served by the rail network from Slough, Windsor & Eton Riverside, Burnham, Taplow and Maidenhead.

Dorney Lake is accessed by road from the north via Court Lane and Marsh Lane. A two way road links the site entrance to the boat house, car park and other facilities close to the proposed location of the river crossing.

The Olympic rowing event is scheduled to be the first event at this venue and will run from the 28th July to the 5th August. This will be immediately followed by the Olympic canoe sprint event which will take place from the 6th August until the 11th August. Events will conclude at this venue with the Paralympic rowing event which commences on the 31st August and lasts until the 2nd September.

The first works are scheduled to commence on site in February 2011 and it is proposed that the temporary overlay facilities will be erected from spring 2012. Following the conclusion of the 2012 Games, the structures will be removed and the site reinstated between September and December 2012.
1.3 Planning context

This section identifies the site designations for the Eton Dorney Venue, and therefore some of the key policy considerations.

As highlighted earlier, the site straddles the boundaries between South Buckinghamshire District Council (SBDC) and the Royal Borough of Windsor and Maidenhead (RBWM), and also falls within the boundaries of Buckinghamshire County Council (BCC). Local planning policies and site designations are therefore contained within the SBDC Local Plan and proposals map (1999) and the RBWM Local Plan and proposals map (2003).

In accordance with the Planning and Compulsory Purchase Act (PCPA) 2004, both local Councils are in the process of producing Development Plan Documents (DPDs) which will form part of their Local Development Framework (LDF). The SBDC Core Strategy was submitted to the Secretary of State in July 2010 and the RBWM Core Strategy is currently at the consultation stage of preparation.

In accordance with the PCPA 2004, both Councils applied to the Secretary of State in September 2007 to save a number of the Local Plan policies beyond 2007. Only those policies that have been saved beyond 2007 will be discussed below.

South Buckinghamshire Local Plan (1999)

The Local Plan proposals map identifies that the Dorney Lake site falls within the following designations:
- Thames Valley Area of Attractive Landscape

Royal Borough of Windsor and Maidenhead Local Plan (2003)

The Local Plan proposals map identifies that the Windsor Racecourse site falls within the following designations:
- River Thames Setting
- Green Belt

Other relevant designations in proximity to the site include:
- The Boveney Conservation area is immediately to the North.

Consideration also needs to be given to national planning policy guidance contained within Planning Policy Guidance (PPG) Notes and Planning Policy Statements (PPS). The following PPGs and PPSs are considered relevant:
- PPS 1: Delivering Sustainable Development (2005);
- Supplement to PPS 1: Planning and Climate Change - Supplement to Planning Policy Statement 1 (December 2007);
- PPG 2: Green Belts (January 1995);
- PPS 4: Planning for Sustainable Economic Growth (December 2009);
- PPG 13: Transport (2001);
- PPG 17: Planning for Open Space, Sport and Recreation (July 2002);
- PPS 23: Planning and Pollution Control (November 2004);
- PPG 24: Planning and Noise (1994);

Other elements of national policy need to be taken into account as material considerations in determining the application. These include:
ETON DORNEY
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1 INTRODUCTION

Olympics transport strategy
1 INTRODUCTION

Paralympics transport strategy
2 DESIGN BRIEF

Main elements of the brief

Around Dorney Lake which is used for all events: A gross spectator capacity of 30,000 is proposed, of whom 16,000 will be in three temporary stands on the north side of the lake. A further 10,000 spectators will be ‘roaming’ along the 2000 metre length of the lake. Catering provision and toilets are both distributed behind the seating stands and along part of the lake.

Two stands will be located on the return island, each holding 2,000 people. Accommodation will be located under only one of these stands. This includes technology spaces, Olympic family lounge and International Federation offices and lounge. Spectator concessions and toilets are also located on the island. There will be compounds for a broadcast, operations and workforce as well as areas for the athletes catering and rest areas.

Existing buildings: The boathouse will be used for boat storage, competition management, athlete weighing, boat weighing and a gym on the ground floor with large meetings spaces and an athletes lounge on the upper floors. The Finish tower will be used by technology and Sport Presentation.

Windsor Racecourse: This will be the entrance for most spectators and workforce during the Olympic Games, there will be bus and coach drop off and pick up facilities, taxi facilities, blue badge parking, spectator services and ticket checking and security facilities.

Other elements of the brief

- The design, construction, maintenance and removal of a temporary pedestrian bridge crossing the river from Windsor Racecourse to Dorney Lake including utility duct crossings
- Design, supply & install perimeter security fencing 2.7m high with anti-climb, anti-lift, anti tilt features, approx. 6.5km long, including post-Games removal and reinstatement.
- Diversion of the existing River Thames public tow path with signage & temporary fencing; post-Games removal & reinstatement.
- Upgrade and realignment where needed of River Thames towpath with fit-for-purpose surface for bicycles and pedestrians
- Woodland management to achieve 80% visibility for coaches onto proposed river training lane and generally that the path is over its whole length is fit for purpose during Games time.
- Provision of tarmac cycle path for bicycles and pedestrians along the warm up lake including post-Games removal & reinstatement.
- Provision of 4m wide tarmac footpath for bicycles and pedestrians carrying sports equipment and boats access, approx. 300m, from warm-up lane to River Thames, including post-Games removal & reinstatement.
2.1 The London 2012 Olympic and Paralympic Games

2.1.1 The Event

The Olympic and Paralympic Games are two of the world’s greatest sporting events. On 6 July 2005 the International Olympic Committee (IOC) awarded the 2012 Games to London - the Games of the XXX Olympiad.

In the summer of 2012 around 10,700 world-class athletes from more than 200 nations will compete in the Olympic Games. Over 16 days of competition (28 July to 12 August 2012), approximately ten million tickets will be available for sale for the Olympic Games to watch the athletes compete in 26 sports. The opening ceremony will be on 27 July and the closing ceremony on 12 August.

The Paralympic Games provide an arena for competition between 4,200 athletes. In 2012, athletes from 160 countries will compete in 21 sports. Nearly 1.5 million spectators are expected to watch the Paralympic Games. In 2012 the Paralympic Games will be held over a period of 11 competition days and will open 17 days after the Olympic Games closes. The Opening Ceremony will take place on 29 August, with the Closing Ceremony on 9 September.

2.1.2 The Participants

Just over 200 countries compete at the Olympic Games and each country is represented by its National Olympic Committee (NOC).

The most important client sub-group within the NOC category, and within the whole Olympic Family, is the athletes. The 10,700 athletes will be accompanied by around 7,170 team officials. Each NOC is represented at the Olympic Games by its President and Secretary General plus a number of other staff.

The 26 sports that make up the 2012 Olympic Games programme are each represented by an International Federation (IF).

The International Olympic Committee (IOC) client group consists of a wide range of members, staff and guests. It also includes a number of specific subgroups including the World Anti-Doping Agency (WADA) and the Court of Arbitration for Sport (CAS). In total the client group consists of around 1,650 people.

2.1.3 The people delivering the Games

London 2012 is the umbrella name for LOCOG and the Olympic Delivery Authority (ODA), the organisations delivering the Games. LOCOG and ODA share the London 2012 brand.

The International Olympic Committee and International Paralympic Committee license the Games to LOCOG to promote and stage.

The ODA is the public body responsible for developing and building the permanent new venues and infrastructure for the 2012 Games. LOCOG is responsible for planning, promoting and staging the 2012 Games, including providing the event facilities at temporary venues.

LOCOG is therefore responsible for securing the necessary planning consents to enable set up, use during competition and removal of event facilities.
2.2 Rowing

2.2.1 The Event
Capacity: 30,000 Medals: 14 gold medals Athlete Quota: 550

2.2.2 The History
Rowing is known for legendary displays of strength and stamina. It is the propelling of a boat using a fixed oar as a lever. In modern sports, rowers race against each other either as individuals or in crews of two, four or eight.

The first Rowing races took place on the River Thames in Shakespeare’s time, when Londoners bet on the ferries crossing between the banks.

The sport developed its modern form during the 19th century, after universities adopted it as a competitive event. So began a tradition that remains to this day with the annual Boat Race between Oxford and Cambridge university students.

Rowing has been included in the programme for every modern Olympic Games, but rough seas caused the event to be cancelled at Athens in 1896.

Women’s races were introduced at the Montreal 1976 Games, with the first Lightweight events staged at Atlanta 1996.

The introduction of Lightweight categories has led to an increase in the number of countries achieving medal success at the Games, although traditional Rowing nations such as Great Britain and Germany remain strong.

There are two types of Rowing at the Olympic Games: Sweep Rowing and Sculling. Sculling events use two oars, whilst in sweep the rower holds one. The eight-person crews have a coxswain, who steers the boat and directs the crew, but in all other boats one rower steers by controlling a small rudder with a foot pedal.

There are events for both Heavyweight and Lightweight Rowers, and crews race in six lanes over a 2,000m flat-water course, usually on a lake.

Speed and stamina are the keys to success – top rowers complete 40-45 strokes a minute towards the end of a race.

Sir Steve Redgrave of Great Britain is widely hailed as the greatest rower ever. A six-time World Champion, he won gold medals at five Olympic Games and has been loosely crowned Athlete of the Century because of the extreme physical demands of rowing. His female counterpart on the gold medal count is Elisabeta Lipa of Romania, who also won five Olympic gold medals between 1984 and 2004.

Eton Dorney: Competition Schedule
Rowing

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Men’s sessions
Women’s sessions
Mixed sessions

note: competition schedule subject to change and final confirmation
2.3 Canoe Sprint

2.3.1 The Event
Capacity: 20,000
Medals: 12 gold medals
Athlete Quota: 246

2.3.2 The History
Canoe Sprint reached the Olympic Games as a demonstration event in 1924. It became a full medal sport at Berlin 1936, with women first competing (in Kayak only) in London 1948.

Canoe refers to both kayak and canoe. The kayak ‘paddler’ is in a sitting position with a double ended paddle and the canoe ‘paddler’ kneels in the boat using a single bladed paddle. The kayak originated predominately in North America, Siberia and Greenland. They were ideal for individual transport and were used primarily for hunting and fishing. The canoe, on the other hand, was used on a wider scale. From Native American tribes to the Polynesians, the canoe had a variety uses, primarily transport, trade and warfare.

Canoe sprint takes place on a straight course divided in lanes, on calm water. There are eight lanes for racing, each one having a dedicated start ‘gate’ and competitors must keep within the central area of their racing lane. The start gates operate simultaneously and the winner is the first boat with its bow (front of the boat) crossing the line.

The programme has varied a great deal over the years with many events now discontinued and several new ones added. On the whole, Europe has dominated the sport, winning over 90% of all available medals.

In the Sprint competitions, paddlers race across calm water over distances of 200m, 500m and 1000m. There are Olympic events for single athletes (C1, K1), pairs (C2, K2) and fours (K4). Both men and women race though women have yet to achieve Olympic status in Canoe.

New for 2012 is the sub 40 second 200m Canoe Sprint which takes place over the final two days of racing.

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Eton Dorney: Competition Schedule
Canoe Sprint

note: competition schedule subject to change and final confirmation
2.4 Paralympic Rowing

2.4.1 The Event
Capacity: 10,000
Medals: 4 gold medals
Athlete Quota: 96

2.4.2 The History
In 1975, Adaptive Rowing programmes began in a number of countries, including Australia, Germany, the Netherlands and the United States.

An exhibition event in Adaptive Rowing was included at the World Rowing Championships in Tampere, Finland 1993.

There was then a gap in competition before being introduced to the World Championships in Seville, Spain in 2002.

‘Adaptive’ implies that the equipment is ‘adapted’ to the user to participate in the sport.

There are currently four classes, which involve a coxed four, a double scull, and two single sculling events.

The coxed four and double scull are mixed gender events, while the single events are separate competitions for men and women.

All races are held over a 1,000-metre course. Each national federation is only allowed to enter one boat per boat class.

Rowing is the youngest sport in the Paralympic Games. It was introduced to the Paralympic Programme in 2005 and held its first Paralympic competitions at the Beijing 2008 Paralympic Games.
2.5 The brief components

The Main Competition

The primary requirement for hosting the events is temporary seating with a capacity of 30,000 at Eton Dorney.

All of the facilities and works required to host the event will be temporary in nature. Most if not all will be leased and will return to market after the event. The key facilities are listed below:

- Field of play
- Warm-up field of play
- Athletes changing rooms
- Athletes’ lounge
- Spectator checking and holding area
- Spectator concessions areas
- Merchandise (office and outlets)
- Toilet facilities
- Broadcast compound
- Camera platforms
- Medical and doping control
- Fencing
- Sports operations
- International Federation offices
- Olympic Family lounge and ancillary facilities
- Event management
- Site management office
- Logistics compound
- Technology compound
- Perimeter security fence
- Temporary pedestrian river crossing
- Temporary/permanent path works
- Bus and coach drop up and pick up facilities

Test Events

In order for London 2012 to test its organisational capabilities for hosting the events at Eton Dorney, test events will be held at the site in advance of the actual Games. The Events will be on a smaller scale to the 2012 event and determined at a later stage.

The test events allow for a ‘mock-up’ scenario and will involve athletes, officials, staff (including volunteers), security and spectator presence at the project site, albeit in a reduced capacity in comparison to that required for the Olympic event.

In August 2011 the World Rowing Junior Championships will take place. This event will provide an opportunity to Eton Dorney, ensuring all necessary preparations are made ahead of the Games in 2012.

In September 2011 a Canoe Sprint event will take place, providing another opportunity to test the venue.
3 THE DESIGN PROCESS AND THE PROPOSAL

London 2012 and their design teams have been very mindful of the sensitive and high profile nature of the Eton Dorney venue.

Careful studies and analysis have been carried out of environmental issues (e.g. trees, flood risk, noise, ecology, transport) to make sure that the proposed temporary overlay has minimal permanent impact on the existing site.

The main temporary elements and the seating stands have been sited to ensure the best possible spectator experience and the rest of the overlay has been sensitively sited around the existing lake.

The temporary pedestrian river crossing has also undergone a feasibility study to ensure it both meets the requirements of spectator access and egress, and also takes into account the numerous constraints in terms of its specific siting and location spanning over the River Thames.
3.1 Assessment

Site History

Dorney Lake was conceived as an idea by Eton College rowing teachers in the 1960s who felt a still-water rowing course offering greater safety than the River Thames, with its fast currents, varying widths and increasing traffic, and having an all-year safe facility was important. Serious planning took several years in the 1980s and 1990s and a 10-year construction period began in 1996. Completion was achieved on target in 2006.

The original aim of constructing a high-quality rowing course for Eton College pupils has been far exceeded.

With the water course being set in the added attraction of spectacular surroundings and whole-community access being accorded, Dorney Lake has become a local, national and international asset. As a world-class centre of sporting excellence and a special venue for many other activities, Dorney Lake is set for a wonderful future.

The Boathouse was opened in June 2000 by Kate Hoey, then Minister for Sport & The Arts. Sir Steve Redgrave, five-times Olympic Gold Medalist and one of the UK’s favourite sportspeople, launched a Junior Rowing Initiative in June 2002 in front of a huge crowd of supporters.

Set in 165 acres of beautiful countryside on the banks of the River Thames and overlooked by Windsor Castle, Royal Windsor Racecourse offers a delightful blend of traditional and modern. It is the only figure-of-eight flat course in the country and the sharp bends mean the focus is on speed rather than stamina.

The first meeting at Royal Windsor was held in 1866 but the local area has links with the sport dating back to the time of Henry VIII. There are now 26 race days a year and regular Monday evening fixtures during the summer many of which are themed.
3.2 Public realm and access

Public realm and landscape design
All work to the landscape is designed to have minimal impact on the existing site. Structures are designed to prevent damage to the park, the trees, the existing buildings and existing hard and soft landscaping.

The use of piles is avoided by always spreading loads and other elements are laid over the existing hard and soft surfaces with the exception of the technology cabins.

Access
The overall transport strategy for the London 2012 Olympic and Paralympic Games is based on the concept of transporting all ticketed spectators to competition venues by public transport, walking or cycling.

Our proposed transport plan for Eton Dorney will make best use of all transport modes and public transport. Motorcycle and cycle parking will be free. Spectators with a valid London 2012 competition ticket will be able to travel free of charge from London to local designated stations on the day of competition. The strategy involves the use of a number of park and ride sites that will be temporary and dispersed, shuttle bus services from designated rail stations which will be Slough, Maidenhead (both on the Great Western line served by London Paddington) and Windsor and Eton Riverside (served by Waterloo).

Proposals are also being developed for access by boat and bicycle.

For the Olympics, spectators will travel in from the south via the racecourse and the Games family will travel in from the north via Court Lane.

The majority of spectators will enter the site from the south via a temporary pedestrian river crossing from Windsor Racecourse. The racecourse will be used as a spectator transport hub ie a bus/coach drop off/pick up point and there will also be a small amount of blue badge parking. The venue will then be accessed by foot over a temporary river crossing.

There will also be a pedestrian entrance from the north.

For the Olympic Transport Hub, the temporary works include some elements common to those proposed around the competition lake. The Olympic Transport Hub includes the following structures: Pedestrian Access Area, Toilets; Operation Structures, Pedestrian Access Ramps and Temporary Surfacing for Vehicle Access and Parking.

For the less mobile, there will be a choice of routes to the venue and then within the park. This will include buses to the site and buggies to transport spectators to their seats and other public areas. Seating provision for wheelchair users and companions is provided around the field of play at the lowest level of seating via accessible routes. The Temporary River Crossing will be equipped with both stairs and lifts. The exact location of blue badge parking is to be determined.

The Olympic Games Transport Hub is accessed off the A308 Maidenhead Road via two access points. Park and Ride and Rail shuttle buses will enter the racecourse using a new temporary access point direct from Maidenhead Road into Balloon Meadow. All other vehicles (e.g. direct coaches, taxis, Blue Badge, workforce parking, motorcycles, LOCOG operational vehicles) will use the existing racecourse access road on entry and exit. There will be no spectator car parking provided at the site.

Accessible ramps are proposed to provide easy access and egress from buses. Once spectators have reached their drop off point, they will make their way to the PSA adjacent to the temporary pedestrian river crossing. It is proposed to use temporary trackway to prove good underfoot conditions when walking around the site.

For those spectators who are less able, it is proposed to use karts to transport the spectators to the PSA and adjacent temporary pedestrian river crossing. The crossing has been designed to be fully accessible providing a lift for less able bodied spectators and resting points on the crossing.

A separate Transport Hub is required for the Paralympic Games, given the fact the Windsor Racecourse site is not available for the Paralympic Games.

The Paralympic transport hub has been designed to include parking for direct coaches, blue badge parking and coach/bus drop off and pick up areas, as well as circulation for vehicles. In terms of the temporary facilities required for the operation of this area, it is proposed to include temporary surface for access and parking and a pedestrian access point to access the competition lake.

Spectators will access the Paralympic Transport Hub off Court Lane by one of the modes of transport detailed above. It is proposed that spectators will access the site from the pedestrian access points which is a gated access point through which spectators will pass to access the competition lake.
Location plan for competition lake with overlay facilities
3.3 Venue layout

Eton Dorney is one of the largest Olympic and Paralympic venues as it is arranged around the existing 2000 metre lake. The existing boat house is at the south eastern end of the lake, (the finish end) and this will form the focal point of the athletes' area. The boat house will be used for boat storage on the lower floors and meeting spaces and athletes' lounge on the upper floors. All the other structures for the athletes are temporary, a mixture of tents and cabins. There will be a large tent which will be the main Athletes' Lounge plus associated toilets.

There will also be a large area to the north of the boat house which will be used by the athletes for boat storage, boat repairs and tents for the use of national teams.

There are two spectator entrances and an accredited entrance into the venue. The majority of spectators, approximately 24,000, will enter via a temporary pedestrian crossing linking the main competition site with the Windsor Racecourse transport hub. A smaller entrance to the north of the venue will provide access for local use. The accredited entrance will be the existing site entrance in the north western corner. This will provide access for Games Family, athletes, press and broadcast.

The majority of the spectators will be located on the north side of the lake. Accredited spectators will be located on the return island creating an arena like effect.

Areas to the south of the lake include the Canoe Day Village, the broadcast compound and the Canoe training facilities on the River Thames.
3.4 Seating configuration

The seating has been designed so that there are stands on both sides of the lake to create an arena-like effect as athletes approach the finish line. For the Olympics, there will be three stands with a total capacity of 16,000 (two with capacity of 7,000 and one with capacity of 2,000) on the north side of the lake. All of which will be accessed from the rear. These stands are sited along the final 400 metres of the course allowing seated spectators to see the most exciting part of each event.

There is provision for wheelchair seating at the front of each stand, with a total capacity of 164 with companion seating and these seats are accessible by ramps, also from the rear. Catering and toilet (including disabled) provision is provided behind the stands. Up to 10,000 standing or roaming spectators will be able to walk and stand at any point along the northern bank of the lake and there is provision for toilets for them at intervals beside the lake.

For the Paralympics, only one of the large stands will be in use as the overall spectator capacity will be reduced to 10,000. Spectators will be able to roam along the edge of the lake as per Games time but there will be no specific tickets for roaming spectators.

During both the Olympics and Paralympics, seating for 2,000 FISA family (members of athletes’ families and friends) is located on the return island together with the accredited seating for 2,000 broadcasters, journalists and the Olympic Family and Paralympic Family during the Paralympics (VIPs). This is also accessible from the rear but as the seating is raised above accommodation, stairs and lifts are provided for access. The stands are raised up to allow spectators to get unrestricted views of the events since vehicles (for broadcast, International Federation ‘Fair Ness’ car and the photographers bus) pass in front of the stand. The ground level accommodates office spaces for technology, Sports Federations and the Olympic Family lounge.

There will be no standing spectators in front of any of the stands; on the spectator (north) side because of coaches cycling along path following each race and on the return island because of broadcast camera car and other vehicles travelling along road in front of stand following each race.
Examples of previous Games - Beijing 2008

View of accredited grandstand and finish tower

View of spectator grandstands along the side of the field of play

View of spectator grandstands highlighting flags of nations
3.5 Precedents and construction process

Rowing and canoe sprint have traditionally used completely or partially temporary seating stands as at the Beijing and Athens Games.

Temporary stands are being widely used in other venues for the 2012 Games for example at Greenwich Park, Horse Guards Parade and Hyde Park.

The seating at Eton Dorney will be supplied and erected by specialist seating contractors who have international experience at provision of temporary stands. These systems are based on flexible modular scaffolding substructure supporting seats, corridors, vomitories and guardings.

The temporary pedestrian river crossing will also follow the approach of the temporary stands and will be a proprietary system with the objective of having as minimal impact on the immediate environment as practically possible whilst ensuring safe and convenient access for all spectators.

An example of a similar temporary bridge is illustrated in the image below.
3.6 Brand/wayfinding

This is an exploration of the integration of the brand into all levels of design, challenging assumptions on look and feel, and designing ‘on brand’ rather than designing with brand – that is, structures being designed to reflect the brand rather than brand being applied as an additional decal/ expenditure to structures.

The proposals for Eton Dorney will embrace the temporary whilst fully integrating the ‘Look and Feel’ of the Games. This will be achieved thanks to a close collaboration between the venue designers and the branding and marketing team. The design team has established a clear intent to integrate the graphic elements within the architecture of the venue and to avoid the typical but unsatisfactory solution of wrapping the building with ‘look’.
Cross section through the warm up lake and the field of play

Detailed rear elevation of spectator seating
3.7 Celebrating the temporary

The seating stands together with the front of house and back of house tents and cabins have been designed as entirely temporary structures. The temporal, outdoor nature of these facilities will be celebrated and not hidden behind vast expanses of unnecessary material.

The vast majority of the elements, including the spectator grandstands, the temporary pedestrian river crossing, perimeter fencing, tents and cabins, will be coming from the rental market to which they will return post Games. As most of these elements are extremely lightweight, the amount of embodied energy in terms of shipping and erection are also reduced to a minimum.

Temporary architecture has the image of being, among other things, mobile, adaptable, lightweight and low-cost. Unlike 'architecture', it is not expected to be permanent. Free of the burden of such an expectation, it can take on a more variegated expression and respond to the unique challenges of the Olympic and Paralympic Games.
Elements within the kit of parts
3.8 Kit of parts

Traditionally the temporary structures’ market has developed a series of generic dependable solutions – especially within the field of seating, arena development and tented structures. We seek to build on this tried and tested backbone to deliver a distinctive product for both 2012 and an ongoing legacy for future events.

With this aim London 2012 has embarked on a comprehensive study known as ‘Kit of Parts’ to gain a full understanding of the solutions available globally – both within the temporary market and less traditional suppliers. Although not exhaustive the investigation extends the architecture of the Games through the following commodities to deliver a truly unique built environment:

- Temporary Seating
- Scaffold and Grid Structures
- Hard Wall Structures
- Tent and Fabric Structures
- Canopies
- WC’s
- Cable containment
- Fences and Barriers
- Furniture and Fittings
- Generators

The Kit of Parts Study is an ongoing process that will ultimately capture all of the elements that will create the look of the 2012 Games ranging from the core sports stadia structures, back of house accommodation through to key spectator facilities and entertainment zones.

The procurement of commodities used for 2012 will be influenced by the findings of the study, and ultimately define the exact and appropriate product type and manufacturer to be used at each venue. Selection criteria include the following:

- Design Quality
- Sustainability
- Materiality
- Accessibility
- Scale
- Legibility
- Value and Cost

The implementation of the Kit of Parts study within the proposals for Eton Dorney will be part of a consistent and holistic architectural language that will be realised across all venues associated with the Olympic Games and Paralympic Games in 2012.

The planning application drawings show the type of structure required in each area of front and back of house. The design strategy outlined above will be used to progress the detailed design of each of these elements.

All temporary structures intended for use by sponsors, workforce, broadcast and media will be designed to ensure all areas are accessible.

The complete Kit of Parts document will be submitted separately.
4 APPENDICES

The appendices describe the following statements:

• Access Statement
• Lighting Statement
• Services Statement
APPENDIX 1: Access Statement

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1.1 This statement has been prepared to address the inclusive design issues of the Olympic Rowing and Canoe Sprint events and the Paralympic Rowing. However, the needs of disabled people have been and will continue to be considered as an important and integral part of staging the London 2012 Rowing and Canoe Sprint at Eton Dorney.

1.2 The Access Statement will consider the needs of people with sensory, cognitive and/or mobility impairments and wheelchair users. The design team recognise that disabled people may have complex needs that cannot simply be itemised in a checklist.

1.3 An appropriate venue design will assist London2012 in meeting their duties under the Disability Discrimination Act (DDA) 1995. The purpose of the Act requires service providers to make reasonable adjustments to provide access to a service, as close as it is reasonably possible to get, to the standard normally offered to others.

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2 Context of Inclusive Design

2.1 London's achievement in winning the right to stage the London 2012 Olympic and Paralympic Games has created the greatest opportunity for Britain to promote a contemporary, progressive attitude to sport, design, culture and social inclusion in generations.

2.2 An underpinning priority for the winning bid was its commitment to inclusive design aimed at ensuring London 2012 was the 'most accessible Games ever'. To reinforce this, for the first time ever London 2012 will bring together the Olympic and Paralympic Games giving them a distinctive feel and sense of experience whilst making no distinction between them in the approach to planning and delivery or the commitment to priority objectives, including inclusive design.

2.3 The ODA have developed their own Inclusive Design Standards (IDS). The standard takes best practice principles and applies them to sporting venues.

2.4 LOCOG has set out its own design criteria for access in the London 2012 Overlay Access File (LOAF), which recognises the needs of everyone. People covered by the LOAF include, though are not restricted to, disabled people to ensure equity of experience for both disabled and non-disabled people. The LOAF follows the principles as set out in the IDS but also addresses issues specifically relating to the Olympic and Paralympic venues, for example the use and design of cable covers.

2.5 London2012 aims to design and construct a venue for the Olympic and Paralympic Games that is inclusive for all regardless of age, disability, ethnicity, faith or gender, while setting standards for services, facilities and opportunities for all.

2.6 Inclusion and integration are key aspects of the 'Olympic Spirit' and are part and parcel of London2012's vision for the Games. London 2012 aims to deliver a venue for the London 2012 Rowing and Canoe Sprint that will offer all people an equitable experience and that will provide an equal level of service. This principle will hold for everyone including athletes, spectators, journalists, sponsors, staff, Olympic Family, Paralympic Family, contractors and volunteers.

2.7 The design of the venue for the London 2012 Rowing and Canoe Sprint events has been determined by a wide range of legislation, statute, best practice guidance and the need to ensure high quality sporting experience for all.

2.8 The publications and standards applied are summarised in Appendix 1.

2.9 As is appropriate at this stage of the design development, this Statement looks primarily at physical aspects of the venue approach and planned temporary external structures in support of the London 2012 Olympic events to be held in Eton Dorney rather than additional policies, procedures and practices that will need to be in place in order to support an inclusive and accessible venue under the DDA.
3 Policy

3.1 A number of policy documents are relevant in the preparation of this Statement; these are summarised in Appendix 1.

4 Ensuring Inclusive Design

4.1 LOCOG has developed the London 2012 Overlay Access File (LOAF) to incorporate all aspects of best practice for sporting venues and develop new standards, in excess of those or where no standard exists due to the specific nature of the Olympic and Paralympic Games. It will be vital to provide the necessary and specific requirements of disabled athletes in addition to an anticipated increased number of disabled spectators and members of accredited groups. The designs exceed basic requirements providing a high quality accessible venue.

4.2 Inclusive design is considered an integral part of the Eton Dorney design process. For this reason an access consultant has been made a key member of the design team with the responsibility to address Eton Dorney inclusive design issues and ensure that the principles of inclusive design are applied.

4.3 The access consultant’s scope of services includes advice and assessments that have and will continue to inform all aspects of inclusion. This in turn will support the delivery of a design that meet the principles of inclusive design, planning policy and the requirements of the DDA. This includes advising London 2012 and the design team on the:
- Disability Discrimination Acts 1995 and 2005 and other relevant legislation in terms of design and the implications of the London 2012 Games time management of the Eton Dorney venue;
- implications of BS 8300, Human Rights Acts, Inclusive Mobility, Approved Document M of the Building Regulations and other relevant standards in meeting the needs of all disabled people who may visit, work, reside or compete at Eton Dorney. This will include guidance on policies, practices and procedures;
- description of relevant inclusion strategies and physical access measures;
- application of LOAF to inform the design and operability of the Eton Dorney venue;
- assessment of options for mitigating topography and other physical constraints;
- offering independent access and an assessment of particular practices, policies and procedures;
- assessment of all other accessibility issues in the form of an Access Statement for inclusion in this planning application, stakeholder meeting attendance;
- meeting with members of the Design Team to ensure that everyone involved in the Eton Dorney venue design is aware of the need to address the issues on an on-going basis throughout the development of the project;
- ensuring the accessibility is seamless throughout the venue; and
- monitoring the definition, design, and operability of the Eton Dorney venue design in accordance with the principles of inclusive design.

5 Inclusive Design Statement

5.1 An inclusive environment does not attempt to meet every single need but, by considering people’s diversity, inclusive environments often break down barriers and achieve superior solutions that benefit everyone.

5.2 The term ‘inclusive design’ relates as much to the design process as to the final product and just as equally to management, operation and information, bonding user experience with professional expertise.

5.3 Inclusive design extends from inception, through the planning process, detailed design, construction, occupation, management and operation. These stages will be inclusive involving disabled people and other potential consumers in their development, evaluation and management practice.

5.4 The Eton Dorney venue design has been developed in accordance with the principles of inclusive design as defined by Commission for Architecture and the Built Environment (CABE). The access consultant will continue to ensure that London2012’s Diversity and Inclusion Strategy will inform the development and management of the Eton Dorney venue.

5.5 Inclusive Design principles will be applied to create a user friendly environment that everyone can use with ease, ranging from parents with young children to disabled people and others who can be discriminated against due to the way the environment has been designed and management issues dealt with. Inclusive design is not solely about disabled people’s access requirements but about access for all.

6 Overview

6.1 Eton Dorney is located within 450 acres of Parkland, providing a beautiful setting for the Olympic Rowing and Canoe Sprint events and the Paralympic Rowing.

6.2 In Olympic mode the venue will include parts of the river Thames bank, a temporary pedestrian river crossing and a transport hub located on Windsor Racecourse. During Paralympic mode the temporary pedestrian river crossing and use of the racecourse will not be required and these facilities will be removed. It is proposed that the Paralympic transport hub will be located to the north of the lake.

6.3 The venue has a gross capacity of 30,000 during the Olympic events and 6,000 during the Paralympic events.
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7 Getting to Eton Dorney

Spectators

7.1 Spectators, visitors, volunteers and staff will arrive at the venue by a variety of means. The ODA transport plan is currently being developed and is based on visitors arriving at the venue by public transport. The Transport Plan is considered in greater detail in the Transport Assessment.

7.2 The Olympic Transport Hub, which is to be located on Windsor Racecourse, will provide parking for coaches, cars, bicycle, motorbike and taxi. There will be 266 No. accessible parking bays which will be pre-bookable with tickets meeting the provision of 181 wheelchair using visitors catered for, within the venue. Additional spaces may be required by Blue Badge holders who may use an amenity or standard seating.

7.3 Shuttle services from local stations and transport hubs are also being considered as part of the ODA Transport Plan. These transport facilities will be accessible.

7.4 It is anticipated that park and ride facilities will also be made available, although details have not been finalised. These facilities will be accessible and will run between the car parks and the Olympic Venue's Transport Hub.

7.5 Suitable, temporary trackway will provide accessible routes from all parking areas to the venue entrance. Where possible, resting places will be provided approximately 50m apart along the pedestrian routes leading to the venue entrance.

7.6 The Olympic Transport Hub is large, accommodating a wide range of vehicles. For this reason consideration is being given to an internal Games Mobility service that will assist individuals who may have difficulty walking to the entrance, from their vehicle.

7.7 The needs of disabled drivers/passengers will continue to be carefully considered as a part of ODA transport plans.

7.8 The Paralympic Transport Hub will be located to the north of the lake and will consider the means of transport to the venue, including Blue Badge parking. Details of the Paralympic Transport Hub have yet to be finalised.

7.9 Staff requiring accessible parking will be allocated spaces at the most suitable location for their particular needs, which may be within the venue, to the south side of the Droveway, or in the Transport Hub.

7.10 The Olympic and Paralympic Games Family will enter the venue via Court Lane onto the Droveway. They will be dropped at the Southern end, with access across the pedestrian bridge to return island which will hold all of the accredited facilities and seating.

7.11 Olympic or Paralympic Family members who require accessible parking bays will be accommodated within the venue, as close to their destination as possible.

8 Entrances

8.1 For the Olympic Games spectators will access the venue within the Olympic Transport Hub area, before they cross the temporary pedestrian river crossing. It is anticipated that spectators will arrive over a staggered period of time due to the range of transport and shuttle busses. This will reduce waiting times and the security and ticket checks and provide a smoother flow over the bridge. Security screening areas will be accessible and management systems will ensure that assistance is provided, where necessary.

8.2 Temporary seating, shade and drinks will be available for those who require them and if queues require. LOCOG is aware of this and will have volunteers and staff ready to provide assistance, ensuring a flexible system of entry.

8.3 Once through the security checks spectators will travel over the bridge and through the wooded and parkland area to enter the main venue and spectator seating areas. These distances are substantial and may be difficult for some spectators. A Games mobility service is being developed for this venue to ensure that additional transport and a range of services are available to spectators who may require assistance.

8.4 Seating will be provided at no more than 50m distances and some concessions will be placed along the approach route.

8.5 The temporary pedestrian river crossing is approximately 45m span, rising 4.5m and 8m wide. There will be accessible steps and two lifts on either side of the bridge, to provide access for anyone who is unable to use the steps. Ramps were considered but the rise would make their use exceedingly difficult for some people and the land take required would exceed that available. The bridge design and associated crowd modelling is currently being finalised and this will determine the flows, identify any queues and ensure that the lifts are adequately sized.

8.6 Consideration has been given to the design of the lifts, landings and waiting areas to ensure that individuals can join the flow of pedestrians on the bridge and will have minimum wait times. The lifts will be temporary and may not meet all of the requirements of current best practice for passenger lifts. For this reason the lift will be staffed and operated by LOCOG employees.

8.7 The Paralympic Games entrance will be level and located to the north side of the venue, near to the Transport Hub. Accessible security screening, rest points and assistance will be provided.

9 Games Mobility Service

9.1 London 2012 have committed to offering a service to those who need it to assist with distances within venues such as Eton Dorney. The operation of the London 2012 Games Mobility Scheme is not yet fully defined however, London 2012 recognise the need to provide a flexible service that will meet the needs of disabled spectators.
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10 Crowd Flow

10.1 The main circulation routes to the arena have been planned to accommodate the movement of spectators quickly into and from the venue.

10.2 All people should have an equitable experience and level of service, providing choice while enabling everyone to enjoy the sport within their own abilities. For example, widths for the approaches have been optimised to provide suitable resting/seating points outside of the main crowd flows.

11 Pedestrian Access Areas and Circulation

11.1 Accessible pedestrian access areas will be located and designed to meet the needs of a diverse range of needs. They will be adequately sized, creating a feeling of space while being flexible and safe.

11.2 This will be designed to ensure that there is no enforced separation of disabled and non-disabled people who are companions, colleagues, carers, friends and members of a group or a family.

11.3 The stairs will generally conform to the principles of inclusive design including the LOAF, BS 8300 and Approved Document M of the Building Regulations.

11.4 As required by the principles of inclusive design, all circulation routes for the FOH and BOH areas will provide minimum clear headroom of 2100mm.

11.5 User and tread dimensions of stairs will be suitable for ambulant disabled people and detailed design features will assist people with visual impairments, including closed risers, suitable contrasting and continuous handrails to both sides, visually contrasting nosings and suitable lighting.

11.6 All handrails will be designed to best practice requirements.

12 Seating and Furniture

General

12.1 The lengths of the routes from drop off and parking areas to the venue have made the provision of rest points an essential part of the inclusive design. These rest points will include facilities such as kiosks and seating at appropriate intervals.

12.2 As the design develops the seating and rest point locations will be developed based upon crowd flow and travel distances to ensure that disabled people will be confident that rest points will be available along accessible routes.

12.3 Street furniture such as seating, signage, dog water fountains, litter bins and lighting posts will all be designed to established inclusive design principles including location, number, design and colour contrast.

12.4 Throughout the venue seating row depth is at least 760mm. Useful seat depth, seat down dimension and seat height can only be determined after final seat specification.

12.5 The overall widths to the gangways will be developed to facilitate the required spectator flows. It is proposed all routes intended for use by wheelchair users will be a minimum of 1800mm wide, enough to permit two wheelchair users to pass.

12.6 Additional design development will be undertaken to ensure that any colour scheme and lighting programme take into account:
- the need to provide for transition between brighter the external spaces and the 'black space';
- that colour alone is not a sufficient indication of building elements; sufficient visual contrast (20-30 points LRV) and illumination to identify building elements will be required to ensure that building elements and other obstacles can be easily identified; and
- identification of key elements such as doors and stairs, particularly the highlighting of step nosings will be achieved through both visual contrast and lighting level.

Wheelchair user spaces

12.7 Seating and wheelchair user accessible spaces have been designed to best practice, allowing sufficient space for wheelchair users to manoeuvre and pass other wheelchair users.

12.8 All companion seats are located adjacent to wheelchair users.

12.9 The venue will have a capacity for up to 30,000 people in Olympic mode and 6,000 in Paralympic mode. There is an allowance during both the Olympics and Paralympics for some seating in the stands and some roaming spectators. During the Olympics stands have been provided for 16,000 seated spectators, located to the east of the lake, near to the finish line. A minimum of 1% of these stands will be wheelchair user accessible spaces, with associated companion seats.

12.10 During the Paralympics, the numbers of seats will be reduced and over 1.5% of these will be wheelchair user spaces, with associated companion seats. Some additional companion seats will be provided to create friends and family seating areas.

12.11 Wheelchair user spaces are 1400mm deep by 900mm with circulation space of 1800mm behind these spaces. The majority of wheelchair user spaces are at the lower level and raised 1500mm above the field of play. This allows for a very good view to the field of play, in excess of C90 as there will be no spectators in front of them. The elevated positions can be reached by ramps at the rear of the stands which are a minimum of 1800mm wide, no more than 1:20 gradient.

12.12 Wheelchair user unisex accessible toilets have been placed no more than 40m from all wheelchair accessible viewing spaces, within the stands.

Amenity Seats
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Amenity Seats

12.13 Approximately 1% of seating capacity (net capacity in Olympics and gross capacity in Paralympics) will be amenity seats with a row depth of 1050mm and a clearway (the distance between the foremost projection of one seat and the back of the seat in front of it) of 650mm.

12.14 Amenity seats will be available for spectators and accredited client groups for whom steps are problematic, who require additional space, arm rests, who use mobility equipment or have assistance dogs.

12.15 During the Olympics Games 10,000 spectators will be roaming, without allocated seats. Wheelchair user spaces, associated companion seating will and amenity seating will be positioned along the edge of the lake to allow for resting and viewing points along the length of the east side. These will remain in position for the Paralympic Games although the numbers of roaming spectators will be reduced.

Sanitary Facilities

13.1 Wheelchair users, within the stands, will not have to travel more than 40m (horizontally) to gain access to a unisex wheelchair user accessible toilet. Provision of wheelchair user accessible toilets is based on a ratio of 1:15.

13.2 The length of the lake means that sanitary facilities are required along its length to serve the roaming spectators. Unisex accessible facilities will be provided at a ratio of 1:45 and a distance between them of no more than 200m.

13.3 All toilets will provide cubicles suitable for ambulant disabled people. In addition, a public changing places facility will be located under the east stand.

13.4 A number of single sex, wheelchair user accessible facilities will be provided at back and front of house, for all groups, to ensure that single sex facilities are available to all client groups, should these be required.

13.5 Baby change facilities will be provided.

13.6 Orientation of the toilet facilities has been considered to ensure that a good proportion of them do not face MECCA.

14 Back of House

14.1 All temporary structures intended for use by sponsors, workforce, broadcast and media will be designed to ensure all areas are accessible.

15 Signage and Wayfinding

15.1 Signage and wayfinding have yet to be developed. In addition to statutory signage, all signage from the approaches to and within the arena will be designed to an inclusive signage strategy. This will include highlighting routes for leaving the venue late at night, to reduce noise impact on residents in adjacent houses.

15.2 Signage does not only highlight routes, but can be used to minimise pinch points, reduce effort and contribute to the enjoyment of disabled and other visitors by minimising the time or energy spent finding directions. Information and signage, including information available with tickets, will include the provision of accessible directions for visitors.

15.3 Signage and wayfinding will utilise natural features of the landscape, information points and symbols to assist those whose first language may not be English.

16 Assistance Dog Spending Area

16.1 An assistance dog spending area will be provided to ensure working dogs remain effective and comfortable throughout a visit to the venue. The location and design of this area is subject to review.

17 Emergency Egress

17.1 The evacuation strategy developed in conjunction with the fire strategy and management policies will include specific requirements for disabled people integrated at all levels.

17.2 During the London 2012 Olympic Games and Paralympic Games events a management strategy will ensure the safe evacuation of disabled people.

18 Stakeholder Involvement/Consultation

18.1 Consultation with and involvement of well informed disabled people, local access groups and other consumer groups is essential in delivering an environment that fully meets everyone’s performance requirements.

18.2 A pre planning consultation has been carried out, which included disability organisations, on the 28 June 2010 and further consultations are planned.

Appendix 1 Legislative and Policy Context

The Principles of Inclusive Design (CABE)

CABE produced ‘The principles of Inclusive Design’ to encourage high quality and inclusive design in the built environment. The guide aims to encourage policy makers and developers to embrace design that creates places that everyone can use. The document encourages buildings and spaces to be designed in accordance with its stated principles. These will ensure the venue is:

- Inclusive – so everyone can use them safely, easily and with dignity
- Responsive – taking account of what people say they need and want
- Flexible – so different people can use them in different ways
- Convenient – so everyone can use them without too much effort or separation
- Accommodating for all people, regardless of their age, gender, mobility, ethnicity or circumstances
- Welcoming – with no disabling barriers that might exclude some people
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- Realistic – offering more than one solution to help balance everyone’s needs and recognising that one solution may not work for all.

The Disability Discrimination Acts 1995 and 2005
On 2 December 1996, the Disability Discrimination Act 1995 (DDA) introduced measures to prevent discrimination against disabled people. This Act was further amended, by the Disability Discrimination Act 2005, with measures introduced to prevent discrimination against disabled people.

The Disability Discrimination Act (DDA) requires that employers, service providers, educational bodies, public authorities in carrying out their functions and transport providers do not discriminate against disabled people. The DDA defines disability as ‘a physical or mental impairment that has a substantial or long-term adverse affect on their ability to carry out normal day to day activities’, while it also embraces those who have had such a disability in the past and may experience discrimination as a result. The Government currently estimates that at least 11.7 million people in the UK have rights under the DDA. The Act also specifically covers anyone who has cancer, HIV or multiple sclerosis from point of diagnosis. Physical or mental impairment includes sensory impairments. Hidden impairments are also covered (for example, mental illness, learning disabilities and conditions such as diabetes or epilepsy).

The DDA is vested in the individual who may take a case against an employer or service provider if they feel discriminated against. It is therefore important to be aware that there are no established ‘compliance standards’ associated with the Act and therefore compliance cannot be guaranteed.

A service provider discriminates against a disabled person if it treats them less favourably for a disability related reason (and it cannot show that the treatment is justified). In establishing whether a disabled person has been treated less favourably, the treatment of the disabled person is compared with how the service provider treats (or would treat) other people to whom the reason for the treatment does not (or would not) apply.

The duty to make reasonable adjustments is a cornerstone of the Act and requires service providers to take positive steps to ensure that disabled people can access services. This goes beyond simply avoiding treating disabled people less favourably for a disability-related reason.

The Act is not based on a policy of simply ensuring that some access is available to disabled people; it is, so far as is reasonably practicable, to approximate the access enjoyed by disabled people to that enjoyed by the rest of the public.

Accordingly, the purpose of the duty to make reasonable adjustments is to provide access to a service as close as it is reasonably possible to get to the standard normally offered to the public at large. It should be noted that the DDA 1995 or 2005 do not prevail over the legal obligations of listed building consent, building regulations or health and safety. However, these obligations cannot be used as a justification for not exploring reasonable adjustments.

Inclusive Design Standards (IDS)
The ODA have developed comprehensive standards that incorporate best practice guidance regarding inclusive sports venues.

London 2012 Overlay Access File (LOAF)
As part of LOCOG’s commitment to inclusion LOCOG have developed written design guidance for Overlay design teams. These design notes (slices) are not a substitute for professional advice, but act as an aide-mémoire, addressing known accessibility design issues.

Additional References
The following documents have/will be referenced in the development of the venue design:
- Access for Disabled People, Sport England, 2002;
- Accessible Stadia - A good practice guide to the design of facilities to meet the needs of disabled spectators and other users, The Football Stadia Improvement Fund/The Football Licensing Authority;
- BS 8300:2009 Design of buildings and their approaches to meet the needs of disabled people - Code of practice, British Standards Institution, 2009;
- Building Sight, Peter Barker, Jon Barrick and Rod Wilson, RNIB/HM50, 1995;
- Colour Contrast and Perception- design guidance for internal built environments, Project Rainbow, Bright, Cook and Harris, University of Reading, 1997;
- Designing for Accessibility, CAE/RIBA Enterprises, 2004;
- Disability Discrimination Acts 1995 and 2005 including the relevant Codes of Practice;
- Guidance on use of tactile paving surfaces, Department of Transport (DFT), 1998 departments responsible for planning, design and management of the built environment and streets, Disability Rights Commission
- Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure, Mobility and Inclusion Unit, Department for Transport, 2002; and
APPENDIX 2: Lighting Statement

Contents

1. Introduction
2. Overview of Lighting Criteria
3. Areas of Coverage
4. Scheme Types and Lamp Sources
5. Controls
6. Conclusion

1. Introduction
1.1. This statement is prepared jointly on behalf of the London Organising Committee of the Olympic and Paralympic Games (LOCOG) and the Olympic Delivery Authority (ODA). The statement is submitted in support of the planning applications for the Eton Dorney Olympic and Paralympic venue, which will host Olympic Rowing and Canoe Sprint events and Paralympic Rowing events.

1.2. The Eton Dorney venue falls within the administrative boundaries of two Local Authorities, namely South Bucks District Council (SBDC) and Royal Borough of Windsor and Maidenhead (RBWM). The site also falls within the boundaries of Buckinghamshire County Council (BCC). For the purposes of these planning applications, the venue comprises Dorney Lake, Windsor Racecourse and the River Thames as the three principal components.

1.3. As the Eton Dorney venue straddles Local Planning Authority boundaries, and has been the subject of previous planning applications, a total of five planning applications are submitted to deliver the venue. These applications comprise the following:
   - Planning application for the Temporary Pedestrian River Crossing submitted to SBDC;
   - Planning application for the Temporary Pedestrian River Crossing submitted to RBWM;
   - Planning application for the Transport Hub at Windsor Racecourse submitted to RBWM;
   - Planning application for Eton Dorney Rowing Lake overlay submitted to SBDC; and
   - Planning application for the Variation of Condition 15 of planning permission SBD/8201/05, and a Deed of Variation for the associated Legal Agreement.

1.4. The full Descriptions of Development for the individual applications are set out within the supporting Planning Statement and on the relevant planning application forms.

1.5. This statement relates to the Eton Dorney venue and has been prepared for submission in support of each of the individual planning applications.

1.6. On 6th July 2005 the International Olympic Committee (IOC) awarded the 2012 Olympic and Paralympic Games (“2012 Games”) to London. The ODA is the public body responsible for developing and building the new venues and infrastructure for the 2012 Games and LOCOG is responsible for preparing and staging the Games, including the temporary venues and overlay. The purpose of this report

1.7. Eton Dorney was selected in 2003 as the venue for Olympic Rowing and Canoe Sprint events and Paralympic Rowing Events, as part of the “London Bid” for the Games.

1.8. London 2012 is required to apply for planning permission for operations and changes in use of land for the London 2012 Olympics and Paralympic events that constitute development requiring planning permission.

1.9. The London 2012 Olympic Rowing and Canoe Sprint events and Paralympic Rowing events will take place during daylight hours. Therefore temporary field of play lighting will not be required.

1.10. External lighting will be provided for the operational Back of House activities, within the curtilage of the Eton Dorney venue and for the vehicle parking areas and operational activities within the Olympic Transport Hub south of the River Thames accessed via a temporary pedestrian river crossing from the venue. The Paralympic Transport Hub to the north of the River Thames is under development and the lighting requirement to this area is to be confirmed. For the health and safety of the operatives and staff the lighting will be required in the evenings and could extend throughout the night. The external lighting will also provide the security lighting in accordance with the LOCOG’s security strategy. The external lighting will also complement the CCTV systems illumination requirements.

2. Overview of Lighting Criteria
2.1. The external lighting will be designed in accordance with BS EN 12464-2, BS 5489 and take into account the guidance provided in the Chartered Institution of Building Services Engineers (CIBSE) Lighting Guide (LG6), Society of Light and Lighting publications and Commission Internationale de l’Eclairage (CIE) report ‘Guide on the Limitation Effects of Obtrusive Light from Outdoor Lighting Installations’.

2.2. In addition the external lighting will be designed to be energy efficient, minimise light pollution and its associated impacts on local residents and wildlife and to meet the operational requirements of the venue and transport hub. The lighting design will aim to encompass the advice contained in the Bat Conservation Trust’s ‘Bats and Lighting in the UK’ document published by the Institute of Lighting Engineers, although the extent of which, will be based on guidance from the three Local Authorities, namely South Bucks District Council (SBDC), Royal Borough of Windsor and Maidenhead (RBWM) and Buckinghamshire County Council (BCC), on bat roosting areas within the vicinity of Eton Dorney and the Ecology statement accompanying the planning application. The lighting will also be designed in accordance with the Institution of Lighting Engineers Guidance (2005) Notes for the Reduction of Light Pollution.
APPENDIX 2: Lighting Statement

2.3. Where the activities to these areas are intermittent the artificial lighting will be locally controlled via Passive Infra Red (PIR) detection. The hours of operation within these Back of House areas is yet to be determined and as indicated, could be throughout the night.

2.4. The fire assembly points for use during hours of darkness will not be illuminated by public highway lighting; artificial lighting will be provided to these areas.

2.5. The Overlay external lighting is expected to be required for a temporary period only to serve the London 2012 Olympic Games. Therefore the external lighting will not be designed to the local authority’s adoptable standards.

2.6. All equipment will be selected to suit the temporary nature of the project whilst having regard to energy efficiency and minimising light pollution.

2.7. This statement provides information in support of the planning application for the temporary use of Eton Dorney for the London 2012 Olympic and Paralympic Games.

3. Areas of Coverage

- Eton Dorney Venue
- Olympic Transport Hub
- Paralympic Transport Hub
- Temporary Pedestrian River Crossing

Eton Dorney Venue

3.1 3.1. External lighting at Eton Dorney will be provided, but not limited to, the following areas (these are shown on the drawings submitted as part of this planning application):
- spectator circulation areas;
- back of house / broadcast compounds;
- perimeter fence;
- main entrance (pedestrian access area); and vehicle access including emergency access areas; and operational areas;

3.2. Low level safety walkway lighting may be provided along the access routes within Eton Dorney to enable pedestrians to walk between operational areas. Any luminaires located close to residential areas will have baffles/cut offs to minimise glare and ensure no light spill onto residential properties, complying with BS EN 12464-2, which requires a post-curfew lighting level of 1 Lux as a limit of obtrusive light for low brightness areas.

3.3. The only requirement to illuminate areas outside the Dorney lake Venue is for the provision of lighting to the Olympic Transport Hub as detailed in the next section.

Olympic Transport hub

3.4. Lighting for the Olympic Transport Hub will be provided, but not limited to, the following areas (these are shown on the drawings submitted as part of this planning application):
- Coach Parking bays
- Car Parking bays;
- Taxi Parking Bays;
- Motorcycle Parking;
- Vehicle Circulation and turning Areas;
- External generator and fuelling compounds;
- Main entrances (Vehicle Screening Areas & Pedestrian Screening Areas);
- Main Exit;
- Emergency Access Areas;
- Staff Campsite area;

3.5. Any luminaires located close to residential areas and close to the River Thames will have baffles/cut offs to minimise glare and ensure no light spill onto residential properties (complying with BS EN 12464-2, which requires a post-curfew lighting level of 1 Lux as a limit of obtrusive light for low brightness areas) or the river.

Temporary Pedestrian River Crossing

3.6. The Paralympic Transport Hub is under development and the lighting requirement to this area is to be confirmed.

Any luminaires located close to residential areas and close to the River Thames will have baffles/cut offs to minimise glare and ensure no light spill onto residential properties (complying with BS EN 12464-2, which requires a post-curfew lighting level of 1 Lux as a limit of obtrusive light for low brightness areas) or the river.

4. Scheme Types and Lamp Sources

4.1. Lighting will take the following form within the areas listed above:
- way finding, column or building mounted amenity road/pathway and floodlighting; and
- security floodlighting.

4.2. Luminaires selected will provide efficient outputs and also be selected and located to minimise light pollution.

4.3. Luminaires will be building mounted where possible to provide an efficient area floodlighting scheme for Back of House areas; columns may be used but would be restricted to 6 metres in height.

4.4. Where CCTV is provided, lighting will be provided to meet the CCTV designer’s specialist requirements. It is likely that this will require the light source to be mounted above the CCTV camera.

4.5. Energy efficient lamps will be used, for example fluorescent, metal halide, ceramic metal halide, Light Emitting Diodes (LEDs) etc. Due to the poor colour rendering properties Sodium lamps will be avoided and will only be considered if it is deemed necessary to satisfy a particular external lighting requirement.
APPENDIX 2: Lighting Statement

5. Controls

5.1. Photoelectric controls will be provided to all lighting schemes to ensure the lights are not operational during daylight hours.

5.2. The use of PIR controls will be used for areas that have intermittent use through the hours of darkness.

6. Conclusion

6.1. It should be understood that the external lighting scheme within the curtilage of the venue will require further development during the detailed design stage, lighting calculations will be carried out and provided in order to ensure the requirements and design intent outlined above are met.

6.2. Where appropriate lighting measurements will be taken of the existing lighting to show that the proposed lighting levels are designed with due regard with existing levels with respect to sensitive receptors in accordance with BSEN 12464-2.
APPENDIX 3: Utilities Statement

Contents
1. Overview
2. Statutory Enquiries
3. Site Investigations
4. Existing Known Buried Services
5. Liaison with Statutory Undertakers
6. Protection of Buried Services
7. Temporary Connections and Power Supplies - North of the River
8. Temporary Connections and Power Supplies - South of the River
9. Conclusion
10. Appendix A: Status of Statutory Enquiries Undertaken in support of London 2012 Rowing, Paralympic Rowing and Canoe Sprint events

1. Overview

1.1 The London 2012 Olympic Rowing and Canoe Sprint events and Paralympic Rowing events, although temporary in nature, will have to take account of the impacts on the existing utility routes within the boundary as well as the need for providing connections to the utility provider’s networks to service the event. A process of consultations and discussions with utility companies has been ongoing since late 2008 and is still in progress.

1.2 This statement sets out the proposed measures taken to avoid or protect existing utilities. This statement is based on the discussions and information gathered from statutory enquires. Further detailed design development will be needed to finalise existing utility protection requirements.

1.3 This statement also summarises the outcome of preliminary enquires regarding temporary connections to the utility networks to service the event. Further detailed design development will be needed to finalise utility protection requirements.

2. Statutory Enquiries

2.1 Information regarding existing utility routes and assets has been gathered primarily from statutory searches, but with additional input from representatives of utility companies and liaison with other stakeholders. Appendix A lists the applications sent and responses received during the course of the statutory search.

3. Site Investigations

3.1 Consultation with utilities companies has taken place to positively identify their services. In addition further trials may be required to positively identify the nature of additional service routes indicated by the non-intrusive surveys.

4. Existing Known Buried Services

4.1 A number of existing services are known to run through the areas where works are required within Eton Dorney, these are referred to as the event overlay. The services include:
   - High pressure & low pressure gas
   - Water
   - Sewerage
   - HV & LV Power
   - Telecoms

4.2 The overlay design minimises the impact on these buried services by avoiding overbuilding of footpaths, beneath which the majority of services run. Due to the possibility of encountering unknown services, any site preparation work on site would be expected to recognise Health and Safety Guidance note HSG47, “Avoiding Danger from Underground Services”.

5. Liaison with Statutory Undertakers

5.1 Statutory undertakers have been contacted in connection with protection of existing assets, and meetings held with the following companies to discuss the issues concerned:
   - National Grid Gas
   - Thames Water
   - Scottish & Southern Energy
   - BT Openreach

6. Protection of Buried Services

6.1 It will not be possible for the overlay to avoid overbuilding all of the existing services within Eton Dorney, and discussions with the relevant utility companies have enabled the identification of specific services which will require protection, removal, or diversion. Protection will be provided by means of temporary civil works and management measures, the design of which is still subject to further consultation, review, and agreement with the statutory undertakers, and Eton Dorney.

6.2 Preliminary discussions with Thames Water National Grid Gas indicate that diversion of large bore gas and sewerage mains should not be necessary, provided robust protection and site management measures are put in place during the construction phase. Further discussion on the details of protection and management arrangements are ongoing, particularly with Thames Water and Natural Grid Gas.

7. Temporary Connections and Power Supplies - North of the River

7.1 To service the London 2012 events at Eton Dorney, and the preparatory and restorative requirements related to it, it will be necessary to provide services to the overlay. Where possible, these services will be connected to existing utilities. Direct connection to the trunk utility systems that pass beneath Eton Dorney will not be practicable in most cases, but it is expected that some local utility networks will have adequate capacity to enable connection to the overlay, subject to consultation with the utility companies. Where local network capacity is sufficient, consideration will be given to possible reinforcement of the local utility network in conjunction with the utility suppliers. However, given the temporary nature of the event and the likely costs associated with network reinforcement, it has been assumed that the majority of utility provision will require temporary facilities within the overlay.

7.2 Enquiries with Scottish & Southern with respect to the provision of event power from the local network grid are ongoing. For the purposes of this planning application it is assumed that temporary power generators will be required to meet any shortfalls in base power demand and provide standby power for the event. Fuel for the generators will typically be contained in individual tanks located near to the generators,
APPENDIX 3: Utilities Statement

and will require vehicular access for regular re-fuelling. These generators, fuel tanks, and associated power distribution equipment will be situated within secure compounds which will be located to avoid impacting on the surrounding residents and the main environmental features within the park including the listed buildings, archaeology, and ecology. Electrical distribution, involving above ground cabling and its containment, will be routed through the park to point of use.

7.3. Water supplies will be required for temporary facilities. It is expected that a water supply connection to Thames Water Utilities will be possible within Eton Dorney, although some degree of water storage will be required, with temporary water distribution to point of use. Specific plant areas and distribution corridors will be required to accommodate this system, subject to design.

7.4. Indicative plant areas containing power and water distribution are shown on the planning drawings.

7.5. Due to the limited nature of existing facilities it is proposed that foul water from the temporary event facilities will be removed form site by road tanker.

7.6. Surface water discharge and strategy will be in accordance with the surface Water Drainage Assessment contained in the Environmental Statement which accompanies the planning application for the London 2012 Olympic Rowing and Canoe Sprint Events at Eton Dorney.

8. Temporary Connections and Power Supplies - South of the River

8.1 To be confirmed

9. Conclusion

9.1. Further discussions with utility companies will be required to work through the details of asset protection and utility supplies to the Overlay. LOCOG will continue to engage with the relevant utility companies to resolve the outstanding issues and ensure that the impact on Eton Dorney and its surrounds are kept to a minimum.

Appendix A: Status of Statutory enquiries undertaken in support of London 2012 Rowing, Paralympic Rowing and Canoe Sprint events

<table>
<thead>
<tr>
<th>ETON DORNEY - Utility Survey Status</th>
<th>Atkins Telecoms Status</th>
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<tr>
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<tr>
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</tr>
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