TAB 1

FIELD DAY FESTIVAL, MERIDIAN WATER, 5 ARGON ROAD, EDMONTON, LONDON N18 3BW

LONDON BOROUGH OF ENFIELD LICENSING SUB-COMMITTEE

HEARING 8TH MAY 2019

SUBMISSIONS OF BROADWICK VENUES LIMITED

INTRODUCTION

1. This is an application by Broadwick Venues Limited for a premises licence for a site on the Orbital Business Park, Enfield, N18 3BW.

2. As submitted, the application was for a space for festivals and other events, with a capacity up to 39,999.

3. The applicant, has, however, decided to limit and amend the application as follows:

    a. the application is now only for the annual running of the two day Field Day festival;

    b. the capacity of the event has been reduced from 39,999 to 22,261 people, including staff, security, contractors and performers (a reduction of 43%);

    c. the hours of licensable activities each day have been reduced from 8 a.m. to 6 a.m. (22 hours) to noon to 3 a.m. (15 hours);

    d. the applicant has submitted an expanded and varied list of conditions in response to requests made by the Safety Advisory Group, the Metropolitan Police and the London Borough of Haringey.

4. The Sub-Committee is respectfully referred to the list of conditions at **Tab 2** herewith.

BACKGROUND

5. Field Day is an annual modern music festival running over two days. It was first held in Victoria Park in Tower Hamlets in 2007 and ran there until 2017. In 2018, it was held in Brockwell Park in Lambeth. This is its first year in Enfield.

6. The applicant, Broadwick Venues Limited, is a successful London-based company promoting festivals in England, Scotland, Canada and Austria. Its current portfolio comprises 19 festivals. It is therefore an extremely experienced promoter. Further details are in the statement of James Dutton at **Tab 3.**

7. The site is located in a mixed industrial, commercial and retail area within the Lea Valley area. It lies south of the A406 North Circular Road and east of A1055 Watermead Way within the Orbital Business Park.

8. It comprises a brownfield site consisting of five unused storage and distribution buildings and 4.3 hectares (10.6 acres) of vacant open land, most recently used for soil screening and concrete crushing.

9. The site is well away from housing.

10. It is therefore a good site for the holding of a music festival such as Field Day.

11. The site plan is appended hereto at **Tab 4.**

THE EVENT

12. The event will run on Friday 7th June and Saturday 8th June, on each day from mid-day.

13. The exterior event will end at 10.30 p.m. At that point the majority of spectators will depart. There then follows a late event inside the buildings, terminating at 3 a.m. The capacity for that event, for which tickets are sold separately, is 7,000.

14. The event is to be governed by an Event Safety Management Plan agreed with a multi-agency Safety Advisory Group ("SAG"). The Plan appends 20 further documents including risk assessment, fire risk assessment, medical plan, crowd management plan, drugs policy, alcohol policy, adverse weather plan, transport

management plan, noise management plan, ingress and egress plan, water management plan, waste management plan, emergency plan, youth and vulnerable adult policy and communications plan. These are not all produced here, on grounds of relevance, confidentiality and/or security.

15. The main documents which are germane to the representations, namely the transport management plan, noise management plan and emergency plan (incorporating the venue capacity assessments), are appended hereto as **Tabs 5, 6 and 7** respectively. NB the emergency plan is sensitive for reasons of security and public safety. Accordingly, a redacted copy has been supplied at Tab 7, showing only the capacity calculations. A confidential, unredacted copy has been supplied separately, should the Sub-Committee wish to see it.

16. A Safety Advisory Group ("SAG") has been established that acts as a consultee on the licensing application, including representatives from Transport for London, the Metropolitan Police, the London Fire Brigade and Council services including Transport and Environmental Health.

17. The SAG and various sub-groups have met on 13 occasions since October 2018, and liaison continues.

18. Should the event be licensed, there will be an Event Liaison team with similar membership to the SAG to ensure that the event is managed safely and without harm to local amenity.

19. The proposed noise conditions provide for levels of 75 decibels up to 11 p.m. and 45 decibels thereafter, with bass levels of 90 decibels up to 11 p.m. and 65 thereafter, measured at the nearest noise sensitive properties to north, east, south and west. These levels are consistent both with guidance and with levels commonly applied at festivals in London, including those in residential areas. They have been agreed with the environmental health service and also by the planning committee which granted permission for the Festival.

20. The nearest residential units are in fact located 500 metres to the west of the site on Kimberley Road. Ikea, Tesco, Meridian Way and the railway line are situated between the site and the nearest residential units. Any noise complaints will be

directed to on-site noise officers who can verify noise levels and compliance with the plan.

21. There will be a managed road closure of Watermead Way / Meridian Way from 20.30 – 05.00 (latest) to facilitate departure in the direction of Tottenham Hale station. The route will be stewarded. The underground service through the station runs all night.

PLANNING

22. The applicant made an application for a bespoke planning permission for the 2019 Field Day festival on 7th – 9th June 2019 supported by extensive documentation, including a noise impact assessment, transport assessment and safety management plan.

23. On 23rd April 2019, the planning committee resolved that subject to the receipt of satisfactory ecological survey results, the Head of Development Management / Planning Decisions Manager be authorised to grant planning permission subject to conditions set out in the report revised and/or augmented as necessary.

24. The planning conditions relevant for these purposes are:

> *11. The music event hereby approved shall not take place before 12 p.m. on the 7th June 2019 or after 3 a.m. on the 8th June, or between 3 a.m. – 12 p.m. on the 8th June or after 3 a.m. on the 9th June except for site and event set-up/clear-up.*
>
> *12. No outdoor performances are permitted after 10.30 p.m. on the 7th or 8th June 2019.*
>
> *13. The event shall comply with the limits set out in the noise management plan. [These are the same as those set out above.]*
>
> *14. The maximum number of patrons attending the event shall not exceed 25,000 (this excludes staff, security, marshals and performers).*

25. While the London Borough of Haringey had objected in case of a clash with major events at Tottenham Hotspur FC's new stadium (which, it is understood, is permitted eight major events per year, in addition to its football schedule), there are no major

events planned for the Field Day weekend in 2019, and so the issue does not arise. For 2020, Broadwick will liaise with the club and the SAG over dates.

26. There was only one residential objector to the planning application, whose concerns were dealt with through the protective planning conditions imposed.

REPRESENTATIONS ON LICENCE APPLICATION

27. There have been eight representations in total, including just three from residents. These are dealt with in turn.

IP1 – Chingford resident

28. This resident, who lives 2 miles from the site, is concerned about noise nuisance, and offers a compromise of a limited number of days each month and a trial period. The concerns of the resident are satisfied since this application is just for the Field Day event, with noise limitation conditions agreed with environmental health and endorsed by the planning authority.

IP2 – Metropolitan Police

29. The Police asked that if the application is granted, it is confined to the Field Day event only. The application is now confined to the Field Day festival with reduced capacity (22,661 instead of 39,999) and hours (3 a.m. termination rather than 6 a.m.). The Police also wished to have sign-off by the Safety Advisory Group. There are now SAG conditions in line with the request of the SAG itself (conditions 3-6).

30. The Police have mentioned the risk of pre-loading. That is a generic matter which in theory would be an objection to all festivals. However, this festival starts at noon, so there is minimal risk of pre-loading.

31. The Police have also suggested that people may visit the Tesco store at the end of the festival and purchase alcohol from there for consumption in the street. Experience from Field Day in both its previous locations has not suggested that Field Day audiences are prone to hanging around drinking in the street. They are a relatively mature audience, mostly in the 25-35 age bracket, with a 50:50 female:male split. In any event, at the end of the festival, the great majority of those exiting will be

travelling south down Watermead Way so away from the Tesco store. The streets will be stewarded and customers will be asked to move along. In any case, they will have had a long day of entertainment. It is not considered that a significant number will wish to hang around drinking on Watermead Way. Further, if they do, it will be recalled that the entirety of Enfield is covered by a Public Space Protection Order empowering authorised persons to seize alcohol being consumed in breach of a request to stop.

32. The Police have also noted that tickets have been sold in advance of a licence grant. This is very common for major events. Tickets are sold subject to licence and are refundable or exchangeable if the event cannot proceed as programmed.

IP3 – Tottenham Hotspur Football Club

33. The Club's new stadium is 1.8 miles from the site, adjacent to White Hart Lane station. Its main issue was the potential for the event to interfere with the Club's own events. The licence now applied for is for the Field Day event alone, and does not interfere with any event proposed by the Club in 2019. Accordingly, the reason for the objection falls away.

34. There has been a suggestion in recent correspondence that the Club's solicitors consider that nothing should be permitted to happen on any date that might clash with one of the Club's eight non-football events in 2020 and beyond. Obviously, that is unrealistic. The Club does not have a monopoly on large events in the area. In exactly the same way that other large venues co-operate with the authorities and each other over dates and timing of events, the applicant will liaise with the SAG and the Club to plan Field Day for dates which have either not been taken by the Club or which will not impose an unacceptable burden on authorities or transport providers. The applicant is content for a "liaison" condition to be inserted in the licence.

35. In brief, the Club's main stated objections were:

    a. *An alleged failure to comply with statutory procedures.* Compliance was checked by officers. There was no failure and even if there was it does not deprive the Sub-Committee of jurisdiction as has been suggested.

b. *Lack of detail in the operating schedule.* The operating schedule complied with the requirements of the Act.

c. *Involvement of the Safety Advisory Group.* In accordance with usual procedures for major events, the applicant has worked with the SAG for many months. As requested by the SAG, there is a condition on the licence referring to its role in planning the event. This is routine practice for music festivals.

d. *Outline nature of the site plan.* Given that the application was for more than one event, a detailed layout could not be shown. Plans for individual events would be worked up in conjunction with the SAG. The detailed site layout plan for the Field Day event is attached at Tab 4. The applicant is content to have a condition that the site plan must be agreed with the SAG.

36. The Club complains that the entire operational plans should have been pre-formulated before any licence application was made. This represents a misunderstanding of how a SAG process works for major events, and how the SAG for this event expected the event to be planned. The operational plan continues to be developed in concert with the SAG, with sign-off in advance of the event.

37. It is neither necessary nor appropriate to place the entire event "bible" before the Licensing Sub-Committee, for reasons set out earlier. However, if the Club would like to meet to discuss any aspect of the event planning with which it is concerned, the applicant would be pleased to meet, at any time. However, it is not understood that the Club has any event planned for the weekend in question in 2019.

38. It is also suggested that the SAG cannot approve details of event – only the sub-committee may do so. With the greatest of respect, that represents a misunderstanding of how the licensing of large events occurs. The sub-committee cannot possibly involve itself in every small detail of all events promoted in reliance on the licence for years ahead. Rather, it approves the parameters (e.g. capacity, hours, noise limits) through licence conditions and entrusts the detailed planning to the promoter and the SAG.

39. Finally, the Club has criticised the conditions proposed in the operating schedule. These conditions have been re-drafted as requested by the SAG and Haringey Council.

IP4 – London Fire Brigade

40. The LFB was seeking further information particularly regarding emergency egress. This has been provided and agreement is anticipated in the week commencing 29th April if not prior to the event.

IP5 – Edmonton resident

41. The resident, who lives 2.5 miles from the site, raises questions of transportation:

    a. The resident states that s/he is grateful that the 192 bus service will continue to run.

    b. The resident states there is a prospect that Meridian Water station will not be open. The proposed opening date is 19th May. The traffic management plan contains contingencies if it is not open.

    c. The resident wishes to see a shuttle bus provision to Tottenham Hale station. It is not feasible to decant over 20,000 people from a site by shuttle bus, and it has not been judged necessary.

    d. The resident would like to see more bus services provided. The provision is determined by TFL, although the assessment in the transport management plan is that the use of bus as a means of departure will be modest.

IP6 – Esther Hughes, Enfield Safety Advisory Group Chair (SAG)

42. Ms Hughes points out that she does not have the emergency evacuation plan or risk assessments and that there is not yet agreement on venue capacity with the London Fire Brigade. Drafts of these documents have been provided. It is anticipated that they will be agreed in the week commencing 29th April if not prior to the event.

43. Ms Hughes says the SAG is supportive of a capacity of 25,000 rather than 39,999. In fact, the capacity proposed is now even lower than that - 22,661 - and is incorporated as a licence condition.

44. Ms Hughes has suggested redrafts of the conditions. Her comments have been adopted with minor revisions. These include agreed noise levels to prevent nuisance to residents.

IP7 – London Borough of Haringey

45. The Council's concerns were as follows:

    a. The event capacity should be 25,000. The applicant now proposes even fewer than that (condition no. 1)

    b. There should be conditions requiring an agreed traffic management plan, a traffic management order etc. This is now an agreed condition (conditions no. 21-25).

    c. Information was required re the emergency plan. It is anticipated that the emergency plan will be agreed in the week commencing 29th April. It will in any event be agreed before the Festival. If necessary, the applicant is content with a condition that it must be agreed.

    d. Alcohol sales. Haringey wished alcohol sales to cease one hour before site closure. However, this was for a much larger event for much longer hours, until 6 a.m. The applicant considers it proportionate and appropriate that alcohol sales should cease 30 minutes before the end of the event. (See condition no. 19).

    e. Clash with major events held by Tottenham Hotspur. Field Day does not clash with any such major event in 2019. For 2020 there will be appropriate liaison.

    f. Noise management information to be provided to residents. This is now provided for by condition 32.

IP8 – Chingford resident

46. This resident lives over 2 miles from the site. It is a brief objection based on public nuisance and safety for leaving customers. These are dealt with in the Traffic Management Plan, Security/Crowd Management Plan and Noise Management Plan, all enshrined in licence conditions.

CONCLUSION

47. The Sub-Committee will note that the applicant has responded thoroughly and properly to the representations.

48. The Sub-Committee is invited to grant this licence, subject to the conditions set out at **Tab 2**.

49. This will enable Field Day to proceed as planned on 7th and 8th June 2019.

50. Naturally, work with the SAG and then the Event Liaison Team will continue to ensure delivery of a safe, successful event for 2019. The 2020 event will be delivered within the parameters of the licence conditions, but will be subject to a further SAG process, informed by the experience of the 2019 event.

PHILIP KOLVIN QC
30th April 2019

Cornerstone Barristers
London WC1

TAB 2

Conditions - Festival Licence
Meridian Water, Units 4, 5, 6, 6a&b, Orbital Business Park,
5 Argon Road, Edmonton, London, N18 3BW
And
Land to the south of Units 4, 5, 6, 6a&b,Orbital Business Park
5 Argon Road, Edmonton, London, N18 3BW

1. The licence will permit the use for the Field Day Festival each year, with a capacity of 22,661 persons including staff, security and performers.

2. The Premises Licence Holder will liaise with the London Borough of Enfield's Safety Advisory Group (SAG) and Tottenham Hotspur Football Club before the dates for future Field Day Festivals are confirmed.

3. The running of the Field Day Festival will be subject to consultation with the licensing authority, planning authority, responsible authorities and the Enfield Safety Advisory Group. The running of the Festival and licensing requirements will be approved by a formal SAG process. This process will have an event management and safety plan (EMSP) which will be agreed through the SAG process. The documentation to support this will be as per conditions 4 and 5 below.

4. A detailed layout plan showing positions of temporary structures such as stages, bars, food concessions, temporary toilet blocks and other infrastructure for the event will be provided and agreed through the SAG process.

5. Having regard to the current edition of the Purple Guide to Health, Safety and Welfare at Music and Other Events, the premises licence holder shall submit a completed EMSP, bespoke to the event, to the Licensing Authority and the SAG for consultation purposes.

The Event Management plan must include but is not limited to the following;

5.1 Risk Assessment(s);
5.2 Traffic Management Plan;
5.3 Security/Crowd Management Plan;
5.4 Noise Management Plan;
5.5 Medical Plan

5.6 Alcohol and Drugs Policy

5.7 Youth and Vulnerable Persons Policy which will include:

5.7.1 Customer intoxication through drink and or drugs;

5.7.2 Ejection of vulnerable persons;

5.7.3 Refusal of entry to vulnerable persons;

5.7.4 The use of advertising materials directing customers who feel vulnerable to a member of staff.

5.8 Emergency plan;

5.9 An assessment of capacity.

5.10 Any other associated/relevant documentation.

6. Requirements within all the documentation set out in Condition 3-5 above will form additional conditions on this premises licence which will be observed and complied with at all times the licence is in force.

7. All documentation, monitoring procedures, registers and records required by the conditions of this licence must be kept for one year and be made available at the premises upon request by any of the Responsible Authorities.

8. All staff will be given training in relation to the Licensing Act 2003 and the following specific areas: Licensing Act 2003 objectives and awareness, management systems and processes to enforce the premises licence conditions, Challenge 25 and the responsible retail of alcohol, warning and eviction (guidelines and procedures), conflict management and maintaining all required records and registers.

9. Clearly legible signage shall be prominently displayed where it can easily be seen and read by customers at all exits / entrances at the premises requesting that customers leave the premises in a quiet and orderly manner with respect for local residents.

10. A register will be maintained at the main entrance to the premises showing the names, addresses and up to date contact details including mobile phone contact numbers for the Licensee and other members of the management team who are on duty.

11. No alcohol will be brought in to the premises by any customers at any time.

12. There will be an appropriate provision of security and stewards based on a risk assessment which will be formulated in conjunction with the SAG.

13. SIA security staff and/or stewards shall be briefed to monitor and remind patrons where necessary to leave the site quietly.

14. The incident and event log shall be kept on the premises and completed on each occasion an incident or event as listed in a-g below occurs:

    (a) All crimes reported to the site;
    (b) All ejections of patrons;
    (c) Any complaints received;
    (d) Any incidents of disorder;
    (e) Any faults in the CCTV system;
    (f) Any visit by a relevant authority or emergency service;
    (g) Any other incident or event that impacts upon the promotion of the Licensing Objectives within the Licensing Act 2003.

15. The incident book / incident recording system shall record the time, date, location and description of each incident, the printed and signed name of the person reporting the incident and any action taken in respect of the incident.

16. A record shall be kept of all staff authorised to sell alcohol; this staff record is to contain their full name.

17. A digital CCTV system must be installed in the premises complying with the following criteria:

    a) Cameras must be sited to observe the entry gates and exit doors both inside and outside, the alcohol displays and floor areas.
    b) Cameras on the entrances must be capable of capturing full frame shots of the heads and shoulders of all people entering the premises i.e. for identification.
    c) Cameras must:
       (i) be capable of visually confirming the nature of the crime committed;

(ii) provide a linked record of the date, time and place of any image;

(iii) provide good quality colour images during opening times;

(iv) operate under existing light levels within and outside the premises.

d) The recording device must be located in a secure area or locked cabinet.

e) The system must have a monitor to review images and recorded picture quality.

f) The system must be regularly maintained to ensure continuous quality of image capture and retention.

g) There must be signage displayed in the customer area to advise that CCTV is in operation.

h) Digital images must be kept for 31 days.

i) Police will have access to images at any reasonable time.

j) The equipment must have a suitable export method, e.g. CD/DVD writer so that the police can make an evidential copy of the data they require. This data should be in the native file format, to ensure that no image quality is lost when making the copy. If this format is non-standard (i.e. manufacturer proprietary) then the manufacturer should supply the replay software to ensure that the video on the CD can be replayed by the police or authorised officer of the Council on a standard computer. Copies must be made available to the Police or an authorised officer of the Council on request.

18. A last entry policy will be in place stopping guests from entering the site past 22:00.

19. The sale of alcohol will cease 30 minutes prior to the end of regulated entertainment.

20. A personal licence holder shall be present on the premises and supervise the sale of alcohol, throughout the permitted hours for the sale of alcohol.

21. A comprehensive and satisfactory traffic management plan (TMP), including full details of ingress and egress management, parking restrictions and enforcement, taxi pick up and drop off positions must be agreed by the SAG.

22. There must be a Traffic Order in place which will detail the required restrictions and timings for the closure of Watermead Way for the egress of the event. This must be agreed by MPS, LB Haringey, London Borough of Enfield, TFL (as traffic authority and for Underground and Buses) and GTR.

23. Sufficient barriers to be agreed with the SAG must be provided in order to facilitate a safe queuing environment and deliver patrons to the stations at a rate that the stations can deal with.

24. The full cost of the TMP, including the TMO, staffing and barrier costs shall be met by the organiser/promoter.

25. Implementation, management and enforcement of the TMP and TMO must be by adequately trained stewards.

26. In the event of an emergency, music will cease and safety announcements will be relayed to attendees to a suitable non-powered back-up system will be in place

27. A telephone number and/or email address should be made available on relevant websites for any noise complaints. Any noise complaints should be logged and investigated with records of the details available to view by the Local Authority. Should any noise complaints be received, and if noise levels are above those specified in the licence conditions, action should be taken to reduce the levels at the noise source.

28. Signs shall be prominently displayed on the exit doors advising customers that the premises are in a Public Space Protection Order Area (or similar) and that alcohol should not be taken off the premises and consumed in the street. These notices shall be positioned at eye level and in a location where they can be read by those leaving the premises.

29. Any amplified sound arising from the Drumsheds and the Field shall not exceed 75dB $L_{Aeq\ 15\ min}$ and 90dB $L_{Ceq\ 15\ min}$ measured 1 metre from the boundary of any residential property between the hours of 09:00 – 23:00 and shall not exceed 45dB $L_{Aeq\ 15\ min}$ and 65dB $L_{Ceq\ 15\ min}$ measured 1 metre from the boundary of any residential property between the hours of 23:00 – 09:00.

30. Sufficient and appropriately briefed and trained staff must be deployed to manage queues at all transport hubs significantly affected by the event. The locations and timings of these deployments shall be agreed with the SAG.

31. Any ingress and egress route is to avoid any path that will take the event crowd through the residential streets in Haringey, including the Hale Village area.

32. Information provided to residents and businesses 2 weeks prior to the event must include a synopsis of information about the event including dates and times based upon the Premises Licence conditions. Information shall include how it is intended residents will be protected from excessive noise and details of a dedicated and live complaints telephone line, relevant traffic management information that could affect business, road closure etc. The Haringey Licensing team will provide/agree a list of roads within a reasonable distance from the event space specifying the required distribution list.

33. A draft of the letter to residents and businesses must be provided to the SAG no later than 4 weeks prior to the event unless such shorter period is agreed.

34. A Challenge 25 scheme shall be maintained at the premises requiring that staff selling alcohol request that any customer who looks under 25 years old, and who is attempting to purchase alcohol, provides valid photographic identification proving that the customer is at least 18 years old.

35. Clearly legible signs shall be prominently displayed to the effect that a challenge 25 policy is in operation at the premises, that customers may be asked to provide proof of age and stating what the acceptable forms of proof of age are.

36. A record of refused sales shall be kept on the premises and completed when necessary.

37. All training relating to the sale of alcohol and the times and conditions of the premises licence shall be documented and records kept at the premises

TAB 3

FIELD DAY FESTIVAL, MERIDIAN WATER, 5 ARGON ROAD, EDMONTON, LONDON N18 3BW
LONDON BOROUGH OF ENFIELD LICENSING SUB-COMMITTEE

HEARING 8TH MAY 2019

WITNESS STATEMENT OF JAMES DUTTON

James Dutton of 30 Leicester Square, London WC2H 7LA

1. I am the Senior Operations Manager of Broadwick Live, a role I have held for 2 ½ years, and have held similar roles in other companies for in excess of a decade.

2. I am making this statement to explain the foundation and organisation of the Field Day Festival.

Background

3. Broadwick Live are an events company backed by Global Media & Entertainment. They run a number of award-winning live music events including Snowbombing, Festival Number 6, Y Not Festival, Truck Fest, Kendal Calling, South West Four, Lost Village, Standon Calling, Boardmasters, Victorious and Rewind.

4. The production arm of Broadwick Live is Ground Control, who are responsible for delivering many of the Broadwick shows on site, as well as several other high-profile events including Parklife (Manchester, 80,000 capacity). Their remit spans all areas of planning, licensing, procurement and on-site management. The events in their portfolio each holds a Premises Licence in perpetuity, which benefit from a very high standard of delivery and close working relationships with responsible authorities.

5. Field Day is one of London's longest-running music events. It was first held in Victoria Park in the London Borough of Tower Hamlets on 11 August 2007 and returned there each year until 2017. The 2018 festival moved to Brockwell Park in Lambeth following a commercial tender that left a competitor with exclusive rights to hold events in Victoria Park.

6. In 2018 Field Day saw Erykah Budu, Four Tet, Nils Frahm, Thundercat, Loyle Carner and many more take to the stage for the inaugural event in Brockwell Park. The event attracted a diverse and balanced mix of male and female attendees and received excellent reviews from the press.

7. 2019 will mark a substantial evolution for the event as Field Day moves to a ground-breaking new location in Meridian Water, Enfield, North London. Situated next to Tottenham Marshes at an old gas works, the new site is made up of a ten-acre outdoor space with four large, interlinked warehouses, the largest of which will be the biggest warehouse venue for music in London. This bold new format complements the Field Day brand, which is known

for being left field, creative and attracting a relatively mature, knowledgeable audience. I should say that warehouse events are an increasingly important component part of the music offer in major cities, enabling promoters to assemble leading talent under one roof for the benefit of its audience.

Best Practice

8. Ground Control have earned a reputation as being one of the foremost event producers in Europe; delivering a range of high-profile events whilst driving innovation and defining best-practice in the live music industry. A contributing factor is their ability to seek out and form long-term working relationships with the most experienced and competent contractors in key fields. For Field Day these include:
   - Showsec, one of the UK's leading security contractors are providing SIA accredited security and stewards for Field Day, and working with SAG members to develop deployment plans, policies and procedures. Showsec also provided security at the 2018 event.

   - CarParkAt are a highly reputable traffic management provider, who have extensive knowledge and experience of delivering large-scale metropolitan events on new and challenging sites. They have developed the Transport and Pedestrian Management Plan for Field Day over several months, with input from various stakeholders including TFL, Highways, the Metropolitan Police and Network Rail.

   - The Fair have been hired as Health & Safety Consultants for the event, with decades of experience in managing all aspects of crowd safety at large-scale events. Event risk assessments, emergency plans, crowd modelling and capacity calculations have been undertaken in-line with the most recent guidance and industry best-practice.

On Site

9. Ground Control takes a multi-agency approach when delivering large-scale events. Licensing objectives are primarily upheld by a number of key departments including:

   - Security (remit including search on entry, preventing unauthorised access, crime reduction, antisocial behaviour, ejections, evacuations and crowd management).

   - Medics (responsible for treating injuries and illness in the on-site medical centre, or on location as a first responder, and transporting patients to local hospitals when necessary).

   - Welfare (attending to vulnerable and incapacitated individuals in need of support, rest and recuperation).

   - Health & Safety (ensuring site infrastructure and layout has been designed and built in accordance with the best guidance and standards, ensuring all suppliers and contractors have the prerequisite RAMS and insurance, and responding to crowd management issues on site).

   - Traffic Management (developing and delivering the Traffic and Transport Management Plan in order to minimise impact on regular road users, preventing pedestrian/vehicle conflict, and facilitating the safe ingress and egress of attendees via available transport means).

- Site Management (designing the site plan, managing the build and break, overseeing various infrastructure and utility contractors, and performing maintenance to ensure a safe environment).

- Technical Production (overseeing the design and delivery of staging, sound and lighting equipment across all stages and venues, liaising with the programmed talent to ensure artist expectations are agreed and met, and that performance schedules and curfews are adhered to).

- Noise Management (drafting the Noise Management Plan and ensuring licence compliance via real-time monitoring at noise-sensitive premises, informing on-site level adjustments, and responding to noise complaints).

10. In planning its major events, Broadwick liaises with a Safety Advisory Group, comprising all the relevant statutory authorities and transport providers. Broadwick has benefited from helpful liaison with the Safety Advisory Group going back to October 2018. As the event nears, this is replaced with the Event Liaison team, which continues to work together for the duration of the event.

11. All event-critical communications are channelled through event control; a dedicated radio channel which is monitored and logged for a comprehensive record of event issues, decisions and resolutions. Information and actions are relayed to the relevant departments on their specific channels. The Event Control centre will not only host this radio controller and their loggist, but also radio controllers for key departments and stakeholders including Security, Medics, Traffic Management, Police, London Fire Brigade and London Ambulance Service, so that agencies can collaborate in order to co-ordinate a response to event issues.

12. In addition to the Event Control, event organisers and key department heads will undertake scheduled Emergency Liaison Team meetings. These minuted meetings provide a regular sitrep / progress update, allowing issues to be discussed and resolved, and plans for forthcoming events to be reiterated – egress plans, for example). These scheduled meetings can be supplemented with ad hoc ELTs in response to any particular incidents which require escalation.

13. The aim is to plan an event comprehensively, considering every reasonably foreseeable scenario - but to ensure through engaging and co-ordinating experienced and competent staff and contractors that resource is in place to respond to anything arising in an informed and methodical way. It is how Broadwick and Ground Control have delivered countless events on greenfield and brownfield sites across the UK and around the world.

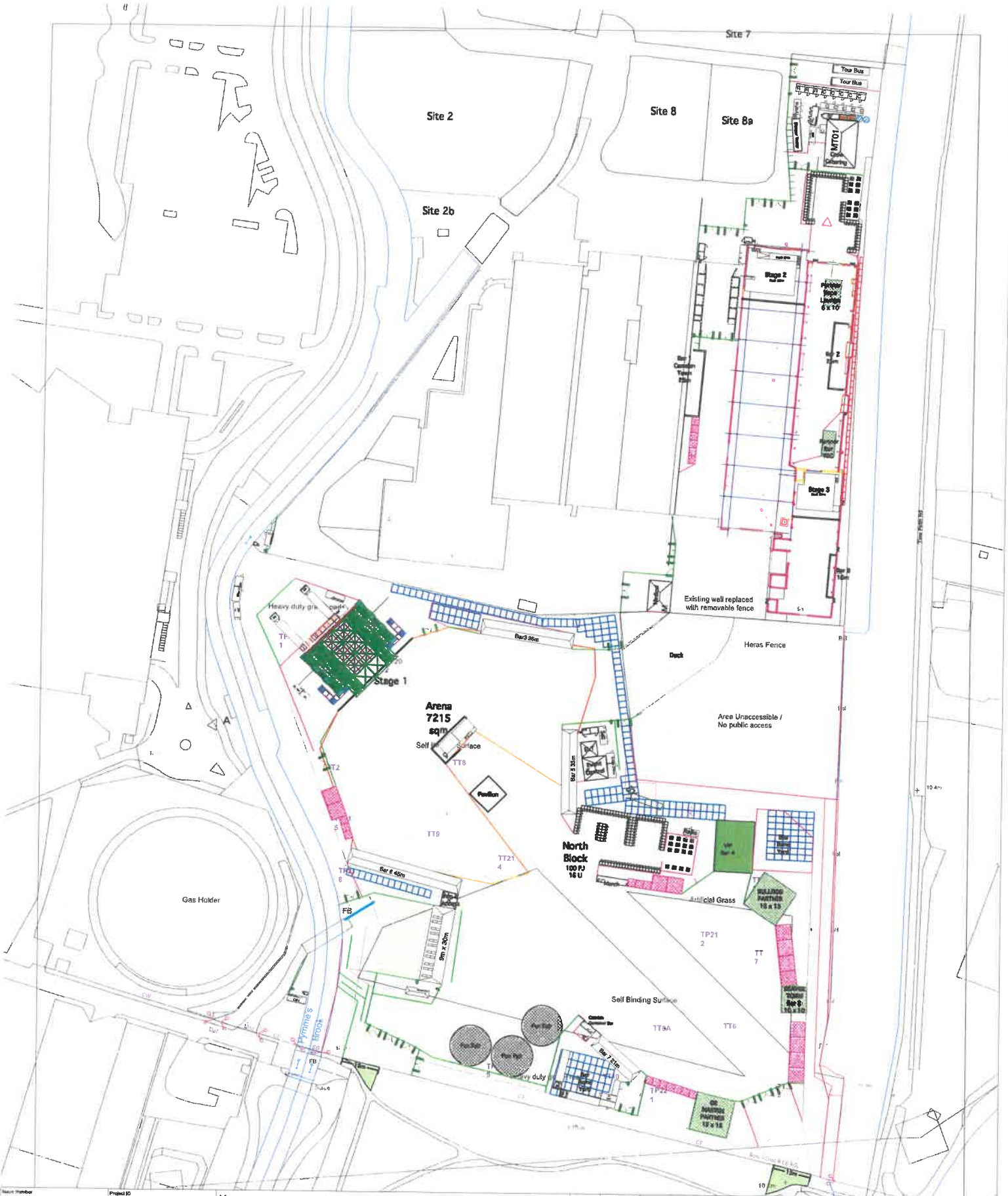
14. In planning for Field Day, Broadwick has employed the same methodology which underpins all of its events. I am therefore able to ensure the Licensing Sub-Committee that in delivering this event, Broadwick will promote the licensing objectives.

15. The contents of this statement are true to the best of my knowledge and belief.

.....

James Dutton
30th April 2019

TAB 4



Issue Number: v3.2	Project ID: FD19	Key:
Issue Date: 23/04/19	Drawn By: Tom Wilkinson	FENCE - HERAS
Scale: 1:1300 @ A3	Project Manager:	FENCE - MET BARRIER
Sheet Title: Field Day - Full Site Inc PUDO	Project Director: James Dutton	FENCE - STAGE BARRIER
GROUNDCONTROL		FENCE - PEDESTRIAN BARRIER
		FENCE - SMART HOARD
		FENCE - HI-HOARD
		TRAKWAY
		TRACKMATT
		PITCH - CONCESSION
		PITCH - MARKET
		PITCH - FAIRGROUND
		PITCH - SPONSOR
		AREA - OUT OF BOUNDS
		SURFACE - Grass
		SURFACE - Gravel
		SURFACE - Road

No.	Date	Revision Notes

Client: Field Day 2019

Site Address: The Drum Shed, Orbital Business Park, Argon Rd, London, N18 3BW

TAB 5

TRAFFIC AND TRANSPORT MANAGEMENT PLAN

CPA EVENTS	This Traffic and Transport Management Plan has been prepared by CarParkAt Ltd, trading as CPA Events. Document Status: **DRAFT** **PRIVATE AND CONFIDENTIAL** Version: **7**
EVENT NAME(S)	FIELD DAY FESTIVAL
EVENT DATE(S)	7 JUNE 2019 8 JUNE 2019
EVENT LOCATION	MERIDIAN WATER LONDON

Prepared by **CPA Events** for and on behalf of **Broadwick Live**

CPA Events
120 Screenworks
London
N5 2EF
www.cpa-events.com

VERSION CONTROL

DOCUMENT REFERENCE		PREPARED BY			
REFERENCE: FDTMP2019.7 VERSION: 7		Ben Jones ben@cpa-events.com			
VERSION CONTROL	DOCUMENT REFERENCE	ISSUED DATE	STATUS	CHECKED BY	NOTES
1	FDTMP2019.1	9/11/18	DRAFT	BG	V1 FOR CLIENT REVIEW AND CONSULTATION
2	FDTMP2019.2	15/11/18	DRAFT	BG	V2 UPDATED WITH AMENDED CAPACITY INFORMATION AND FIGURES 7,8.1,8.2, 8.3
3	FDTMP2019.3	14/12/18	DRAFT	BG	V3 UPDATED FOLLOWING FEEDBACK FROM SAG MEMBERS
4.1	FDTMP2019.4	8/2/19	DRAFT	BG	V4 UPDATED FOLLOWING FEEDBACK FROM SAG 8/1/19
4.2	FDTMP2019.4.2	8/2/19	DRAFT	BG	V4.2 UPDATED FOLLOWING INTERNAL REVIEW
5	FDTMP2019.5	20/2/19	DRAFT	BG	REDUCED EVENT CAPACITY – FOR CLIENT REVIEW
6	FDTMP2019.6	12/3/19	DRAFT	BG	UPDATED FOLLOWING ONGOING STAKEHOLDER ENGAGEMENT
7	FDTMP2019.7	12/4/19	DRAFT	BG	INCLUDES: -UPDATED INGRESS ROUTE FROM TOTTENHAM HALE -TRAFFIC MANAGEMENT MEASURES IN EVENT OF AN EVACUATION TO THE NORTH -DETAILS OF THE MANAGED ACCESS PLAN -PUDO PLANS

CONSULTATION LIST

The table below details the stakeholders involved in the planning stages of this traffic management plan, additional stakeholders may be added in future versions of this document.

AGENCY	ROLE	NAME(S)
CPA Events	Traffic Management	Ben Jones Brian Goodwin
Broadwick Live	Festival Organiser	James Dutton Jon Drape Matthew Johnson Luke Huxham Josh Finesilver
Vibration Group / Broadwick Venues	Venue	Simon Tracey
TfL Network Management Control Centre	TfL Streets	Sophie Spurgeon
London Underground	London Underground // Tottenham Hale	Stephen Priestley Mark Cotter
Greater Anglia Trains	National Rail Services // Meridian Water	Keith Palmer Dean Warner Rob Turner Kerry Rowley Neil Atkin Amy Brown David Luton
London Borough of Enfield Safety Advisory Group	Safety Advisory Group	Esther Hughes
Metropolitan Police	Police	Andy Underwood Lyndsey Holt Helena Gibson Robert Ranstead
British Transport Police	Transport Police	Derek Worsfold Robert Maulini
Showsec	Security and Crowd Management Contractor	Paul Legge Ieuan Fury Michael Asimonye
Enfield Highways	Highways	Paul Wilkins Paul Coppin
Haringey Highways	Highways	James Winsley Mark Burling Frank Daly Len Mitchell
TfL Buses	London Buses	David Hooker
AA Signs	Traffic Management	Bobby Walker Rob Trevethick
TfL Taxis and Private Hire	Rank Liaison Officer	Nicole Harris
Taxi Marshal Events	Taxi Marshals	Tony Ellis
Enfield Regeneration Meridian Water	Regeneration Officer	Afraa Ali Clive Tritton
Enfield Council Transport	Transport Consultant	John Baker
Schofield Lothian	Transport Consultant	Roland Anderson
Lee Valley	Lee Valley Park Events	Charlie Muir
Enfield Parking	Parking Enforcement	David Morris
Waltham Forest Parking	Parking Enforcement	Mehmet Hassan
Haringey Parking	Parking Enforcement	

CONTENTS

TABLES

FIGURES

OVERVIEW

TABLE 1: EVENT INFORMATION

ITEM	INFORMATION
EVENT NAME(S)	FIELD DAY FESTIVAL
LICENSE CAPACITY	SUBJECT TO LICENSE
PROJECTED EVENT ATTENDANCE	7/6/19 | 16,000 - 25,000 8/6/19 | 18,000 - 25,000
EVENT SITE LOCATION	MERIDIAN WATER LONDON
EVENT DATES / OPERATING TIMES	FRIDAY 7 JUNE GATES OPEN: 12.00 GRADUAL INGRESS: 12.00 – 18.00 PEAK INGRESS: 14.00 – 16.00 EXTERNAL CURFEW: 22.30 // EGRESS PHASE 1 INTERNAL CURFEW: 03.00 // EGRESS PHASE 2 GRADUAL EGRESS: 21.30 – 04.30 PEAK EGRESS: 22.30 – 00.30 SATURDAY 8 JUNE GATES OPEN: 12.00 GRADUAL INGRESS: 12.00 – 16.30 PEAK INGRESS: 12.30-15.30 EXTERNAL CURFEW: 22.30 // EGRESS PHASE 1 INTERNAL CURFEW: 03.00 // EGRESS PHASE 2 GRADUAL EGRESS: 21.30 – 04.30 PEAK EGRESS: 22.30 – 00.30
BUILD / BREAK DATES	24/5 – 17/6

TABLE 2: TRAFFIC MANAGEMENT SCHEDULE / WORKS CONTRACTORS

ITEM	OPERATIONAL INFORMATION	SUPPLIER
BUILD AND BREAK PHASE		
BUILD AND BREAK PHASE TRAFFIC STAFFING	BUILD AND BREAK PHASE	CPA
CHAPTER 8 DIRECTIONAL SIGNAGE	PRODUCTION SIGNS INSTALL | 23/5 REMOVAL | 18/6	AA
LIVE EVENT PHASE		
STEWARDING / STREET MANAGEMENT	LIVE EVENT PHASE	SHOWSEC
SECURITY // STREET SECURITY	LIVE EVENT PHASE	SHOWSEC
ADVANCE WARNING SIGNS	LIVE EVENT PHASE	AA
CHAPTER 8 DIRECTIONAL SIGNAGE	LIVE EVENT PHASE	AA
EVENT TRAFFIC MANAGEMENT	LIVE EVENT PHASE CPA EVENTS – PRINCIPAL TM LEAD AA EVENT TRAFFIC SOLUTIONS – PRINCIPAL TM CONTRACTOR JPS EVENT CONSULTANCY – CSAS CONTRACTOR SUN TRAFFIC – TEMPORARY SIGNALS PROVIDER	VARIOUS

OVERVIEW

This traffic management plan (TMP) aims to establish a framework for the management of transport for Field Day Festival proposed to take place on the 7th and 8th June 2019 at the Meridian Works venue and adjacent land as outlined below. The venue is in Meridian Water in the London Borough of Enfield. The overriding objective of this plan is to ensure public safety is protected, transport hubs are well utilised, and the impact on the local area is minimised. This document should be read in conjunction with appendix O, the event ingress and egress management plan.

This traffic management plan will cover the build, break and live event phases. The plan will focus on the following areas:

- The management of vehicles associated with the event.
- The challenges posed by the ingress and egress of persons to the event, examining local transport links.
- The traffic management provisions to be put in place to facilitate the safe access of persons to and from the event.

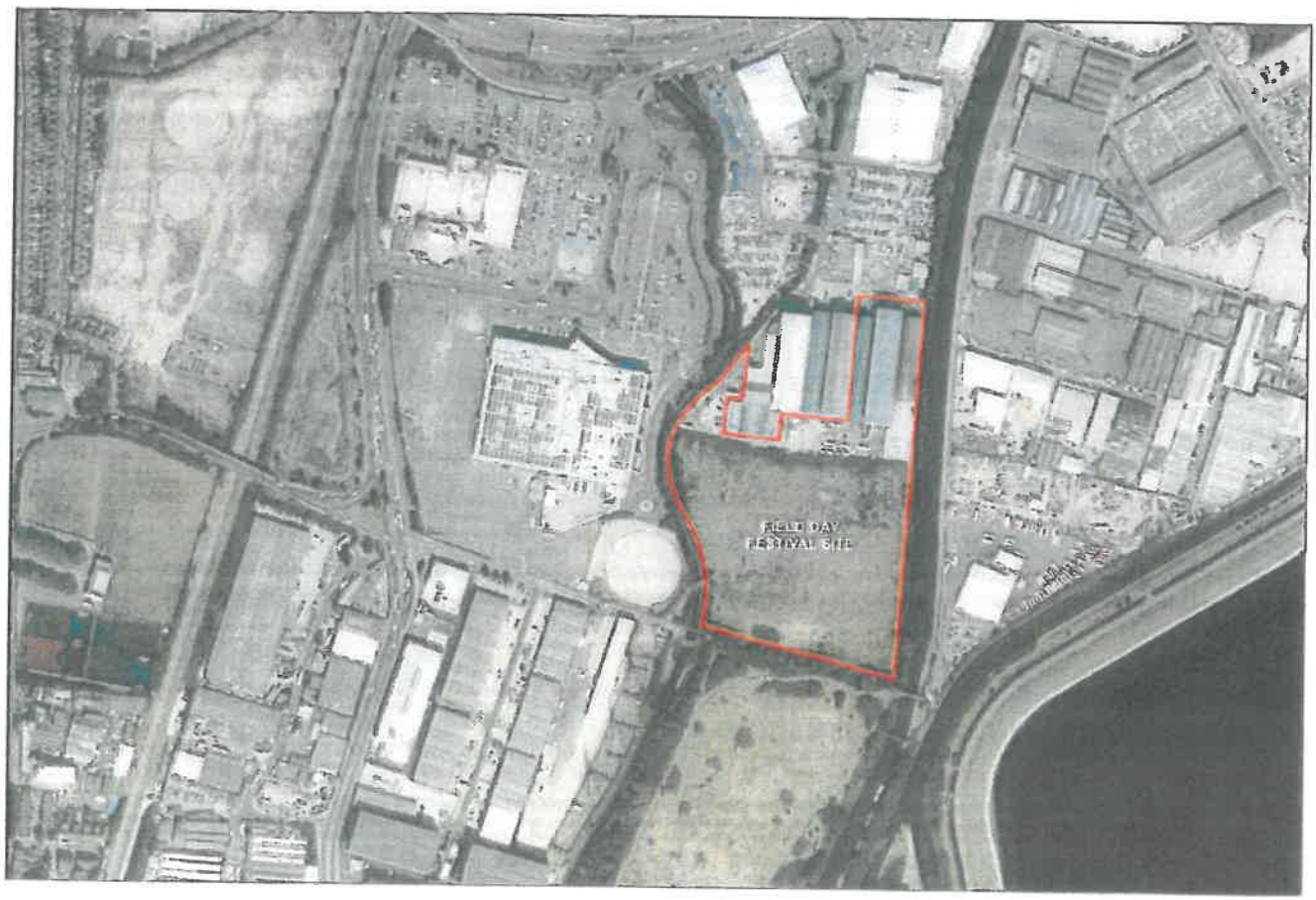
The document is divided into the following sections:

- Overview
- Traffic and Transport Management Plan
- Summary
- Figures

For the purpose of this document the terms traffic and transport are used interchangeably. This document has been informed by HSG 195 'the event safety guide', the code of practice for safety at street works and road works, the traffic signs manual and the road safety good practice guide. All traffic management detailed in this plan will be delivered in accordance with the code of practice for safety at street works and road works following approval from the relevant highway authority. This is a working document and aims to adapt to implement improvements and amendments following consultation with stakeholders.

VENUE

Meridian Water is in the London Borough of Enfield, South of the A406 (North Circular Rd), East of Meridian Way. The site is in the London Borough of Enfield, which adjoins the London Borough of Haringey at Leeside Rd.



ROAD NETWORK

The venue is in the London Borough of Enfield, South of the A406, East of the A1055, Watermead/Meridian Way. The site can be accessed via Argon Rd and Leeside Rd.

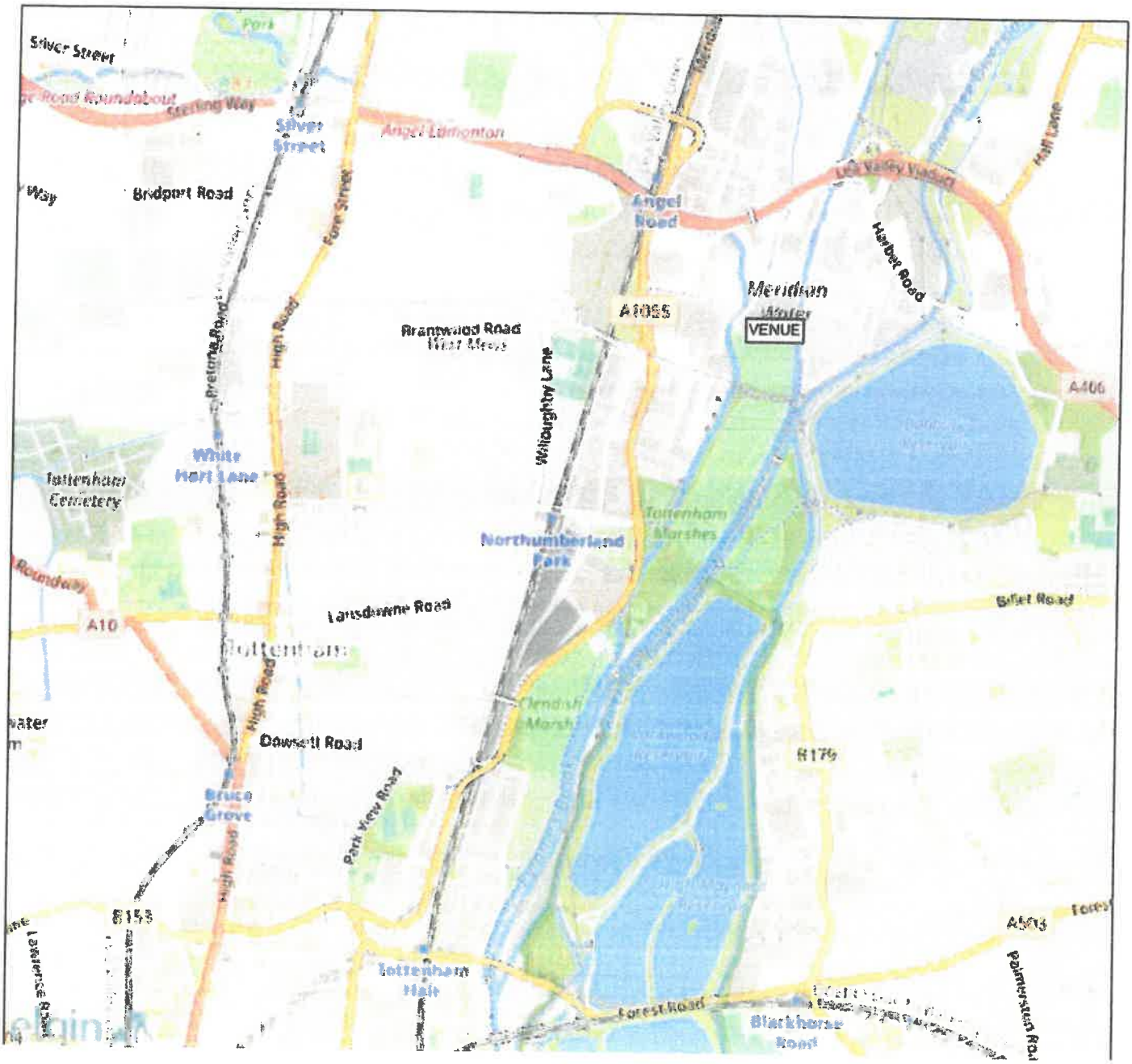


TABLE 3: EVENT ACCESS GATES

A map of access points can be found as figure 2.

GATE NAME	GATE COLOUR	ACCESS FUNCTION	ROAD ACCESS	MANAGEMENT
ARGON RD	N/A	PRODUCTION ACCESS AND EXIT EMERGENCY VEHICLE ACCESS AND EXIT	ARGON ROAD	SHOWSEC
LEESIDE RD	N/A	PEDESTRIAN ACCESS AND EXIT SECONDARY EMERGENCY VEHICLE ACCESS AND EXIT	LEESIDE ROAD	SHOWSEC

TABLE 4: PROJECTED TRANSPORT USAGE FORECAST

The table below details the projected transport usage forecast for the event.

TRANSPORT TYPE	INGRESS	22.30 CURFEW	03.00 CURFEW	NOTES
London Underground Victoria Line - Tottenham Hale	60%	60%	70%	60% of attendees are projected to route via London Underground services at Tottenham Hale during the ingress phase and at the 22.30 curfew time (egress phase 1). At the 03.00 curfew time (egress phase 2) we project underground usage to be 70% of the audience. Marketing to take place with the objective of reducing the projected usage of Tottenham Hale Underground services during egress phase 1 and to promote usage of national rail services to Stratford / London Liverpool St.
National Rail / Tottenham Hale / Meridian Water	25%	25%	0%	25% of the audience are projected to utilise national rail services during the ingress phase and at the 22.30 curfew time.
Taxi / Cycle	10%	10%	25%	
Walk, Bus, Drive	5%	5%	5%	

TRANSPORT USAGE SURVEY

To be included in a future version of this document.

Expected survey date: April 2019.

TRANSPORT LINKS

This section of the document will examine the transport links likely to be used by attendees to route to and from the venue. Service frequencies and capacities at nearby stations will be examined alongside projected usages. Attendees are projected to route to and from the site via the following transport methods:

- London Underground Victoria Line // Tottenham Hale
- National Rail Services // Tottenham Hale and Meridian Water
- TfL Buses
- Taxi, pick-ups and drop offs
- Private car
- Cycling and walking

Figure 1 shows the location of the event site in relation to local transport hubs.

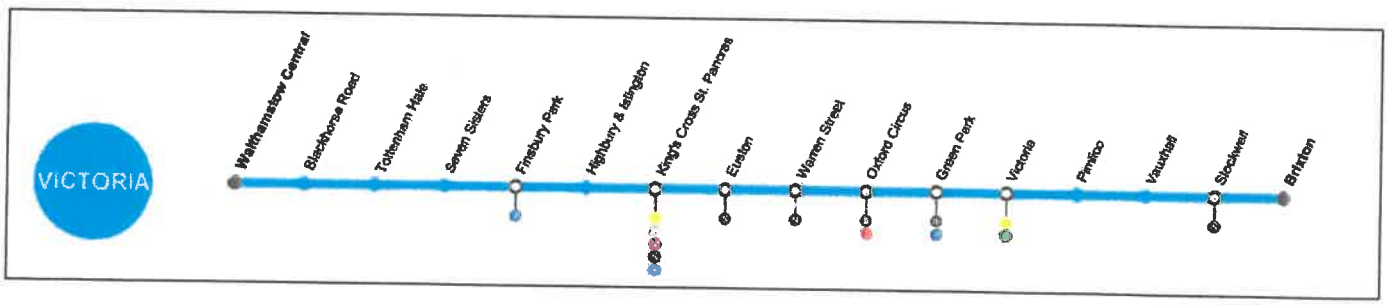
LONDON UNDERGROUND AND NATIONAL RAIL

Up to 85% of event attendees are predicted to route to and from the venue via underground and national rail services at Tottenham Hale and Meridian Water stations.

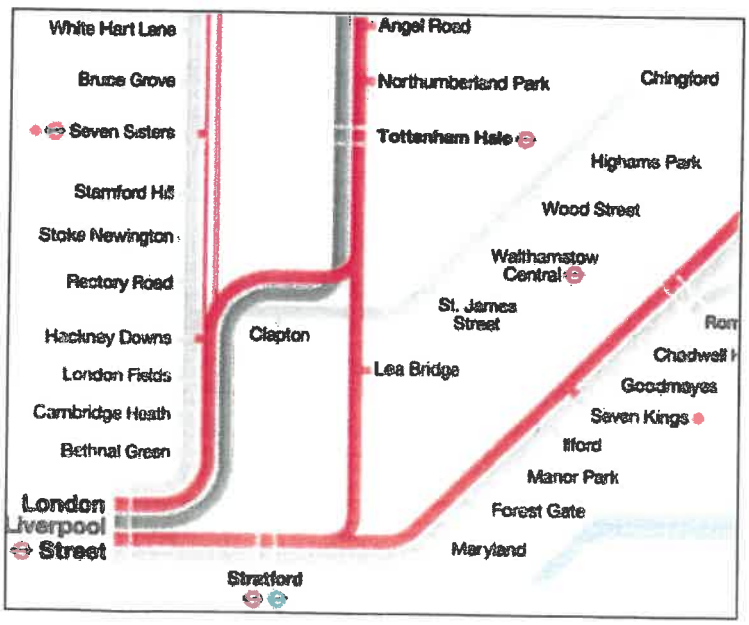
TOTTENHAM HALE STATION

Tottenham Hale station is 1.5 miles from the event site. The Victoria line serves Tottenham Hale underground station with a direct service into and out of central London. Tottenham Hale is also connected to the national rail network and is served by Greater Anglia services from London Liverpool St and Stratford, and is on the Stansted Express line from London Liverpool St.

Tottenham Hale - London Underground Victoria Line (Zone 3)



Tottenham Hale - National Rail Services



TOTTENHAM HALE // LONDON UNDERGROUND

Tottenham Hale station is under redevelopment, the pedestrian access width to the underground station is restricted and as such proves a limiting factor to the number of people that can access or exit the station. The maximum available capacity of the station per 15-minute period is 1,785.

On Fridays and Saturdays, the London Underground Victoria Line runs 24 hours from Tottenham Hale. The station has a regular service through central London, with up to 34 trains per hour during peak periods. During off peak periods and overnight the service level reduces. From 22.45 the service level begins to decrease, at 23.15 the service reduces further and from 00.30 onwards the service frequency reduces to a service every 10 minutes to central London. The level of station staff reduces during off peak periods which may also prove to be a limiting factor to the station capacity.

TOTTENHAM HALE CAPACITY DATA

The table below, provided by London Underground, details the projected available station and train capacities during the peak egress phase of the event.

TABLE 5.1: TFL TOTTENHAM HALE UNDERGROUND CAPACITIES DURING EGRESS PHASE

	2230 to 2245	2245 to 2300	2300 to 2315	2315 to 2330	2330 to 2345	2345 to 0000	0000 to 0015	0015 to 0030	0030 to 0045	0045 to 0100	0100 to 0115	0115 to 0130	0130 to 0145	0145 to 0200	0200 to 0215	0215 to 0230	0230 to 0245	0245 to 0300	0300 to 0315	0315 to 0330	0330 to 0345	0345 to 0400
	7	5	5	3	3	3	2	3	2	1	2	1	2	1	2	1	2	1	2	1	2	1
	4491	5110	3153	1788	1829	1889	1255	2027	1359	676	991	690	1500	694	1405	667	1405	667	1405	667	1405	667
Station Capacity	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785	1785

As the table demonstrates, the station can accommodate a maximum of 1,785 persons per 15-minute period. Until 00.00, the capacity of trains serving the station exceeds the station capacity. After 00.00, the capacity of trains serving the station is less than the station capacity.

TOTTENHAM HALE // NATIONAL RAIL

Tottenham Hale <> London Liverpool Street
Greater Anglia trains serve Tottenham Hale national rail station with 8 trains per hour to/from London Liverpool St. Based on current timetabling the last train from Tottenham Hale to London Liverpool St is at 23.48 on Fridays and 00.17 on Saturdays.

Tottenham Hale – Stratford
Greater Anglia trains serve Tottenham Hale national rail station with 2 trains per hour to/from Stratford. Based on current timetabling the last train from Tottenham Hale to Stratford is at 22.56 on Friday and Saturdays.

Details of national rail train frequencies routing towards Central London during egress phase 1 are shown below.

TABLE 5.2 GREATER ANGLIA TOTTENHAM HALE SERVICES TOWARDS CENTRAL LONDON DURING EGRESS PHASE 1

FRIDAYS	22.30 – 22.45	22.45 – 23.00	23.00 – 23.15	23.15 – 23.30	23.30 – 23.45	23.45 – 00.00	00.00 – 00.15	00.15 – 00.30
Number of trains*	3	2	3	2	2	1	0	0
Available train capacity (estimated)	1,500	1,000	1,500	1,000	1,000	500	0	0
Station Capacity	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000

SATURDAYS	22.30 – 22.45	22.45 – 23.00	23.00 – 23.15	23.15 – 23.30	23.30 – 23.45	23.45 – 00.00	00.00 – 00.15	00.15 – 00.30
Number of trains*	3	2	3	2	2	1	3	1
Available train capacity (estimated)	500	500	1,500	1,000	1,000	500	1,500	500
Station Capacity	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000

**Train numbers based on current timetabling for Fridays and Saturdays*

Based on the available train capacity shown above, national rail services through Tottenham Hale have capacity to clear a maximum of 4,000 persons during egress phase 1 on Friday the 7th June and 6,000 persons during egress phase 1 on Saturday the 8th June. These numbers are based on services after 23.00.

MERIDIAN WATER STATION

Meridian Water station is in the construction phase with a projected opening date of the 19th May 2019. The station is a 0.4 mile walk from the event site. When complete, Meridian Water station will replace Angel Road station on the Greater Anglia Route.

Based on information provided by Greater Anglia at a transport sub group meeting on the 22/2, Meridian Water station has an estimated processing capacity of 50 persons per minute.

A special train timetable is being developed for the event, with plans in place for a special train service Meridian Water <> Stratford in addition to the stopping of mainline additional services at Meridian Water station.

TABLE 5.3 GREATER ANGLIA MERIDIAN WATER SERVICES TOWARDS CENTRAL LONDON DURING EGRESS PHASE 1 (DATA BASED ON A PROVISIONAL TIMETABLE)

FRIDAYS	22.30 – 22.45	22.45 – 23.00	23.00 – 23.15	23.15 – 23.30	23.30 – 23.45	23.45 – 00.00	00.00 – 00.15	00.15 – 00.30
Number of trains*	2	4	3	2	3	1	3	1
Available train capacity (estimated)	1,000	2,000	1,500	1,000	1,500	500	1,500	500
Station Capacity	750	750	750	750	750	750	750	750

*Last train: 01.02

SATURDAYS	22.30 – 22.45	22.45 – 23.00	23.00 – 23.15	23.15 – 23.30	23.30 – 23.45	23.45 – 00.00	00.00 – 00.15	00.15 – 00.30
Number of trains*	2	3	3	2	3	0	3	0
Available train capacity (estimated)	1,000	1,500	1,500	1,000	1,500	0	1,500	0
Station Capacity	750	750	750	750	750	750	750	N/A

*Last train: 01.02

National Rail Service Capacity // Meridian Water and Tottenham Hale
For the purpose of this version of the traffic management plan it is estimated that national rail services will have an available loading capacity of 500 persons per train per stop during egress phase 1 of the event. It is projected that 8-car trains will have an overall capacity of between 1,000 – 1,100 and that at each stop (Meridian Water and Tottenham Hale), 500 persons may load onto the train. Mainline trains are planned to wait in the platforms for 1-minute. The special train service (Meridian Water <> Stratford) will wait in the platform at Meridian Water for 11-minutes.

Meridian Water Contingency Planning
Contingency plans for if Meridian Water station is not operational for the event are included in table 15 of this document.

OTHER STATIONS
Northumberland Park, Silver Street and White Hart Lane are within walking distance. Use of these will not be promoted.

TfL BUSES

The nearest bus stops to the event site are located on Glover Drive, the A406, Northumberland Park and Tottenham Hale bus station.

Glover Drive Bus Routes
Route number: 192 // Route: Tottenham Hale <> Enfield
Route number 341 // Route: Glover Drive <> Waterloo/County Hall

North Circular Bus Routes
Route number: 34 // Barnet High St / Barnet Church <> Walthamstow Bus Station
Route number: 444 // Chingford Station <> Turnpike Lane Bus Station

Northumberland Park Bus Routes
Route number: 476: Euston Station <> Northumberland Park
Route number: W3: Finsbury Park Station <> Northumberland Park Bus Stand

Tottenham Hale Bus Station Routes
Route number: 76 // Route: Waterloo <> Tottenham Hale
Route number: 123// Route: Ilford <> Wood Green
Route number: 230 // Route: Wood Green <> Upper Walthamstow
Route number: N73 // Route: Oxford Circus <> Walthamstow Central
Route number: W4 // Route: Oakthorpe Park <> Tottenham Hale
Route number: 41 // Route: Archway <> Tottenham Hale
Route number: N41 // Route: Trafalgar Sq <> Tottenham Hale
Route number: 192 // Route: Tottenham Hale <> Enfield

TAXI, PICK UPS AND DROP OFFS

Pending land use approval, there will be a designated pick up and drop off point in the neighboring Ikea overflow car park to cater for attendees arriving to and leaving the event by taxi and private pick-ups or drop-offs. Details of the operational plan for the area are included as figure 15. A directional signs schedule will be in force to influence vehicle routing to the site and direct drop offs and pick-ups to the designated pick up and drop off area.

Uber will be consulted regarding setting up temporary pin locations and blackouts with the following objectives:
-Promoting usage of the designated PUDO – subject to confirmed land use.

At Tottenham Hale station, the existing taxi rank will remain partially operational during the ingress phase of the event. During the egress phase, the rank will be closed and relocated to Ashley Rd, subject to approval from LBH and TfL Ranks and Taxis.

PRIVATE CAR

Historically the event does not attract many persons choosing to drive to the event. Road closures and parking suspensions will be in place to prevent unsafe parking on roads in close proximity to key access points and gates.

CYCLE

Cycling to the event will be promoted and a bike parking facility provided to cater for cyclists.

TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN

This section is divided into the following sub-sections:

- Build and Break Phase Traffic Management Plan
- Live Event Phase Traffic Management Plan
- Emergency Access, Communications Planning, Contingency Planning
- Summary

BUILD AND BREAK PHASE – TRAFFIC MANAGEMENT PLAN

The build phase of the event will begin on the 24th May. The final day of the breakdown phase of the event will be on the 17th June. A load in and load out schedule will be in operation, with coordinated arrival times of deliveries and collections.

TABLE 6: BUILD AND BREAK TRAFFIC MANAGEMENT PROVISIONS

PROVISION	DESCRIPTION	FIGURE
Directional road signage for production traffic	Road signage to direct vehicles associated with the event build and break.	4.1-4.2
A load in and load out schedule	Arrival times of deliveries and collections will be scheduled by the event production team.	N/A
Site rules for production traffic	Vehicle & Plant Rules These rules apply to drivers and operators of all vehicles and plant on site, without exception. For your own safety, and the safety of others around you, we reserve the right to ask you to leave site if you don't adhere to them. All drivers / operators MUST report to the Site Office on arrival. The speed limit on site is 5mph. You must either put on your headlights when driving on site or use a rotating beacon – or both! No hazard lights please. Please also give priority to site plant (forklifts etc.) at all times. No vehicles should drive on the grass unless with express permission from the Site Manager. Large vehicles or those with limited visibility must where practicable not reverse unless assisted by a banks man. Anyone driving a forklift or other plant equipment must have a relevant and current UK licence for the equipment, and must provide the Site Office with a copy of their current licence (IPAF/ PSMA etc.) BEFORE they drive any equipment on site. MEWP operatives should wear a fall-arrest harness and clip on unless it is for good reason e.g. working over water and stated in a submitted risk assessment. Any damage caused by reckless driving, or by a failure to follow these rules, will result in fines and/or restitution costs being recharged.	N/A

TABLE 7: BUILD / BREAK TRAFFIC, PRODUCTION VEHICLES, DELIVERIES AND TRADERS

The table below breaks down the estimated vehicle numbers associated with production traffic accessing the site during the build and break phases:

DATE	PREDICTED NUMBER OF VEHICLES ASSOCIATED WITH PRODUCTION TRAFFIC PER DAY	DESCRIPTION
Build Phase	60 cars and commercial vehicles (Daily) // 100 one off deliveries (HGVs)	Vehicles belonging to build staff plus deliveries
Live Event Phase	100 cars and commercial vehicles Up to 10 tour buses	Staff and commercial vehicles (traders, production) On event days, production traffic will only occur before and after the show is live. There will be extremely limited vehicle movement during the event operating hours. All production vehicles requiring site access during the live event phase will be issued with accreditation.
Break Phase	60 cars and commercial vehicles (daily) // 100 one off collections (HGVs)	Vehicles belonging to build staff plus collections

LIVE EVENT PHASE TRAFFIC MANAGEMENT PLAN

For planning purposes, this document has prepared plans for an attendance of 25,000 persons per day. At time of writing, sales are tracking to a projected attendance of 16,000 on Friday the 7th and 18,000 on Saturday the 8th.

TABLE 8: PROJECTED TRANSPORT USAGE FORECAST

TRANSPORT TYPE	INGRESS	22.30 CURFEW	03.00 CURFEW	NOTES
London Underground Victoria Line - Tottenham Hale	60%	60%	70%	60% of attendees are projected to route via London Underground services at Tottenham Hale during the ingress phase and at the 22.30 curfew time (egress phase 1). At the 03.00 curfew time (egress phase 2) we project underground usage to be 70% of the audience. Marketing to take place with the objective of reducing the projected usage of Tottenham Hale Underground services during egress phase 1 and to promote usage of national rail services to London Liverpool St.
National Rail / Tottenham Hale / Meridian Water	25%	25%	0%	25% of the audience are projected to utilise national rail services during the ingress phase and at the 22.30 curfew time.
Taxi / Cycle	10%	10%	25%	
Walk, Bus, Drive	5%	5%	5%	

This section details the projected transport usage per live event phase and the traffic management provisions proposed to be put in place to facilitate the safe access of persons to and from the event site.

INGRESS PHASE

The ingress phase of the event will be spread across a period of hours. The event opening times and predicted ingress times are as follows:

- 7/6: Event start time: 12.00 | Ingress expected 12.00 – 18.00 // peak ingress 14.00 – 16.00
- 8/6: Event start time: 12.00 | Ingress expected 12.00 – 16.30 // peak ingress 12.30 – 15.30

TABLE 9: INGRESS TRANSPORT FORECAST

TRANSPORT TYPE	INGRESS FORECAST FRIDAY 7TH 12.00 – 18.00	INGRESS FORECAST SATURDAY 8TH 12.00 – 16.30
Tottenham Hale London Underground // 60%	15,000	15,000
Tottenham Hale // Meridian Water National Rail // 25%	6,250 spread between Tottenham Hale and Meridian Water Estimated breakdown of usage split between TH and MW: MW – 80% // TH – 20% To be updated in a future version of this document following a customer survey	6,250 spread between Tottenham Hale and Meridian Water Estimated breakdown of usage split between TH and MW: MW – 80% // TH – 20% To be updated in a future version of this document following a customer survey
Taxis / Cycling // 10%	2,500 Based on an average occupancy of 3 persons per car, 833 vehicles could be expected associated with drop offs.	2,500 Based on an average occupancy of 3 persons per car, 833 vehicles could be expected associated with drop offs.
Other: Walk, Bus, Car // 5%	1,250	1,250
TOTAL	25,000	25,000

***Figures stated in table 9 do not include no shows*

LONDON UNDERGROUND / NATIONAL RAIL

TOTTENHAM HALE

Tottenham Hale Underground – For planning purposes 60% of attendees are projected to use Tottenham Hale Underground services during the ingress phase of the event. This usage will be spread over a period of 6 hours on Friday 7th and 4.5 hours on Saturday the 8th June.

Tottenham Hale National Rail – For planning purposes 25% of attendees are projected to use national rail services to access the site, this will be spread across Tottenham Hale and Meridian Water. An updated breakdown of the usage split will be included in a future version of this plan following a customer survey.

MERIDIAN WATER

For planning purposes, 25% of the audience are projected to route to the event via national rail services, this will be spread between Tottenham Hale and Meridian Water. An updated breakdown of the usage split will be included in a future version of this plan following a customer survey.

PEDESTRIAN MANAGEMENT

TOTTENHAM HALE

Pedestrians accessing the event from Tottenham Hale will follow the stewarded route from the station to the venue. The promoted pedestrian route is via Watermead Way as is detailed in figure 3. To facilitate access to the marshes from Watermead Way during the ingress phase, a bus stop suspension and lane suspension is proposed on Watermead Way as is detailed in figure 17.

MERIDIAN WATER

Stewarding staff will be deployed on the walking route from the station to the event, a temporary signal-controlled pedestrian crossing is proposed on Meridian Way, to facilitate a safe crossing point for pedestrians. Stewards will manage crowd flows to ensure pedestrians only cross the road when the green man symbol is showing. Tensa barrier will be used to manage crowd flows in accordance with the signal phases. The cycle lane on Watermead Way footway is proposed to be suspended to allow more footway space for pedestrians. Access restrictions will be in place on Leeside Rd to minimise vehicular traffic. Customers will access the event site at the site gate located on Leeside Rd.

TfL BUSES

Glover Drive - The nearest bus stop to the festival site is located on Glover Drive and is served by the 192 and 341 bus routes. Usage of the 192 bus route from Tottenham Hale will not be promoted to prevent over use of the service which has a limited capacity.

North circular bus routes – It is projected that usage of the 34 and 444 bus routes will be minimal. A customer survey will take place to test these projections, and postcode sales data evaluated. Usage of these bus routes will not be promoted to prevent pedestrian movements associated with the event on the A406.

Northumberland Park bus routes – The 476 and W3 bus routes may experience an uplift in usage associated with the event.

Tottenham Hale bus station – Tottenham Hale is well connected to the bus network and is served by a number of routes. It is anticipated that buses routing to Tottenham Hale will experience an increase in usage as a result of the event. Those arriving to Tottenham Hale bus station will be directed to route to the site via the pedestrian route along Watermead Way.

At present 5% of the audience are projected to route to and from the event via bus, car or other means. A customer survey will take place to inform usage projections which will be included in a future version of this document. Based on current projections, it is estimated that planned usage can be accommodated within the existing capacity of the network. TfL buses are aware of the event and have been involved in the planning phase.

TAXIS AND PRIVATE DROP OFFS

Pending land use approval, there will be a designated drop off point in the neighboring Ikea overflow car park to cater for attendees arriving to the event by taxi and private drop-offs. Details of the operational plan for the area are included as figure 15. A directional signs schedule will be in force to influence vehicle routing to the site and direct drop offs and pick-ups to the designated pick up and drop off area.

At Tottenham Hale station, the existing taxi rank will remain partially operational during the ingress phase of the event.

PRIVATE CAR

Driving to site will not be advertised or promoted.

EGRESS PHASE – *To be read in conjunction with Appendix O - the ingress and egress management plan*

This section of the plan will detail the provisions planned to be put in place to facilitate the safe exit of persons from the event.

Egress from the event will be split into two phases:

Egress phase 1: The majority of event attendees are predicted to leave the event site at 22.30, as such a peak egress will be experienced from 22.30-00.30.

Egress phase 2: Up to 7,000 persons are projected to remain at the event after the 22.30 curfew. The indoor curfew is at 03.00.

TABLE 10: 22.30 CURFEW EGRESS FORECAST // EGRESS PHASE 1

ITEM / TRANSPORT TYPE	NUMBER OF PERSONS
Capacity	25,000
No show / Leave early	3,125
Staying for late show (03.00 Curfew)	7,000 *(Drop off % included in table 11)*
Leaving site during peak egress 22.30 – 00.30	14,875
London Underground (TH) – 60%	8,925 // Projected clearance time: 00.15-00.30
National Rail (MW/TH) 25% Of this 25%, it is projected that 80% will use Meridian Water and 20% Tottenham Hale.	3,719 Breakdown MW (80%): 2,975 TH (20%): 744
Taxi / Cycle 10%	1,487
Walk, Bus, Drive 5%	744

TABLE 11: LATE SHOW EGRESS FORECAST // EGRESS PHASE 2

ITEM / TRANSPORT TYPE	NUMBER OF PERSONS
Capacity	7,000
Leave Early	2,000
Leaving at 03.00	5,000
London Underground // Tottenham Hale 70%	3,500 // Clearance Time: 04.24
Taxi / Other 30%	1,500

TABLE 12: SERVICE CAPACITIES AND CLEARANCE TIMES

The table below details capacity information and clearance time forecasts for nearby transport hubs.

PUBLIC TRANSPORT // LONDON UNDERGROUND AND NATIONAL RAIL SERVICES

STATION	SERVICE DETAILS	FRIDAY 7TH AND SATURDAY 8TH JUNE – LIVE EVENT PHASE
TOTTENHAM HALE UNDERGROUND	Victoria Line (24HR)	**Egress Phase 1** Based on the clearance data included above, and a 30-minute walk from the event site to the station: 60% mode share would clear the station between 00.15 – 00.30. **Egress Phase 2** Based on the clearance data included above, and a 30-minute walk from the event site to the station: 70% mode share (3,500 people) leaving the event site at 03.00 routing through the underground at Tottenham Hale would clear the underground station at 04.24
TOTTENHAM HALE NATIONAL RAIL	Greater Anglia Services (National Rail)	**Egress Phase 1** **Friday 7 June** **Tottenham Hale – Liverpool St** Based on current timetabling for Fridays and allowing a 30-minute walk from the event site to the station there are 8 services scheduled between 23.00 and 23.48. Working on an available capacity of 500 persons per train, this could allow clearance of 4,000 persons. **Tottenham Hale – Stratford** The last scheduled services to Stratford is at 22.56, therefore it is unlikely that the service will be utilised by attendees leaving the event at 22.30. **Egress Phase 2** N/A – No services in operation **Saturday 8 June** **Tottenham Hale – Liverpool St** Based on current timetabling for Saturdays and allowing a 30-minute walk from the event site to the station there are 12 services scheduled between 23.00 and 00.17. Working on an available capacity of 500 persons per train, this could allow clearance of 6,000 persons. **Tottenham Hale – Stratford** The last scheduled services to Stratford is at 22.56, therefore it is unlikely that the service will be utilised by attendees leaving the event at 22.30. **Egress Phase 2** N/A – No services in operation

MERIDIAN WATER NATIONAL RAIL	Greater Anglia Mainline and Special Train Services (National Rail)	**Egress Phase 1** **Friday 7 June** **Meridian Water – Stratford / Liverpool St** Based on provisional timetabling for Friday 7 June and allowing a 15-minute walk from the event site to the station there are 17 services scheduled between 22.45 and 00.30. Working on an available capacity of 500 persons per train, this could allow clearance of 8,500 persons. **Egress Phase 2** N/A – No services in operation. Last scheduled train time 01.02 **Saturday 8 June** **Meridian Water – Stratford / Liverpool St** Based on provisional timetabling for Saturday 8 June and allowing a 15-minute walk from the event site to the station there are 14 services scheduled between 22.45 and 00.30. Working on an available capacity of 500 persons per train, this could allow clearance of 7,000 persons. **Egress Phase 2** N/A – No services in operation. Last scheduled train time 01.02

TOTTENHAM HALE UNDERGROUND BEST CASE CLEARANCE TIME // GREATER ANGLIA AVAILABLE CAPACITY

Based on 9,669 attendees routing via Tottenham Hale during egress phase 1 and achieving maximum loading capacities on both London Underground and National Rail services the best case clearance time would be between 23.45 – 00.00. This would be achieved by a reduction in the mode share using the underground and an increase in the mode share using national rail services, to achieve full capacities across both underground and mainline GA trains. It is important to note that these projections represent the best-case scenario.

TABLE 13: BEST CASE CLEARANCE SCENARIO (25,000 ATTENDANCE) // TOTTENHAM HALE EGRESS PHASE 1

TIME PERIOD	LONDON UNDERGROUND CAPACITY	NETWORK RAIL CAPACITY (BASED ON 500 PEOPLE PER TRAIN)	COMBINED CAPACITY (LONDON UNDERGROUND AND NATIONAL RAIL SERVICES TO LONDON LIVERPOOL ST)	TOTAL TRANSPORTED	REMAINING DEMAND
					TOTAL PROJECTED DEMAND AT TOTTENHAM HALE 9,669
23.00 - 23.15	1785	1500	3285	3285	6384
23.15 - 23.30	1785	1000	2785	6070	3599
23.30 - 23.45	1785	1000	2785	8855	814
23.45 - 00.00	1785	500	2285	11140	0

PEDESTRIAN MANAGEMENT

Following feedback from members of the safety advisory group, a managed road closure of Watermead Way / Meridian Way is proposed to be in place from 20.30 – 05.00 on both the 7th and 8th June to minimise the risk to attendees leaving the event via Watermead Way / Meridian Way.

Attendees leaving the event site will be managed at the exit gates from the event site to prevent overcrowding on the event egress routes, various pulse points will be in operation to prevent overcrowding on the egress routes towards key transport hubs. Details of the pulse points for crowds leaving the event site are to be detailed in Appendix O – the ingress and egress management plan. Management of these points will be conducted from the event control room.

PEDESTRIAN ROUTING TO TOTTENHAM HALE

Attendees will leave the site via Leeside Rd. Crowds will be managed out of the event site to prevent overcrowding on the routes to key transport hubs. Crowds may be held on Leeside Rd during peak periods to relieve pressure on the footway and on Tottenham Hale station. An additional pulse point will be in place on the footway opposite Marigold Rd to prevent overcrowding at Tottenham Hale station.

Queuing systems will be in place at Tottenham Hale station to manage persons accessing the station in accordance with the station capacity. Cygnet Way will be closed to facilitate more space at Tottenham Hale station for queuing systems to be installed. There will be separate queues for national rail services to London Liverpool St and for underground services. It is anticipated that as queues form for the underground usage of national rail services will increase. Details of the proposed barrier and security plan for Tottenham Hale station are included in Appendix O – the ingress and egress management plan.

PEDESTRIAN ROUTING TO MERIDIAN WATER

Attendees will leave the event site at Leeside Rd before routing via Leeside Rd and Meridian Way. Stewarding staff will be deployed on the walking route from the event to the station. Leeside Rd and Meridian Way are proposed to be closed during the egress phase of the event to facilitate a sterile area for people to disperse in on exiting the event site.

To prevent overuse of Meridian Water station a VMS sign and stewards will be in place at Leeside Rd junction with Meridian Way – attendees will be held on Leeside Rd and pulsed towards the station to prevent overcrowding at the station. In the event of Meridian Water station reaching capacity the VMS sign will display a message informing attendees that Meridian Station is full and to use alternative routes. Stewarding staff will re-route attendees at the junction of Leeside Rd towards Tottenham Hale via the footway of Watermead Way. In advance of the last train departing Meridian Water station crowds will be redirected at Leeside Rd to prevent persons routing to Meridian Water station after the last service has departed.

PEDESTRIAN ROUTING WEST OF MERIDIAN WAY / WATERMEAD WAY

Meridian Way / Watermead Way is proposed to be closed. Stewarding staff will be in place to manage crossing points of Meridian Way / Watermead Way. Attendees will be discouraged from routing via residential streets.

TfL BUSES

Road Closure – Watermead Way / Meridian Way. A designated event officer from TfL buses will be in place during the road closure period.

Access for TfL buses - TfL bus access will be maintained at all closure. Access will be maintained for 192 bus route and Northumberland Park bus depot. Private vehicles associated with the bus garage will also be permitted access via Leeside Rd.

Bus stops – Watermead Way / Meridian Way – In accordance with the road closure of Watermead Way / Meridian Way bus stops within the closure area will be suspended.

Glover Drive - The nearest bus stop to the festival site is located on Glover Drive and is served by the 192 and 341 bus routes.

North Circular Bus Routes – It is projected that usage of the 34 and 444 bus routes will be minimal. A customer survey will take place to test these projections, and postcode sales data evaluated. Usage of these bus routes will not be promoted to prevent pedestrian movements associated with the event on the A406.

Northumberland Park Bus Routes – The 476 and W3 bus routes may experience an uplift in usage associated with the event.

Tottenham Hale bus station – Tottenham Hale bus station is well connected to the bus network and is served by a number of routes, including two night bus routes, and as such it is anticipated that buses routing from Tottenham Hale will experience an increase in usage as a result of the event. Signage will be in place to advise customers routing to Tottenham Hale underground station of the available bus services.

At present 5% of the audience are projected to route from the event via bus, car or other means. A customer survey will take place to inform usage projections which will be included in a future version of this document. Based on current projections, it is estimated that planned usage can be accommodated within the existing capacity of the network. TfL buses are aware of the event and have been involved in the planning phase.

TAXIS AND PRIVATE PICK UPS

Pending land use approval, there will be a designated pick up point in the neighboring Ikea overflow car park to cater for attendees leaving the event by taxi and private pick-ups. Details of the operational plan for the area are included as figure 15. A directional signs schedule will be in force to influence vehicle routing to the site and direct pick-ups to the designated pick up area.

Uber will be consulted regarding setting up temporary pin locations and blackouts with the following objectives:
-Promoting usage of the designated PUDO – subject to confirmed land use.

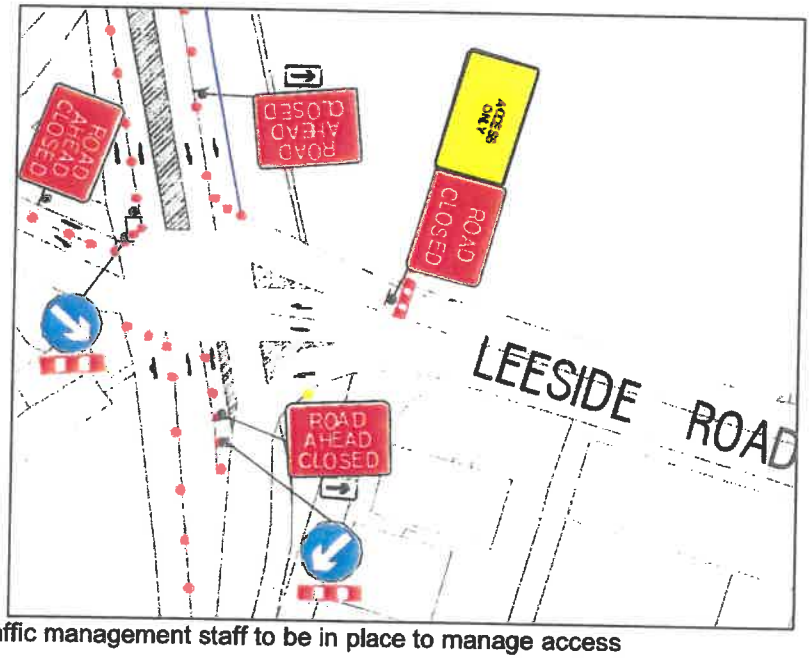
At Tottenham Hale station, during the egress phase, the existing taxi rank will be closed and relocated to Ashley Rd, subject to approval from LBH and TfL Ranks and Taxis.

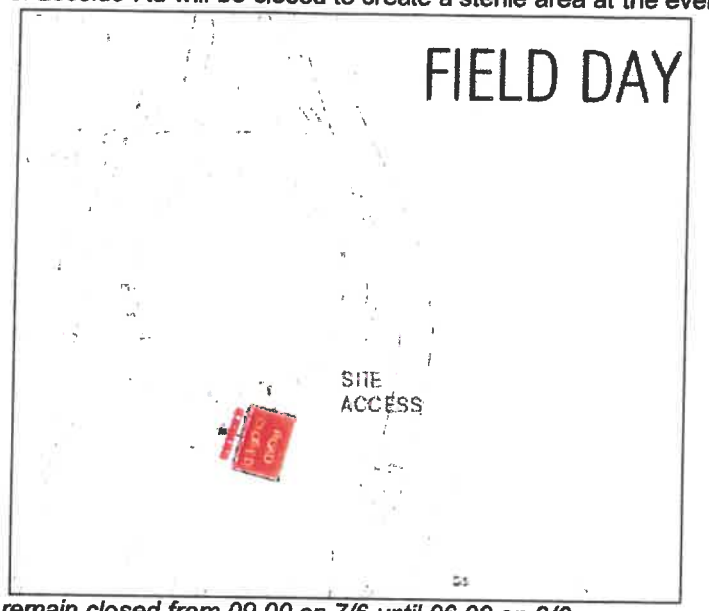
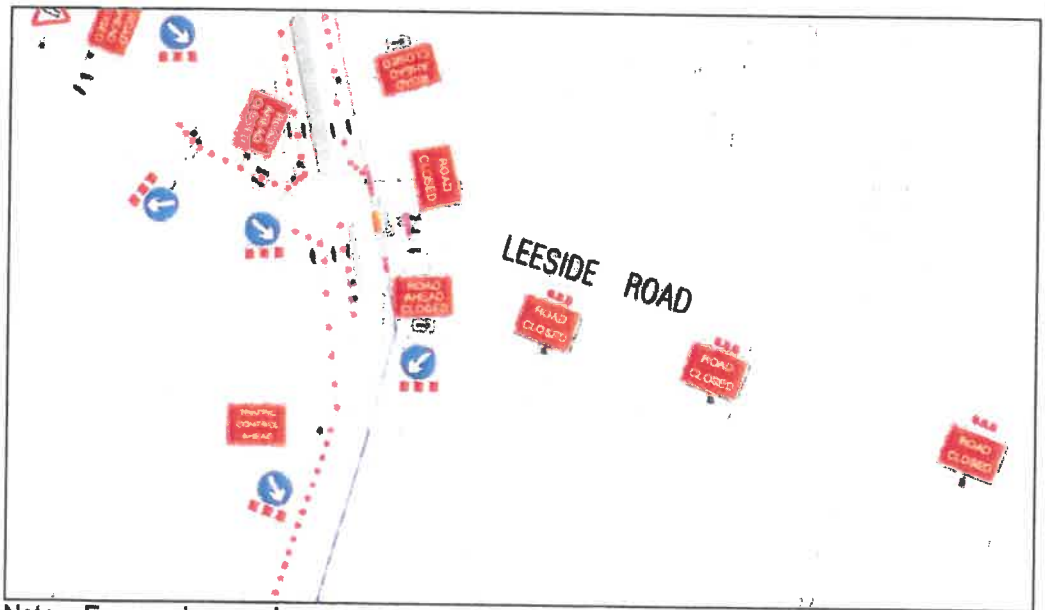
PRIVATE CAR

Driving to site will not be advertised or promoted.

TABLE 14: LIVE EVENT PHASE TRAFFIC MANAGEMENT PROVISIONS

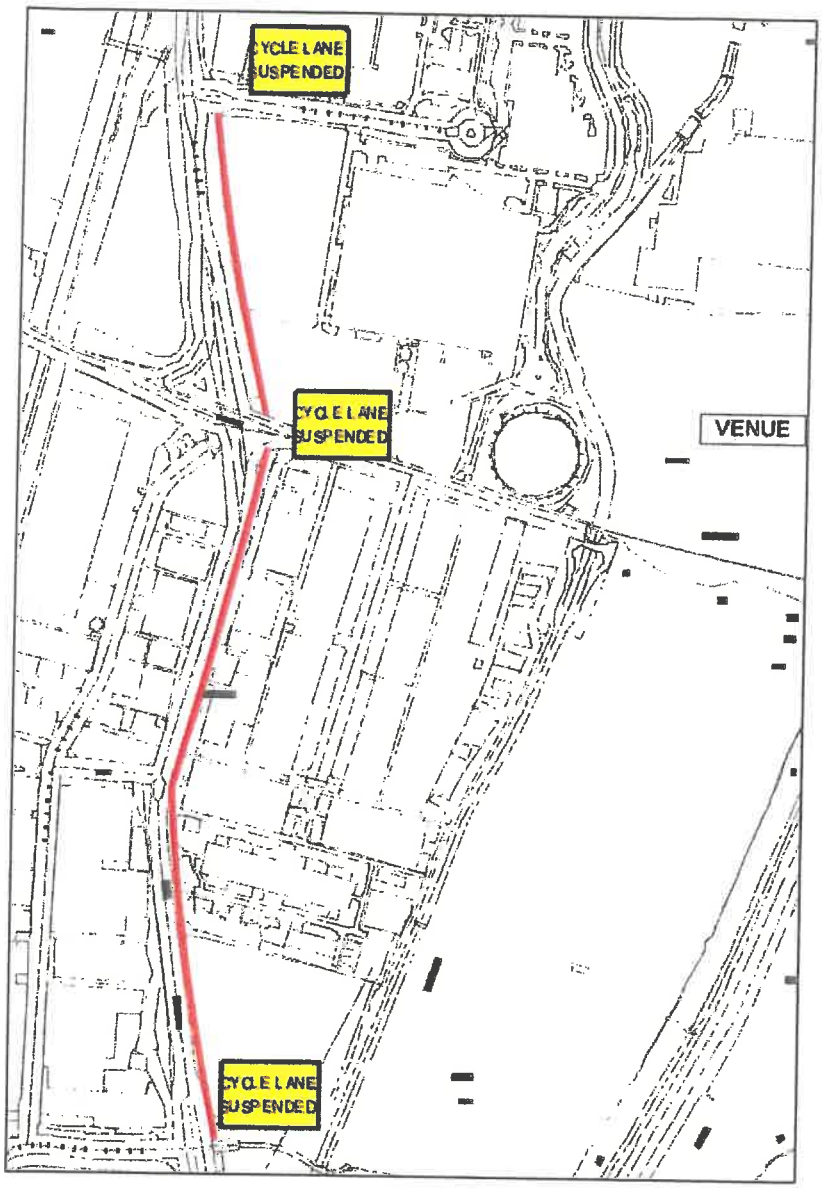
To facilitate safe access to and from the event the following traffic management provisions are proposed to be put in place:

PROVISION	DATE / TIMINGS	FIGURE(S)
Item: Advance warning signs Description: Chapter 8 compliant signage to notify road users of the event, delays and road closures	To be added	4.1-4.2
Item: Designated pick up and drop off point Description: Subject to approved land use, Ikea staff car park will be used as the designated pick up and drop off point for the event. Taxi marshals, recommended by TfL ranks and taxis, to be used to coordinate vehicle movement in the area. Details of operational plans are included as figure 15.	7/6/19: 12.00 – 04.30 (the following day) 8/6/19: 12.00 – 04.30 (the following day)	15.1-15.4
Item: An access only road closure traffic staffing at Leeside Rd Description: To facilitate access to businesses but prevent access for taxis during the business operating hours of premises on Leeside Rd. Location:  Notes: Traffic management staff to be in place to manage access Businesses on Leeside Rd Opening Times: **Business name // Advertised opening times** Build It Builders Merchants: Fridays: 06.30 – 17.00 // Saturdays: 07.00 – 02.00 Liftmate: Fridays: 08.30 – 17.30 // Saturdays: Closed Lomart: Fridays: 09.00 – 17.00 // Saturdays: Closed Travis Perkins: Fridays: 07.00 – 17.00 // Saturdays: 08.00 – 12.00 Stratstone Land Rover: TBC Businesses to be consulted via event organising team to develop an access plan.	7/6/19: 11.00 – 20.30 8/6/19: 11.00 – 20.30 *Timings TBC	9

Full Closure at Event Access Gate A 60m section of Leeside Rd will be closed to create a sterile area at the event access gate  *60m section to remain closed from 09.00 on 7/6 until 06.00 on 9/6.*		
Item: A full road closure of Leeside Rd (Egress only) Description: To create a sterile area for persons leaving the event site. Leeside Rd to be made sterile by the placing of barriers on the exit points from industrial business units to prevent any vehicle movement within the closure area. Heras fencing to be installed and security staff positioned to restrict vehicular access from adjoining roads onto Leeside Rd. Location:  Notes: Egress phase only	7/6/19: 20.30 – 05.00 (the following day) 8/6/19: 20.30 – 05.00 (the following day)	13.1-13.6

Item: Cycle Lane Suspension // Meridian Way / Watermead Way

Description: To increase footway space for persons accessing and exiting the event site
Location:

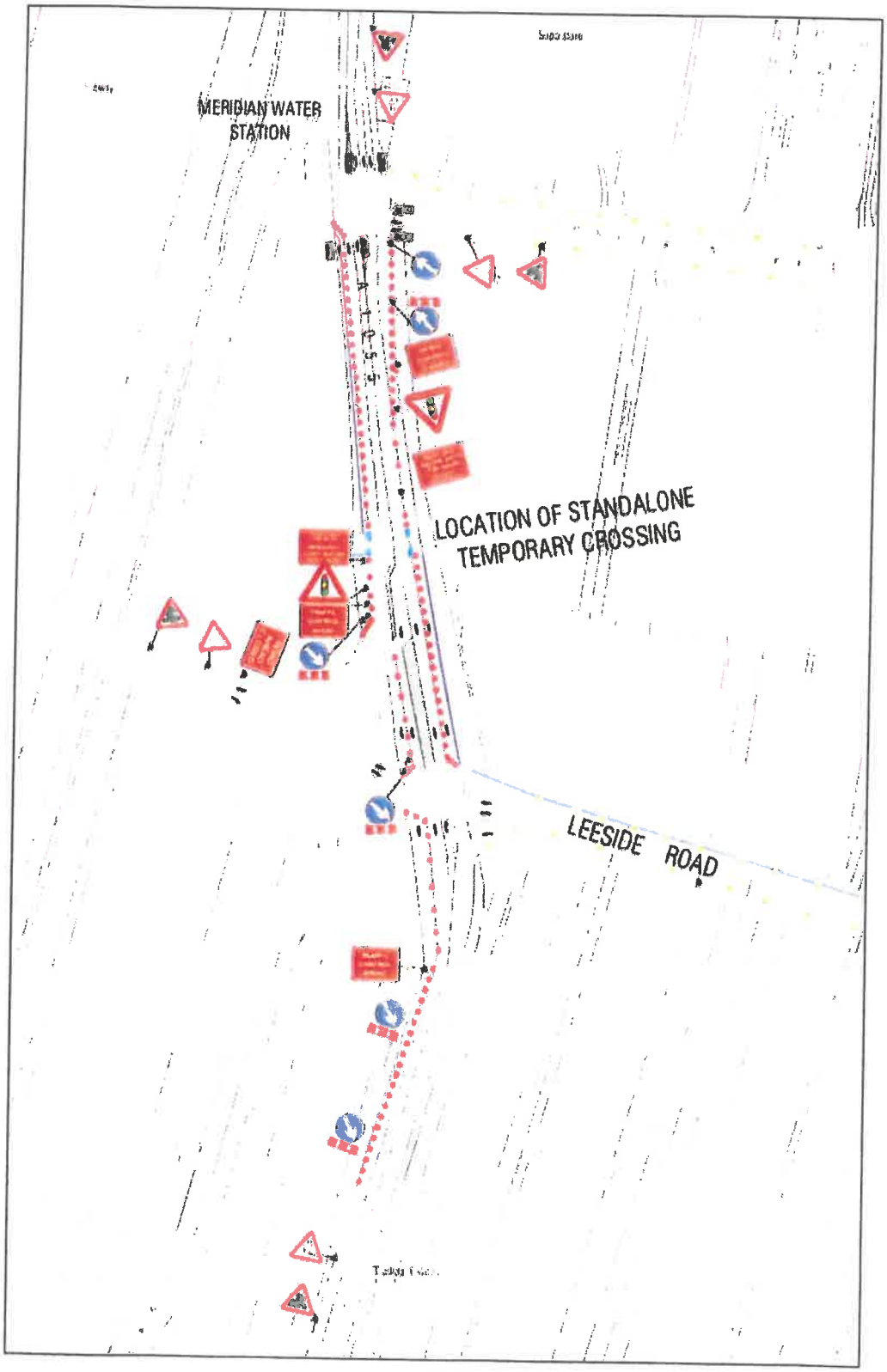


*Cyclists please dismount signs to be added following feedback from the SAG

Installed:
7/6/19:
Between
09.00 - 12.00

Removed:
9/6/19:
Between
05.00 – 09.00

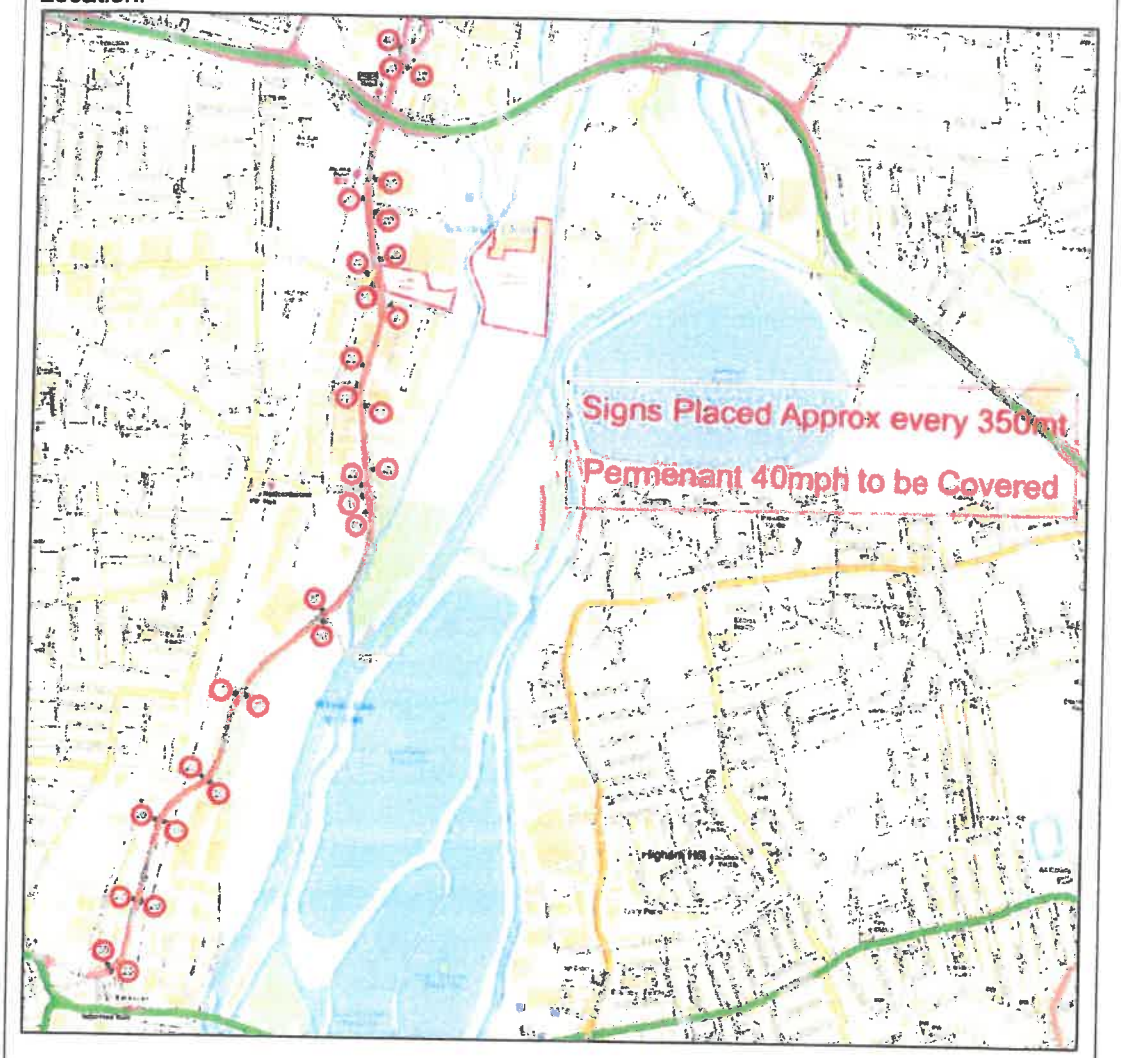
7

Item: Pedestrian Crossing Facility // Meridian Way Description: A temporary signalised standalone pedestrian crossing between Leeside Rd and Glover Drive to facilitate a safe crossing point of Meridian Way for attendees routing from/to Meridian Water. Location:  	7/6/19: Installed between 10.00 - 11.00 9/6/19: Removed from 05.00 – 06.00	8

Item: Watermead Way/Meridian Way – Reduction in speed limit

Description: Temporary 20mph speed limit

Location:

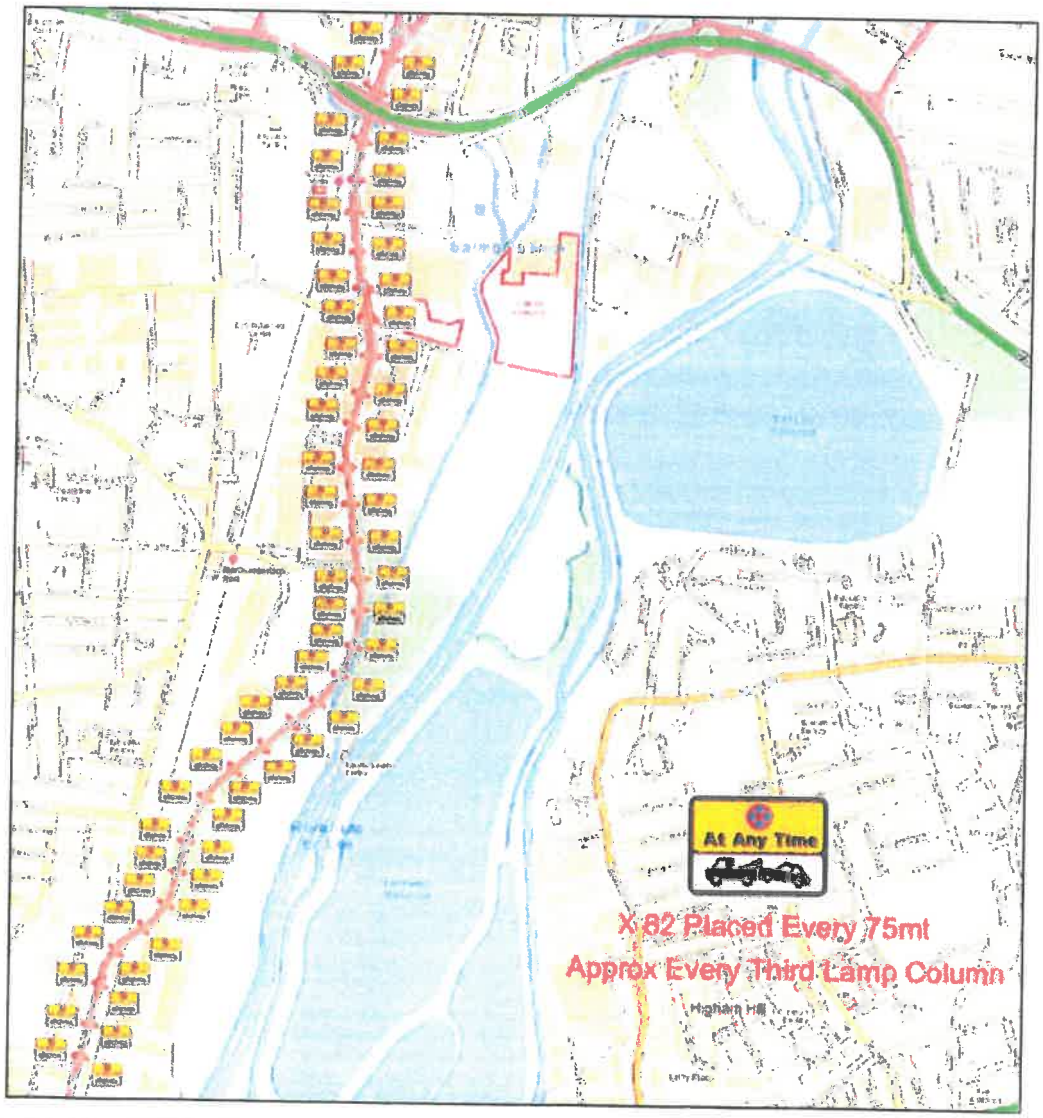


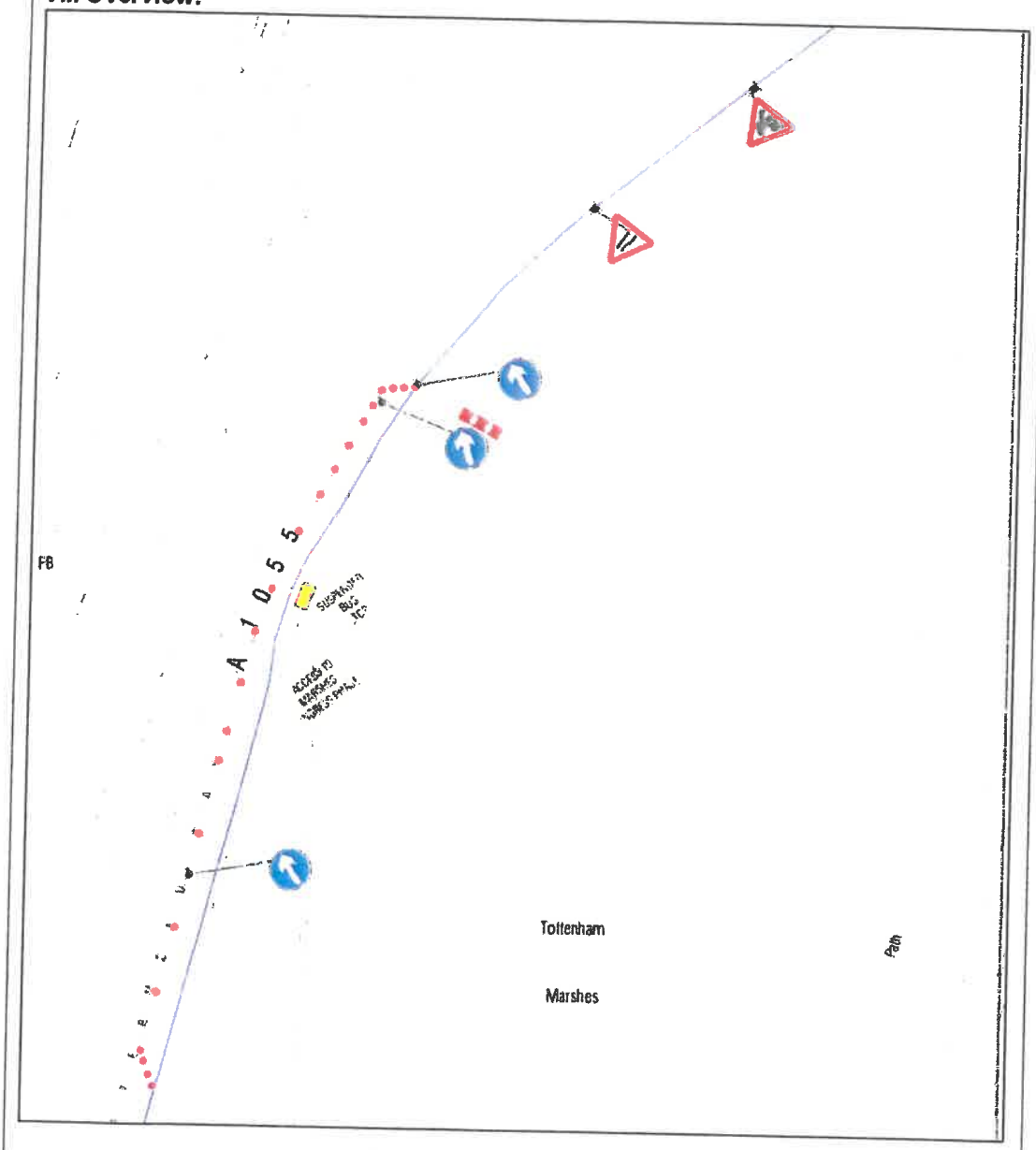
Existing Speed Limit // Temporary Speed Limit

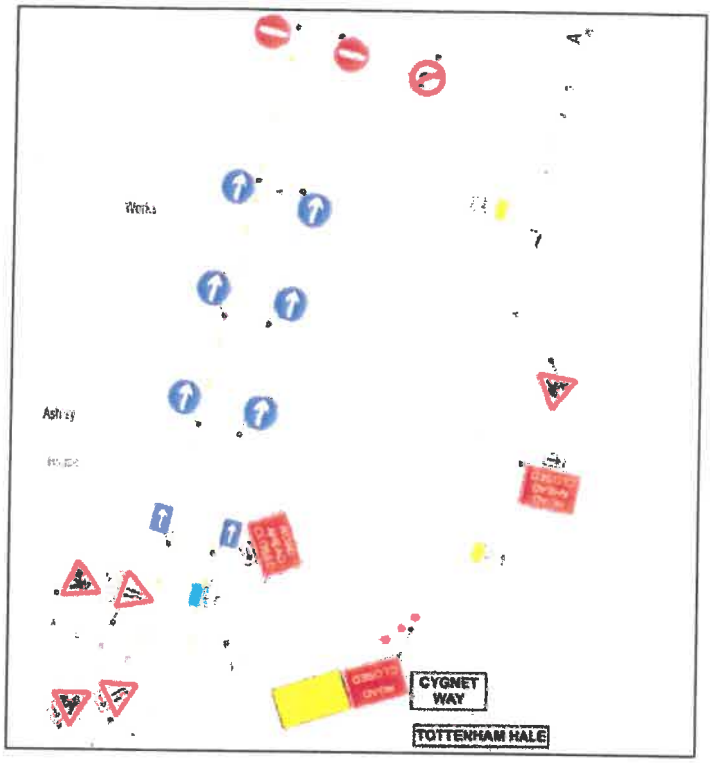
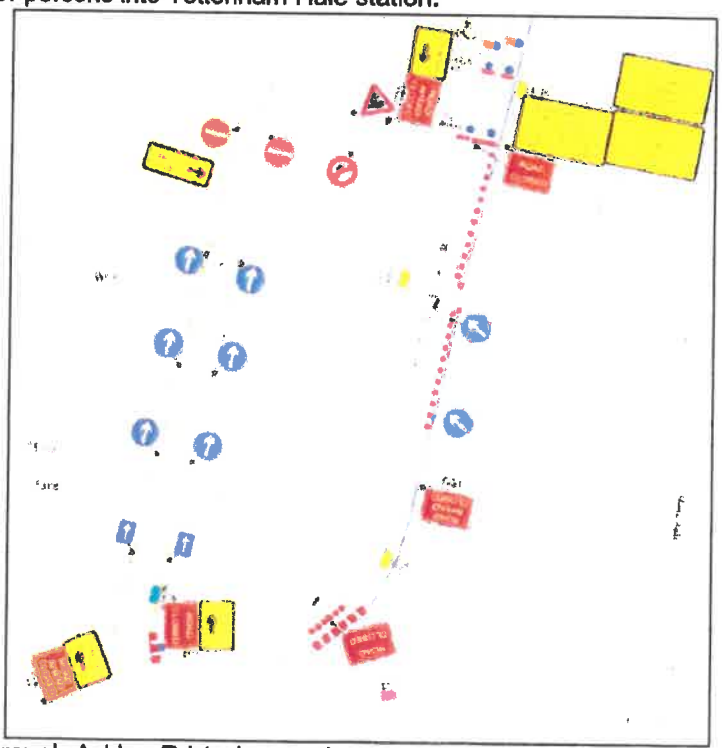
Installed: 7/6/19: Between 07.00 – 10.00

Removed: 9/6/19: Between 05.00 – 09.00

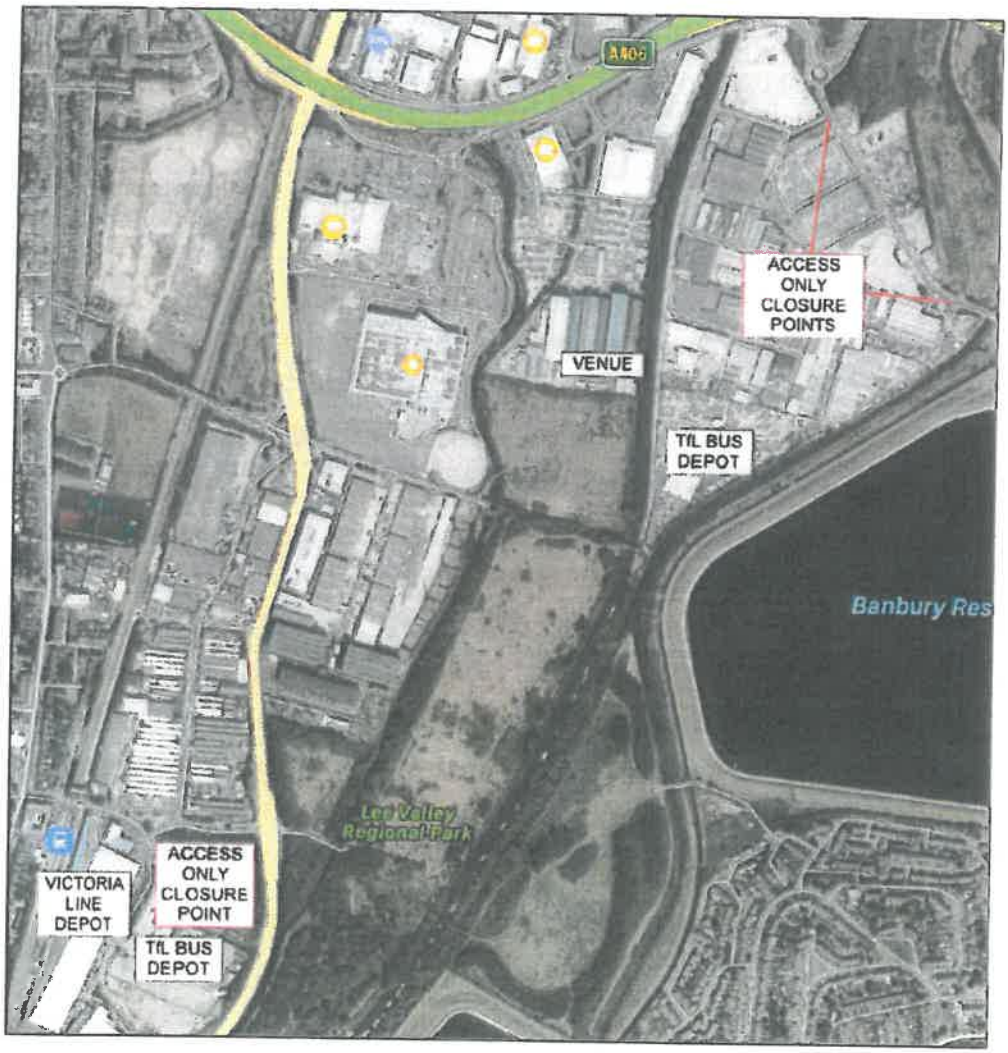
5

Item: Watermead Way/Meridian Way Clearway Enforcement Signage Description: Signage to be placed on Watermead Way warning drivers of the clearway restriction to prevent parking, stopping and waiting on the clearway. Special signage:  Locations:  	Installed on 5 or 6 June Removed on 8 or 9 June	6

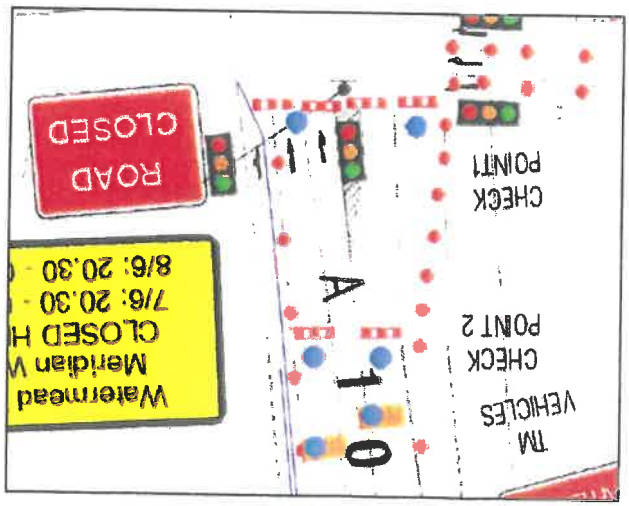
Bus stop suspension and lane reduction // Watermead Way Description: To increase footway space for attendees accessing and exiting the event from Tottenham Hale, a bus stop suspension is proposed of the Northumberland Park Rail Depot Stop, and lane reduction traffic management installed. **TM Overview:**  	7/6/19: Installed 10.00 – 11.00 9/6/19: Removed between 05.00 – 07.00	17

Item: Cygnet Way Closure // Tottenham Hale Station – Ashley Rd One Way System and Temporary Taxi Area **Ingress Phase**: Cygney Way access only closure (Hackney Carriages Only).  **Egress Phase**: Full closure of Cygnet Way to allow for queuing systems to be installed for management of persons into Tottenham Hale station.  Subject to approval, Ashley Rd to be used as a temporary taxi rank for licensed hackney carriages while the full closure of Cygnet Way is in place. A one-way system to be installed to prevent congestion. The loading bay on Ashley Rd at the junction of Watermead Way to be suspended and a prohibition of waiting to be in place on Ashley Rd between the junction of Watermead Way and Burdock Rd.	7/6/19 Access Only Closure 11.00 – 20.30 Full Closure 20.30 – 05.00 (the following day) 8/6/19 Access Only Closure 05.00 – 20.30 Full Closure 20.30 – 06.00 (the following day) One Way System (Ashley Rd) 7/6/19 Installed between 07.00 – 10.00 9/6/19 Removed between 05.00 – 10.00 *Timings subject to consultation*	10 ,13.5

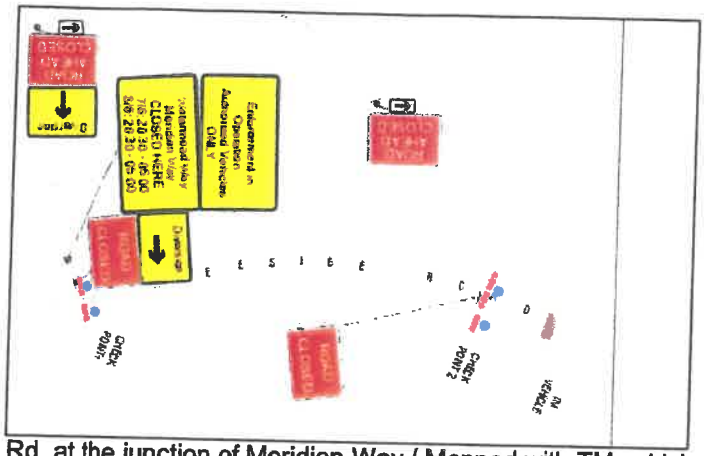
Item: Bus stop suspensions and relocations Description: - Northumberland Park Rail Depot Stop proposed to be suspended from 10.00 on 7/6 until 07.00 on 9/6 in accordance with the planned traffic management in figure 17. - Bus stops within closure area of Watermead/Meridian Way (Southbound) to be suspended during the egress phase of the event (20.30 – 05.00).	N/A	N/A
Item: Barrier Planning Barrier will be used to control crowd movements at key junctions and pinch points, and along the walking route from the venue to Tottenham Hale station. A map of barrier configurations will be included in Appendix O - the ingress and egress management plan.	Timings to be added	N/A
Item: Variable Message Signage (VMS) Description: To provide crowd directions and crowd calming messaging. Locations: - Leeside Rd prior to junction with Watermead Way – To provide crowd directions towards Meridian Water and Tottenham Hale - Tottenham Hale Station - To provide crowd directions towards separate queues for the underground and national rail lines. - Tottenham High Rd – Advance warning for road closure	Dates to be added	N/A
Item: Parking Restrictions // Enforcement // No parking signage Description: **Enfield / Haringey** Objectives: Preventing parking on Watermead Way Preventing parking on Leeside Rd Preventing parking on Harbet Rd Maintaining access to key bus depots Preventing unsafe parking in unauthorised areas Preventing parking on Ashley Rd to facilitate a temporary taxi rank Permit parking scheme – Garman Rd, Sedge Rd, Marigold Rd **Waltham Forest** Objectives: Preventing parking on residential streets in Waltham Forest – special signage to be placed on the access to the following roads: - Folly Lane - Lawrence Ave - Sinnott Rd - Durban Rd Special signage:  	Installed 5-6 June, Removed 8-9 June	4.1-4.2

Item: Road closures to maintain unrestricted access to local bus garages Description: To prevent unauthorised access and parking that might restrict access to bus depots accessed via Marsh Lane and Hawley Rd / Towpath Rd. Locations: - Marsh Lane - Hawley Rd / Towpath Rd  Existing security positions on Hawley Rd / Towpath Rd to manage access subject to approval from LBE regeneration team.	Timings to be added	11,12

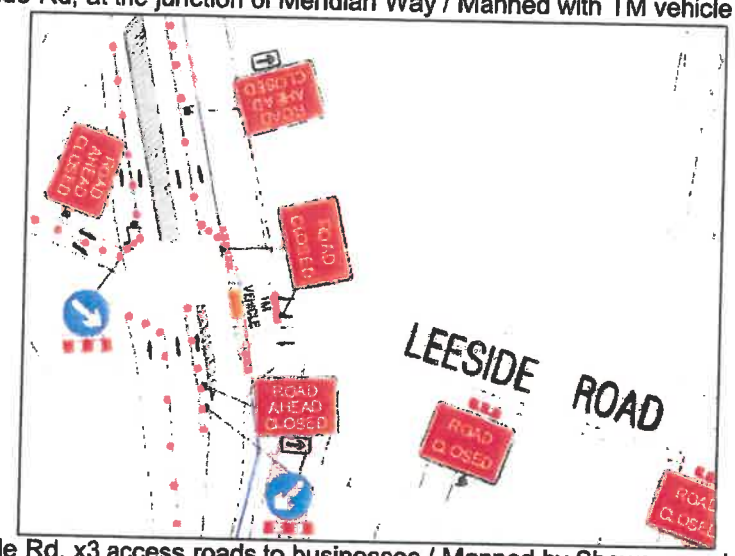
Item: Restricted access Orbital business park (Private Rd) Description: Access to Orbital business park to be restricted. Showsec security personnel to manage vehicular access.  	Timings to be added	N/A
Item: Prohibition of waiting Description: Locations - - Glover Drive - Ashley Rd - Harbet Rd - Leeside Rd (Both Sides) Eastbound from Meridian Way for a distance of 275m.	Installed: 6/6/19: Removed: 9/6/19	12, 13.1-13.6

Item: Watermead Way / Meridian Way Road Closure Description: A managed road closure of Watermead Way / Meridian Way during the egress phases of the event. Traffic management plan updated to include road closure following feedback from safety advisory group. Road closure locations proposed based on information provided by Enfield and Haringey Highways. Location:  **Closure Points:** - Meridian Way / South of Glover Drive / Manned with TM vehicles (x2) // Closure with inner cordon  	7/6/19: 20.30 – 05.00 (the following day) 8/6/19: 20.30 – 05.00 (the following day)	13.1-13.6, 14.1-14.3

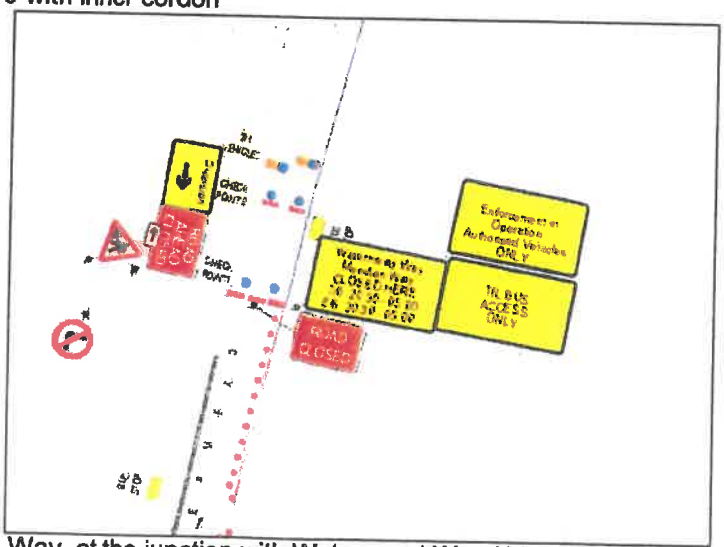
- Leeside Rd, West of Meridian Way / Manned with TM vehicle (x1) // Closure with inner cordon



- Leeside Rd, at the junction of Meridian Way / Manned with TM vehicle (x1)



- Leeside Rd, x3 access roads to businesses / Manned by Showsec and fenced
- Watermead Way, at the junction with Sedge Rd / Manned with barriers
- Watermead Way, access to power station / Manned by Showsec
- Watermead Way, at the junction with Marigold Rd / Manned with barriers
- Watermead Way, access to marshes car park / Manned by Showsec
- Watermead Way, at the junction with Burdock Rd / Manned with TM vehicles (x2) // Closure with inner cordon



- Cygnet Way, at the junction with Watermead Way / Manned with barriers
- Watermead Way, at the junction with Ashley Rd / Manned with barriers

Number of TM vehicles: 6

Half Closure Points
Monument Way, at the junction with Park View Rd – Taper to reduce number of vehicles traveling on to Watermead Way
The Hale, at the junction with Monument Way – Taper to remove x1 filter lane to reduce volume of traffic turning Eastbound from the Hale on to Monument Way
Leeside Rd, junction with Willoughby Ln / Manned
Leeside Rd, junction with Brantwood Rd/Dysons Rd/Willoughby Ln / Manned

Diversion Routes:
Watermead Way / Meridian Way Northbound
Monument Way (A503) // Tottenham High Rd (A10) // North Circular (A406)
Watermead Way / Meridian Way Southbound
Glover Drive // Meridian Way // Conduit Lane // North Circular (A406)

Road Ahead Closed and Advisory Signage
Conduit Lane
Argon Rd
Harbet Rd
Claremont St, junction with High Rd
Brantwood Rd, junction with High Rd
Northumberland Park, junction with High Rd
Park Ln, junction with High Rd
Lansdowne Rd, junction with High Rd
Ferry Lane, junction with Broad Lane
Broad Lane, junction with High Rd

*Advance signs to be installed in advance of 20.00, closure signage and vehicles to be positioned between 20.00-20.30.

Managed Access Plan
Businesses and persons affected from the following locations will be consulted and details of their access plan communicated pre event.
Locations:
Northumberland Park Bus and Tube Depots
Garman Rd
Sedge Rd
Marigold Rd

- Permits to be issued to persons requiring access.

TfL Buses
Bus access will be permitted at all closure points at all times

All other vehicles
Vehicle permits to be issued to affected persons businesses. Leeside Rd closure to allow access to those with a vehicle permit. Access and exit to be via Leeside Rd only.

Emergency access
Permitted at all closure points at all times

EMERGENCY ACCESS

Two emergency access routes will be in operation for the event site:

- Route 1 | via Argon Rd - Orbital Business Park, Argon Rd.
- Route 2 | via Leeside Rd - access road from Leeside Rd via bridge to event site.

CONSIDERATION OF OTHER LOCAL EVENTS AND WORKS

EVENTS

At time of writing, there are no major events planned in close proximity to the event site on the 7th or 8th June 2019.

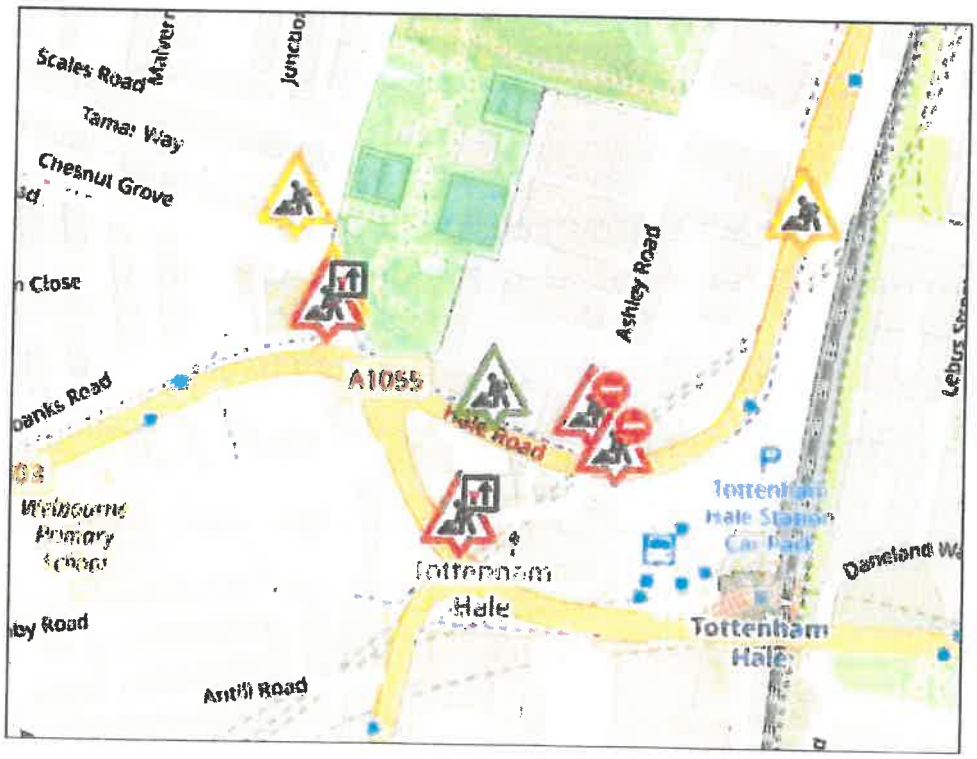
STREETWORKS

At time of writing no major works are shown on the A406 on the 7th or 8th June.

Works are planned on Meridian Way, Edmonton, Enfield (A1055) north of the A406 on the 8th and 9th June for the maintenance of street lighting. A road closure is planned to be in place under works reference EM55500035511 (roadworks.org).

Various works are proposed in the area surrounding Tottenham Hale station, including: Ashley Rd, reference: FG004THIWVF06, Watermead Way, reference: FG004THIWVF05, FG004THIWVF04. Consultation underway with works operators Volker Fitzpatrick and Haringey highways to coordinate works during the live phase of the event. The planned road closure of Ashley Rd has been moved in order to facilitate the proposed event traffic management.

WORKS OVERVIEW MAP – TOTTENHAM HALE



RAIL WORKS

As confirmed by John Baker (Enfield) and Kevin Sullivan (Network Rail), the planned works to demolish Angel Rd station over the weekend 8-9 June have been rescheduled, as such the mainline serving Tottenham Hale and Meridian Water will be operational for the event.

CONTINGENCY PLANS

TABLE 15: CONTINGENCY PLANS

CONTINGENCY PLAN TABLE
Meridian Water station not operational for the event
Should Meridian Water station not be operational for the event, it is projected that Tottenham Hale station would experience an uplift in usage and need to cater for the full demand of the projected national rail transport usage. Based on current forecasts: - 6,250 people are projected to use national rail services during the ingress phase of the event - 3,719 attendees are projected to use national rail services during egress phase 1. Services routing through Tottenham Hale have capacity to cater for the demand. During the egress phase 1, it is projected that national rail services routing through Tottenham Hale towards London Liverpool St / Stratford have an available capacity of 4,000 persons on Friday the 7th June and 6,000 persons on Saturday the 8th and thus have sufficient capacity to cater for the increased demand.
Rail incident during ingress phase causing network rail services to be suspended or restricted
Tottenham Hale: Tottenham Hale national rail station not available during ingress phase. - Event communications team to develop communications plan for customer messaging in this instance. - Usage of underground services and Meridian Water station to be promoted. - Increase in mode shares for other transport modes to be expected (taxi, bus, walk, cycle).
Meridian Water: Meridian Water Station not available during Ingress phase. - Event communications team to develop communications plan for customer messaging in this instance. - Tottenham Hale station to be promoted as primary transport hub. - Increase in mode shares for other transport modes to be expected (taxi, bus, walk, cycle).
Rail incident during egress phase causing network rail services to be suspended or restricted
Tottenham Hale - VMS content to be amended to inform attendees and re-route to Meridian Water and alternative transport options, including London Underground services at Tottenham Hale.
Meridian Water: Meridian Water - VMS content to be amended to inform attendees and re-route to Tottenham Hale and alternative transport options. - Crowd management to take place on Leeside Rd to re-route attendees towards Tottenham Hale.
Event Finishing Early // Full or partial evacuation to the south
- Queue systems at Tottenham Hale to be installed to allow crowd management to take place at station entrance. - Leeside Rd full closure to be implemented. - Cygnet Way full closure to be implemented
Mode Share Increases beyond projection – Queues at Tottenham Hale for Underground
- VMS content to be amended to promote use of Meridian Water and national rail services at Tottenham Hale
Mode Share Increases beyond projection – Meridian Water
- Based on provisional timetabling for Meridian Water, services routing through the station during egress phase 1 have sufficient capacity to transport over and above the projected demand. - Crowd management to take place on Leeside Rd to control the volume of people accessing the station. - VMS content to be amended to promote use of Tottenham Hale. -
Victoria Line suspension
Victoria Line Unplanned Suspension during ingress phase - Event communications team to develop communications plan for customer messaging in this instance. - Meridian Water station to be promoted as primary transport hub. - Increase in mode shares for other transport modes to be expected (national rail, taxi, bus, walk, cycle) **Victoria Line Unplanned Suspension during egress phase 1** - Event communications team to develop communications plan for customer messaging in this instance. - VMS content to be amended to advise attendees of transport options. - Meridian Water station to be promoted as primary transport hub. - Increase in mode shares for other transport modes to be expected (national rail, taxi, bus, walk, cycle) - Customers routing to Tottenham Hale directed to use national rail services from Tottenham Hale or to be re-routed to Seven Sisters which is served by London Overground, Victoria Line and national rail services. Contingency staffing to be deployed along walking routes to support crowd directions.

In the event of a line suspension of the Victoria Line it is anticipated that the majority of the demand for the underground would shift to national rail services from both Meridian Water and Tottenham Hale. The total projected demand for underground and national rail services during egress phase 1 is 12,644.

On Friday the 7th June it is projected that, based on proposed timetabling, Meridian Water station has a maximum available capacity of 8,500 persons. On Saturday the 8th June it is projected that, based on proposed timetabling, Meridian Water station has a maximum available capacity of 7,000 persons. This is based on a loading capacity of 500 persons per train. it is however projected that train capacities are likely to be in the region of 1,000 – 1,100 persons per train and as such, customers would also be able to board services at Tottenham Hale. Should a capacity of 1,000 persons per train be achieved, by loading trains at both Meridian Water and Tottenham Hale, it is anticipated that the projected demand of 12,644 could be cleared by 13 trains. On Friday 7th June there are projected to be a total of 17 available trains during egress phase 1, on Saturday the 8th June, there are projected to be a total of 14 available trains during egress phase 1.

Victoria Line Unplanned Suspension during egress phase 2

- Event communications team to develop communications plan for customer messaging in this instance.
- VMS content to be amended to advise attendees of transport options.
- Increase in mode shares for other transport modes to be expected (taxi, bus, walk)

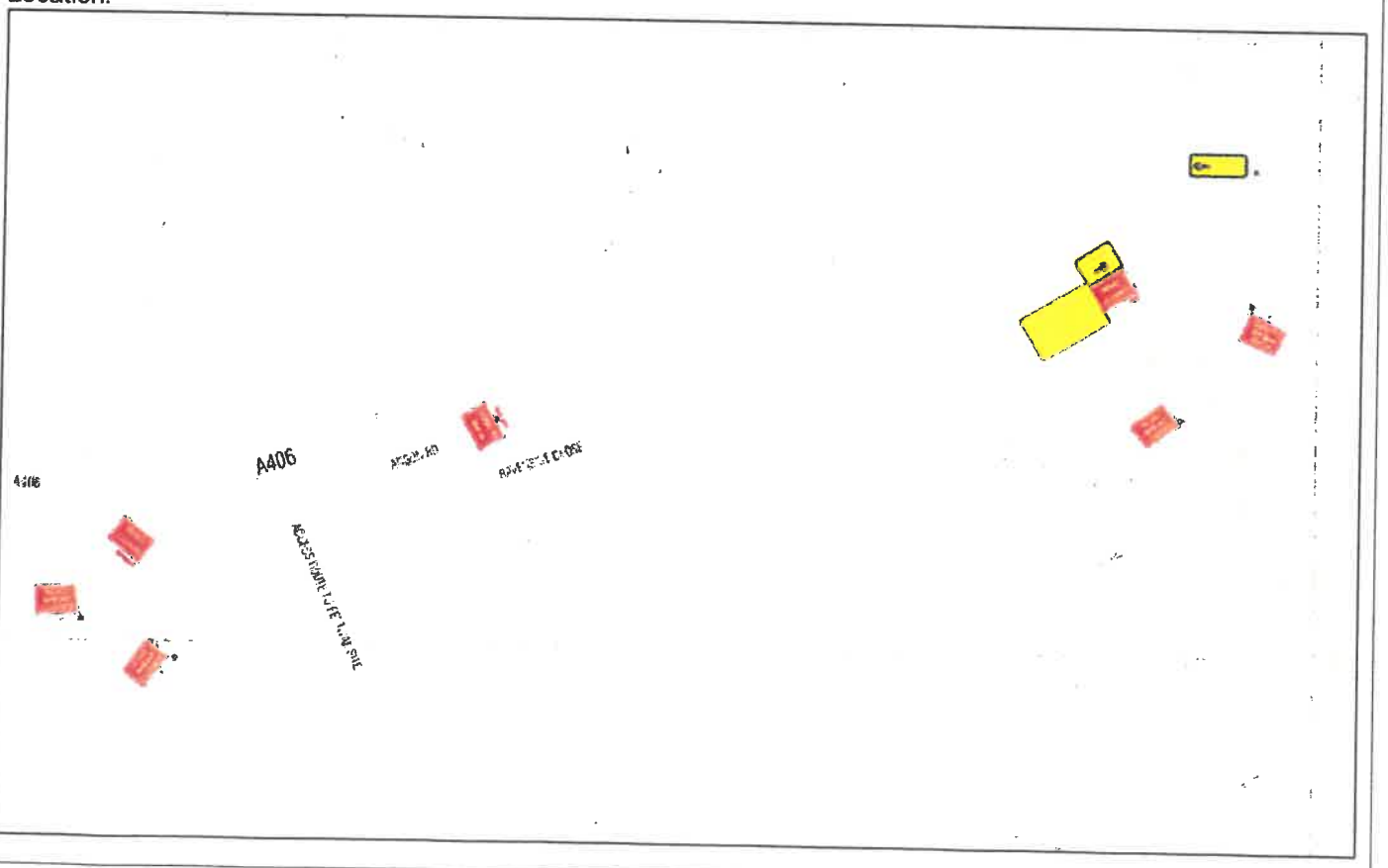
Evacuation of the event site resulting in northern evacuation route being used

Argon Rd – Rd Closure

It is requested that the traffic order allows for the closure of Argon Rd, from the junction with Harbet Rd to the junction with the roundabout to the north east of the Tesco superstore to allow for Argon Rd to be closed in the event of a full or partial evacuation of the event site, where the northern evacuation routes are used. Traffic management staff would be redeployed to install closures at the following locations:
Argon Rd, at junction with Harbet Rd – Access maintained to Ravenside Retail Park
Argon Rd, west of access to retail park
Argon Rd, at roundabout with Tesco

Once closure installed temporary fencing to be installed by the event production team on Argon Rd to create a physical barrier between Argon Rd and the A406.

Location:

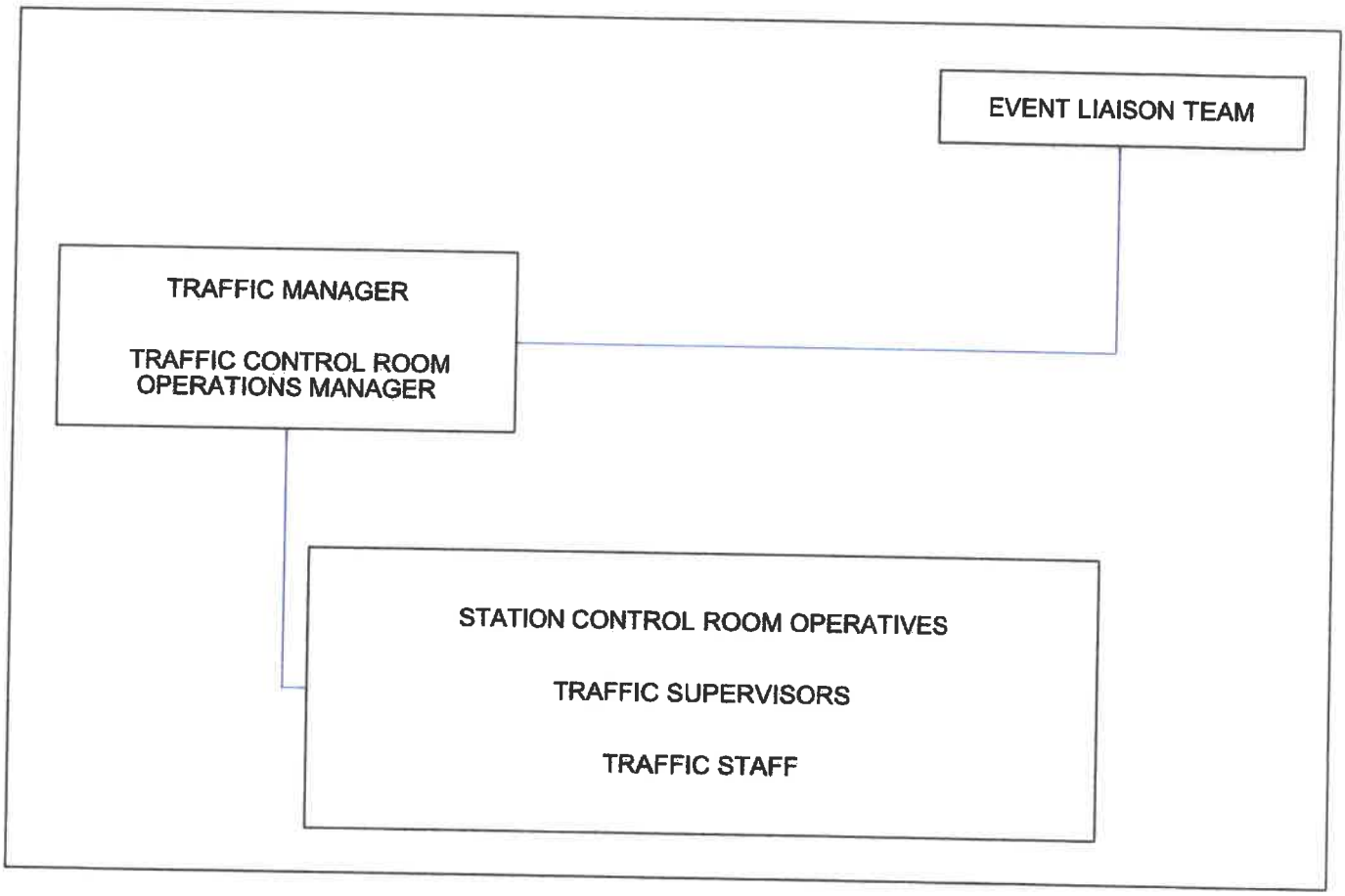


Congestion around closure point – Meridian Way / Glover Drive during egress phase closure
In the event of congestion at the closure point of Meridian Way at the junction of Glover Drive, permission is sought for CSAS accredited traffic marshals to direct traffic through red signal phases. Should queues build up for traffic exiting the retail park and pick up and drop off point, and the phasing of the signals be a factor, if deemed safe to do so by the ELT, traffic marshals would direct traffic through red signal phases. Subject to approval from Ikea and Tesco, additional exit signage to be deployed within their car parks to route exiting traffic via the A406 to reduce congestion on Glover Drive.

COMMUNICATIONS PLANNING

CPA will station an operative in the event control room. The CPA control room operator to have phone communication to other nearby stations, and also TfL buses and TfL streets control rooms.

TRAFFIC COMMUNICATIONS PLAN



COMMUNICATIONS PLAN WITH TRANSPORT HUBS AND STAKEHOLDERS

Representatives from the event management team will be based in station control rooms at Tottenham Hale and Meridian Water during peak times to enable effective lines of communication between the event control room and the stations.

TABLE 16: MANAGED ACCESS PLAN – WATERMEAD / MERIDIAN WAY CLOSURE

ACCESS PLAN			
CLOSURE POINTS AND ACCESS DETAILS			
CLOSURE POINT	**CLOSURE TIMES**	**CLOSURE ACCESS DETAILS**	**PERMIT ACCESS**
Watermead Way, at the junction with Burdock Rd	7/6/19 - 20.30-05.00 (The following day) 8/6/19 - 20.30-05.00 (The following day)	TfL Buses Emergency access only Permit holders	Permit 1 and 1A
Meridian Way, at the junction with Glover Drive	7/6/19 - 20.30-05.00 (The following day) 8/6/19 - 20.30-05.00 (The following day)	TfL Buses Emergency access Permit holders	Permit 1 and 1A
Leeside Rd, at the junction with Willoughby Lane	7/6/19 - 20.30-05.00 (The following day) 8/6/19 - 20.30-05.00 (The following day)	TfL Buses Emergency access Permit holders	Permit 1 and 1A
Leeside Rd, eastbound from the junction with Meridian Way	Business access only 7/6/19 - 11.00-20.30 8/6/19 - 11.00-20.30	Access permitted for emergency vehicles and vehicles associated with business use	N/A
	Full closure – Emergency access only 7/6/19 - 20.30-05.00 (The following day) 8/6/19 - 20.30-05.00 (The following day)	Emergency Access Only during sterile period (20.30-05.00)	Emergency Access Only
Hawley Rd / Towpath Rd	Business access only 7/6/19 - 12.00-00.00 8/6/19 - 12.00-00.00	TfL Buses Emergency Access Permit holders Regular business usage	Permit 2
Marsh Lane	Business access only 7/6/19 - 12.00-00.00 8/6/19 - 12.00-00.00	TfL Buses Emergency Access Permit holders	Permit 1A
ROAD CLOSURE RESIDENTS LETTERS (SEE FIGURE 16.1 – 16.3)		**PERMITS**	
Letter 1: Marsh Ln, Marigold Rd, Garman Rd, Sedge Rd (Figure 16.1)		Permit 1 and 1A (TfL Staff)	
Letter 2: Leeside Rd Industrial Estate – sterile area (Figure 16.2)		Permit 1	
Letter 3: Towpath Rd Industrial Estate (Figure 16.3)		Permit 2	

PERMIT ACCESS AND PARKING SCHEME

Details // Permits to be issued to affected businesses and residents which will permit access and on street parking in accordance with the temporary traffic order: Copy of access/parking permit:

Permit 1: Access via Leeside Rd closure and Parking within temporary controlled zone

Permit 1A: Access via Leeside Rd closure, Parking within temporary controlled zone and access to TfL depots.

Permit 2: Access to Hawley Rd / Towpath Rd

OVERVIEW OF DISTRIBUTION AREA AND PERMIT PARKING


A406
A1009 Walthamstow Ave
LETTER 3

SUMMARY

This document examines the capacities and service frequencies at local transport hubs and details the traffic management provisions proposed to be put in place for Field Day festival, planned to take place in Meridian Water on the 7th and 8th June 2019. The plan covers the build, break and live event phases, detailing the provisions to be put in place to manage vehicular traffic and enable the safe ingress and egress of persons to the event.

Build and Break Phase Provisions:

- Chapter 8 compliment signage to route vehicles associated with the event.
- Traffic banksmen to facilitate access to the site for large vehicles.

Live Event Phase Provisions:

- Advance warning signs to notify road users of the event, road closures and temporary speed limit.
- A designated taxi pick up and drop off point // subject to approved land use.
- An access only road closure of Leeside Rd during the ingress phase of the event.
- A full road closure of Leeside Rd during the egress phase of the event.
- Temporary pedestrian crossing of Meridian Way to facilitate a safe crossing point for customers routing to/from Meridian Water Station.
- Cycleway suspension – Meridian Way / Watermead Way.
- A temporary 20mph speed limit – Meridian Way / Watermead Way.
- A managed road closure of Meridian Way / Watermead Way for the egress phases of the event. An access plan to be implemented to maintain access for buses and businesses located on Marigold Rd, Garman Rd, Sedge Rd.
- A barrier plan to segregate pedestrians and vehicles on in accordance with the proposed traffic management.
- Cygnet Way closure and temporary taxi rank suspensions at Tottenham Hale station to allow for more queuing space for persons accessing Tottenham Hale station during the peak egress phase of the event.
- A stewarding and external security team to route attendees to/from local transport hubs.
- Road closures and parking enforcement to prevent unsafe parking or access restrictions on key roads and routes, including the access routes to bus depots on Marsh Lane and Towpath Rd.
- A prohibition of waiting on Glover Drive, Leeside Rd, Ashley Rd and Harbet Rd.
- Control room operatives in the event control room and in Tottenham Hale and Meridian Water stations.

ACTION POINTS

- Customer transport use survey // to be completed in April 2019
- Watermead / Meridian Way Cycle use survey // to be completed in April 2019
- Confirmation on land use for Ikea pick-up and drop off point
- Confirmation on levels of parking enforcement // to be included in a future version of this document.
- Ongoing consultation with Tesco/IKEA. Consultation to talk place regarding exit routes during peak times.
- Barrier plan for Meridian Water station to be developed following receipt of plans for layout of area outside the station.
- Diversion route checks for HGVs.
- Directional signage for the pick up and drop off point at Ikea - to be added
- Directional signage for hackney carriages at Tottenham Hale - to be added.
- Attendance at a 'preparing for the opening' meeting with Network Rail for Meridian Water Station on the 23/4

HIGHWAYS LICENSES AND APPLICATIONS

- TTRO Application(s) and Parking Enforcement Confirmations – To be submitted
- Bus Stop Suspensions – To be submitted
- Tottenham Hale Taxi Rank Suspension / Relocation – To be submitted

NOTES

This TMP is in draft form and remains a draft until the document status is changed to 'final'. It is important to note that while the document reaches a point whereby all the agencies agree to the document, the document and its contingencies must remain flexible to accommodate any changes that may occur during the implementation stage of the plan. This is a working document. Feedback and consultations will take place to enable the development of this plan.

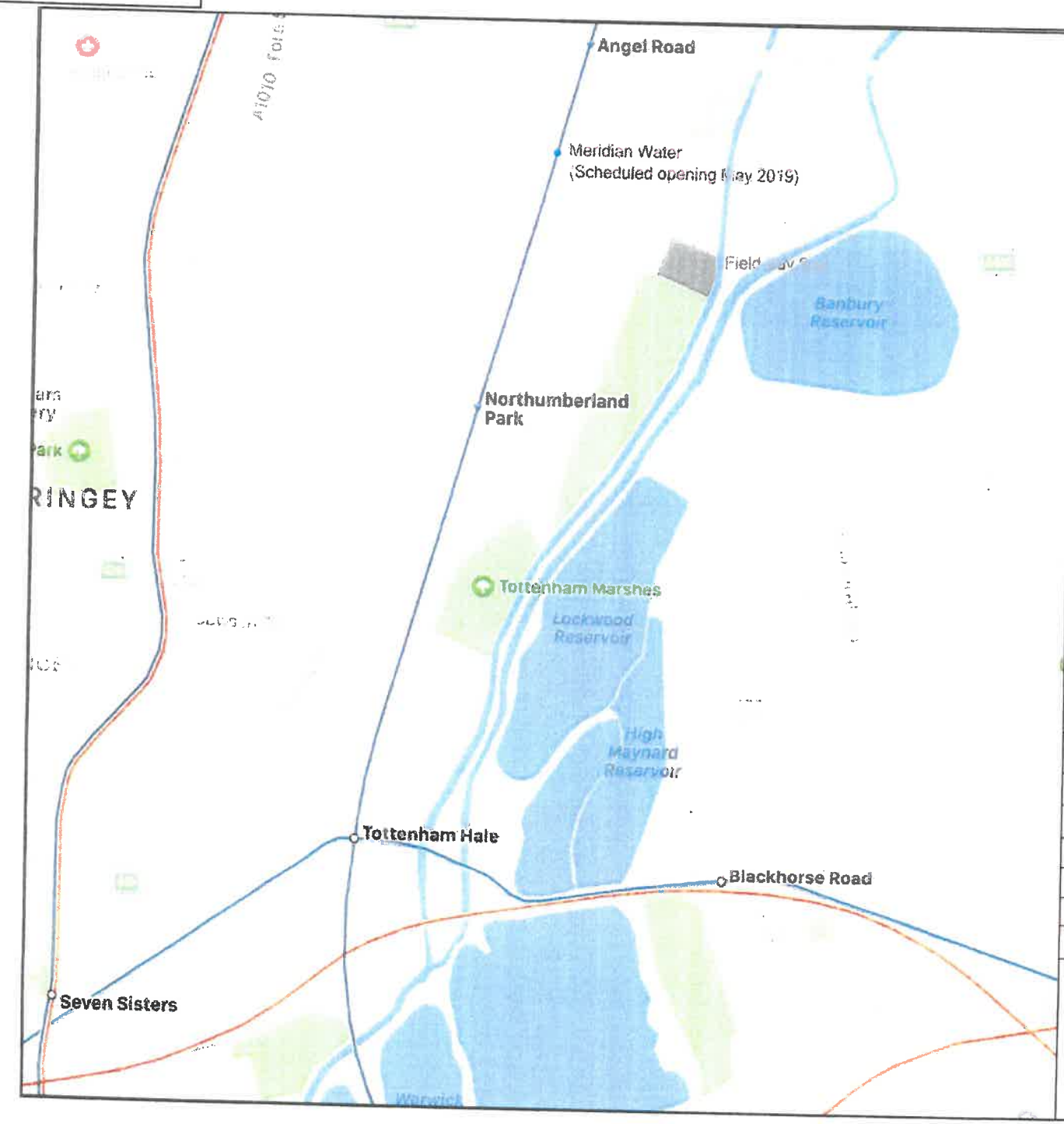
APPENDICES

FIGURE NUMBER	DESCRIPTION
1	Site Location and Nearby Transport Hubs
2	Site Gates and Overview
3	Overview Ingress and Egress Routes
4.1 – 4.2	Build and Break Phase Signage and Advance Warning Signs
5	Watermead Way Speed Reduction
6	Clearway Signs Plan
7	Cycle Lane Suspension
8	Meridian Way Pedestrian Crossing
9	Leeside Road Access Only Closure
10	Cygnet Way Access Only Closure and Ashley Rd One Way System
11	Marsh Lane Access Only Closure
12	Towpath Rd Access Only Closure and Harbet Rd No Waiting
13.1 – 13.6	Watermead Way/Meridian Way Road Closure Inserts
14.1 – 14.3	Diversion Route / Advance Closure Signs Plan
15.1 – 15.4	PUDO Area Plan
16.1 – 16.3	Managed Access Plan Letters 1-3
17	Watermead Way Ingress Phase TM – Lane reduction and bus stop suspension
18	Argon Rd Contingency Closure
19	TTRO – to be included in a later version of this document, pending approval

STAKEHOLDER ENGAGEMENT MEETINGS

MEETING DATE(S)	DESCRIPTION
16/10/2018	Initial Field Day planning meeting with Enfield SAG
23/10/2018	SAG Security sub group
7/11/2018	Greater Anglia sub group
20/11/2018	Full SAG
8/1/2019	Transport SAG
11/2/2019	Transport SAG
19/2/2019	Full SAG
22/2/2019	Greater Anglia sub group
28/2/2019	TfL Taxis and PHV site meeting
1/3/2019	Police site meeting
14/3/2019	London Underground Tottenham Hale planning meeting
19/3/2019	Full SAG
23/4/19	Meridian Water Preparing for the Opening Meeting // Network Rail

FIGURE 1 - SITE LOCATION



KEY

- FESTIVAL SITE
- LONDON OVERGROUND
- NATIONAL RAIL LINE
- VICTORIA LINE

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	APPROVED BY
1	06-11-18	FIELD DAY SITE LOCATION	AW	AJ

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: SITE LOCATION AND TRANSPORT LINKS

STATUS: WORK IN PROGRESS

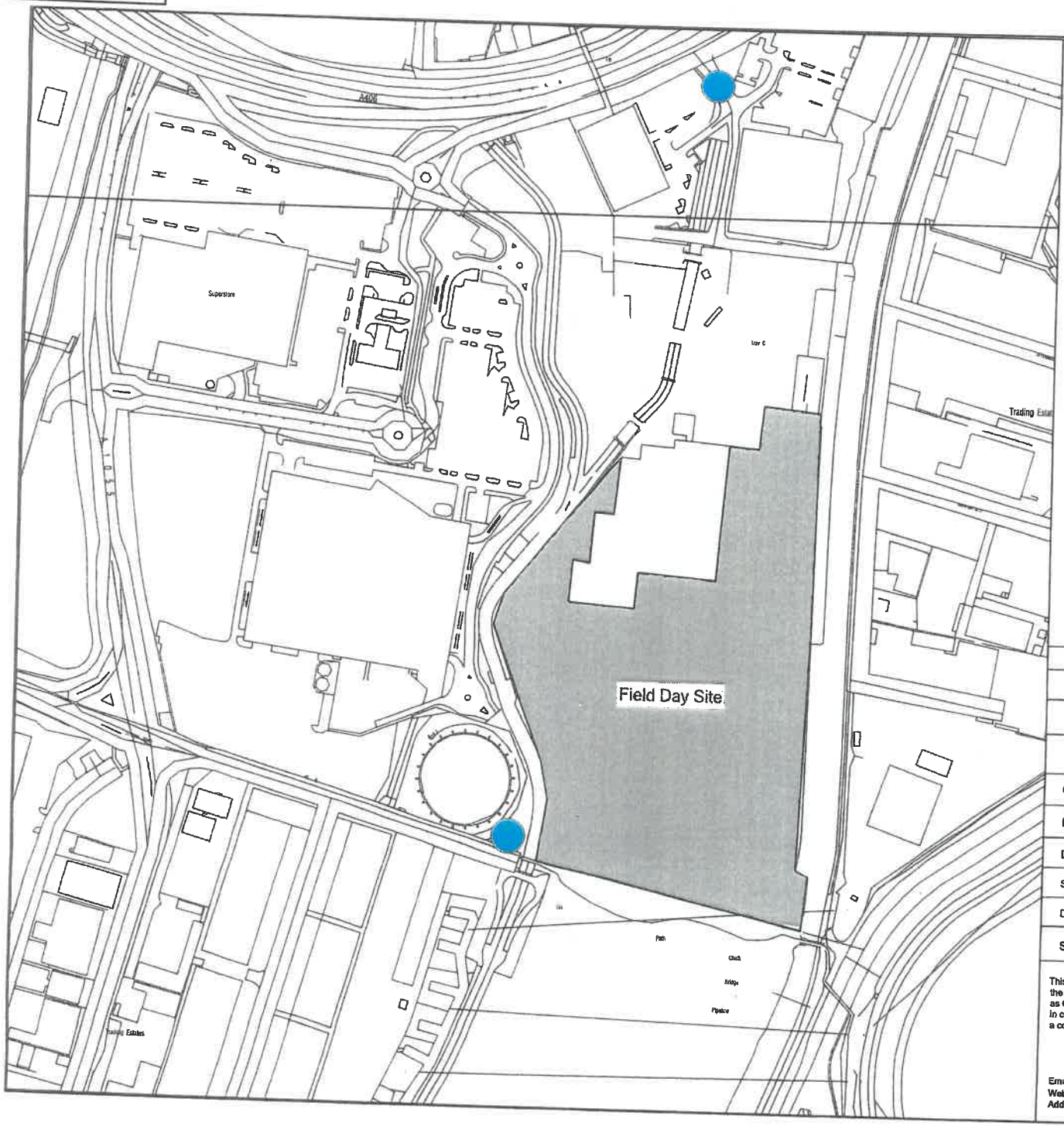
DRAWING NUMBER: BWLFD2019000F1.1

SITE LOCATION: MERIDIAN WATER

CPA EVENTS

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 2 - SITE GATES



KEY

- FESTIVAL SITE
- CAR PARK / PUDO
- GATE

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	APPROVED BY
1	08-11-18	FIELD DAY SITE GATES	AW	AJ
2	05-12-18	FIELD DAY SITE GATES	AW	AJ

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: SITE GATES

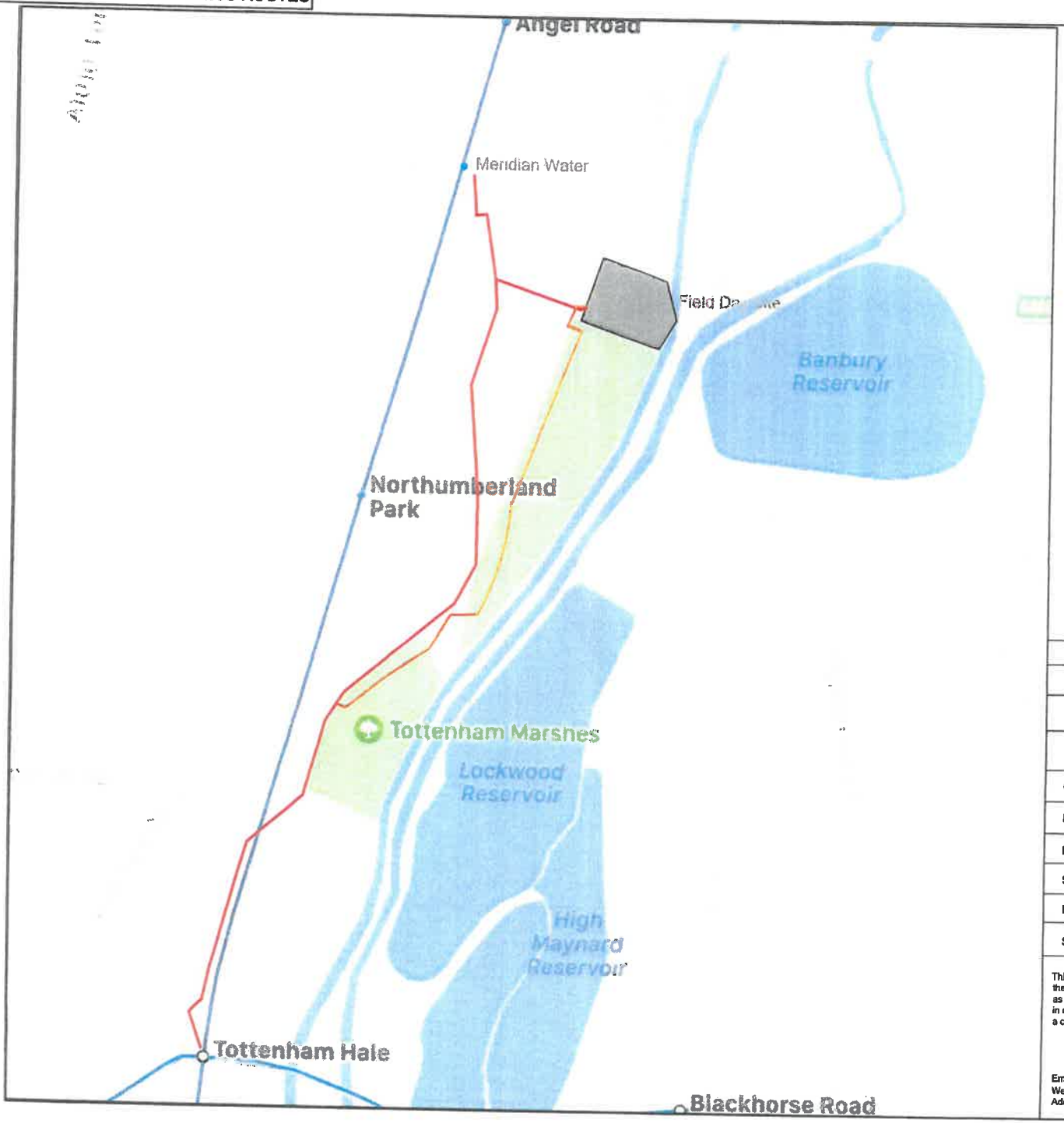
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F2.1

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 3 - INGRESS AND EGRESS ROUTES



KEY

- FESTIVAL SITE
- INGRESS ROUTE
- INGRESS AND EGRESS ROUTE

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	APPROVED BY
1	06-11-18	INGRESS AND EGRESS ROUTES	AW	AJ
2	05-12-18	INGRESS AND EGRESS ROUTES	AW	BPJ
3	11-3-19	INGRESS AND EGRESS ROUTES	BPJ	BG

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: INGRESS AND EGRESS ROUTES

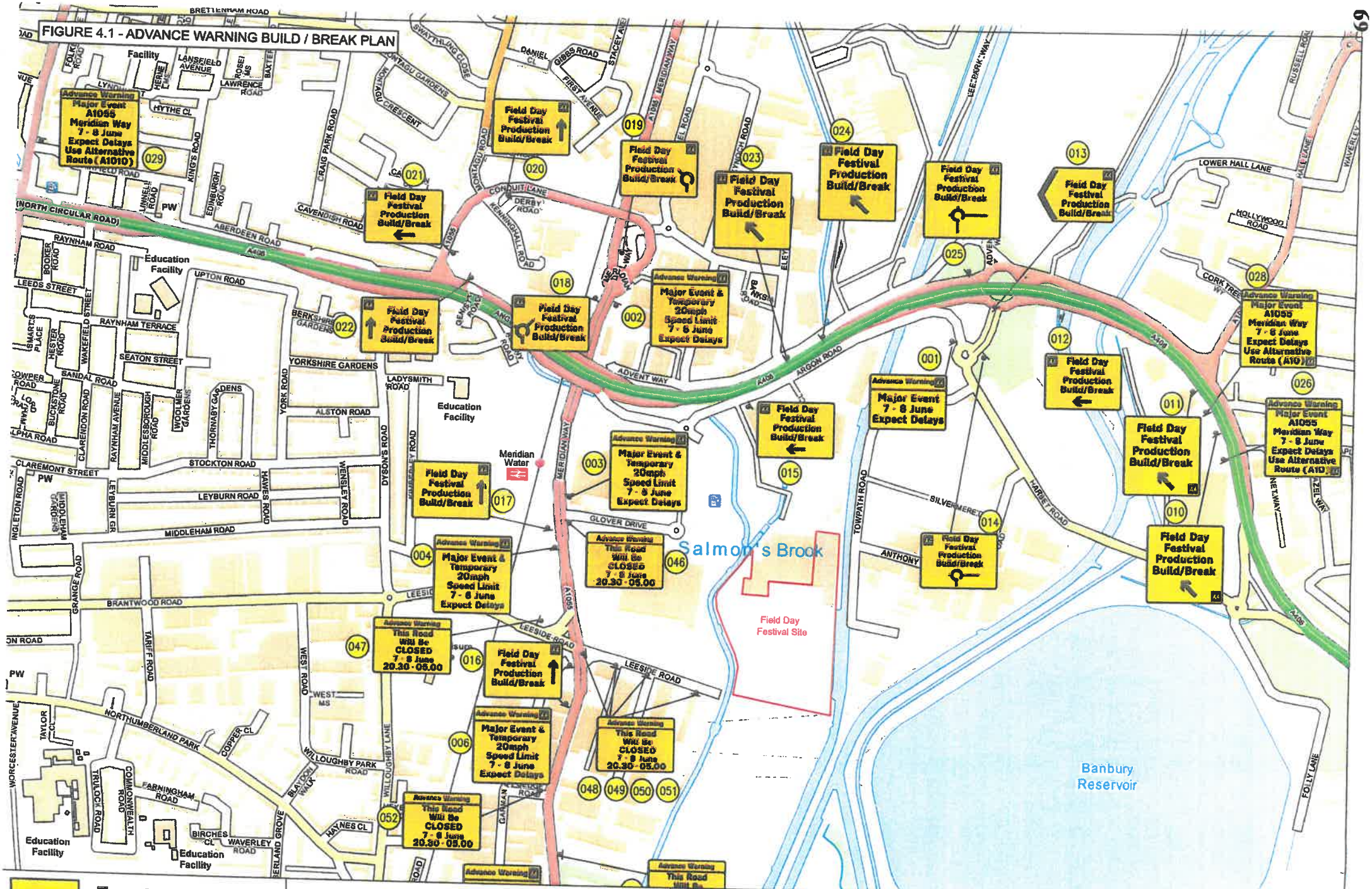
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F3.1

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 4.1 - ADVANCE WARNING BUILD / BREAK PLAN



AA Event Traffic Solutions Basing View Hants, RG21 4EA

Field Day Festival

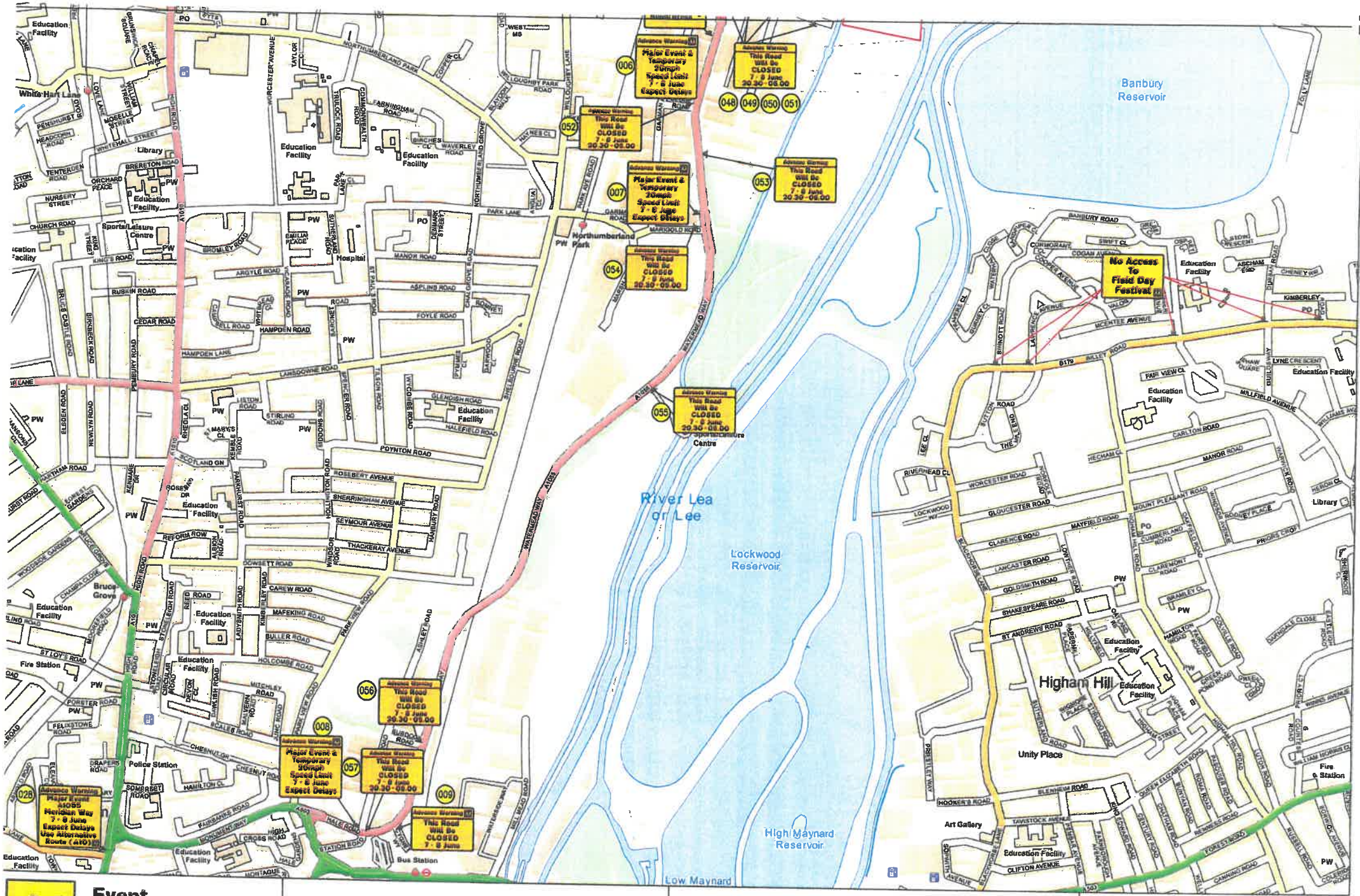
Reference Number

Advance Warning Build/Break Plan 1

DATE 7–8 June 2019

NOT TO SCALE

DRAWING No. BW/001/Y1



Event Traffic Solutions Basing View Hants, RG21 4EA

Field Day Festival

Reference Number

Advance Warning Build/Break Plan 2

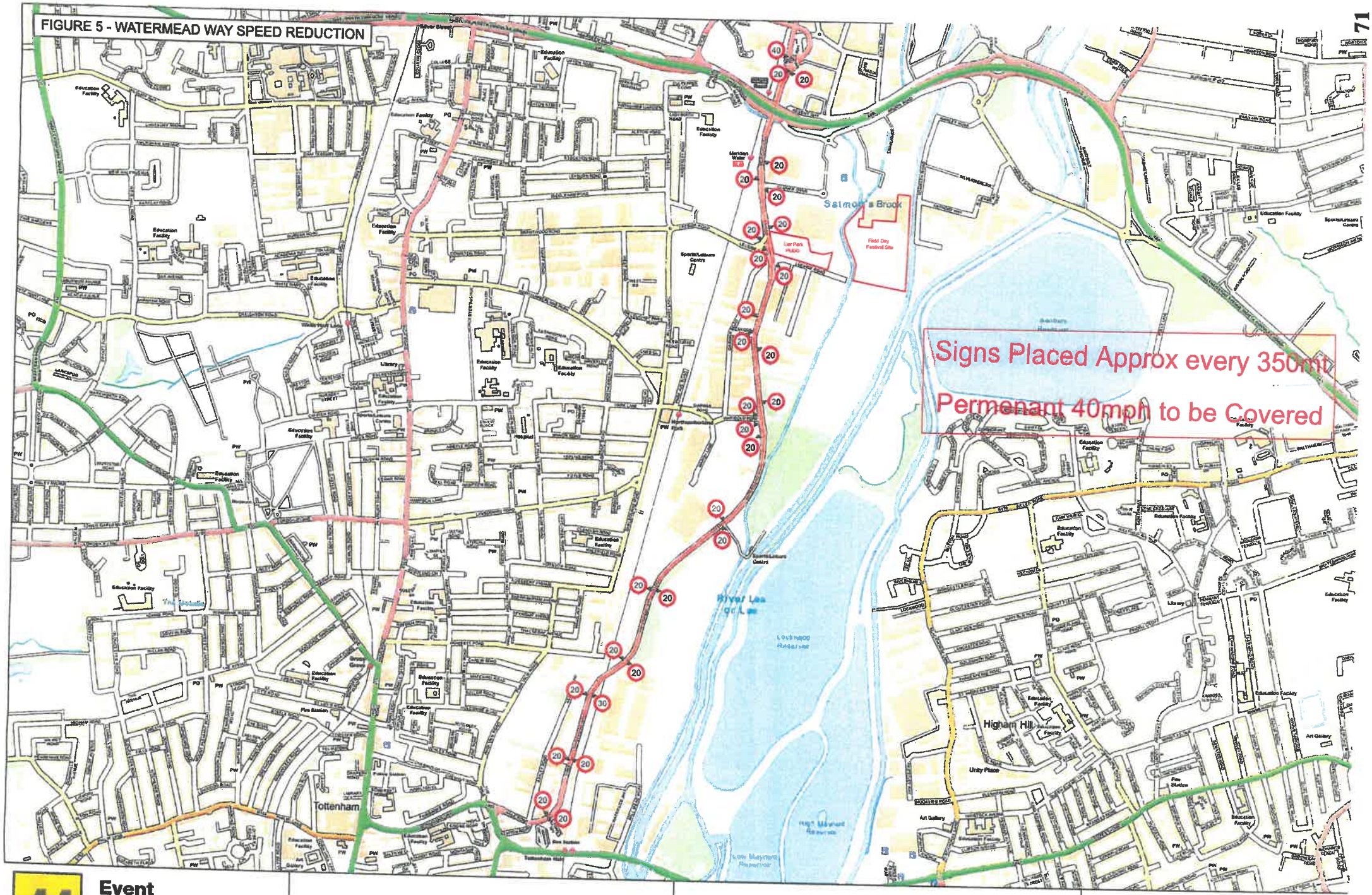
DATE 7–8 June 2019

NOT TO SCALE

DRAWING No. BW/001/V2

Produced BY

FIGURE 5 - WATERMEAD WAY SPEED REDUCTION



Event Traffic Solutions Basing View Hants, RG21 4EA

Field Day Festival

Reference Number

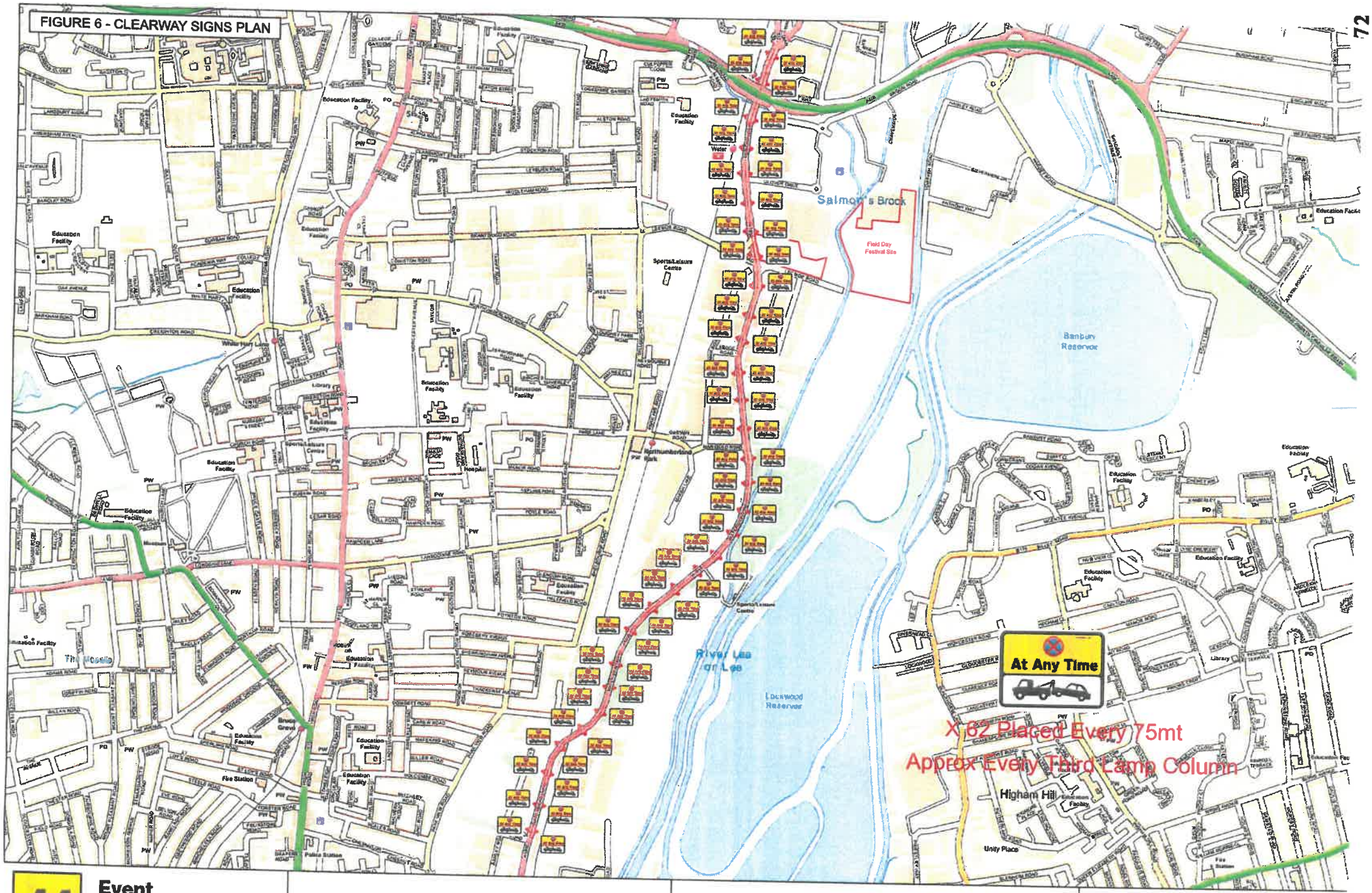
20mph Temporary Speed Limit

DATE 7–8 June 2019

NOT TO SCALE

DRAWING No. Produced BY BW/001/V1

FIGURE 6 - CLEARWAY SIGNS PLAN



AA Event Traffic Solutions Basing View Hants, RG21 4EA

Reference Number

Field Day Festival

Temporary Clearway Plan

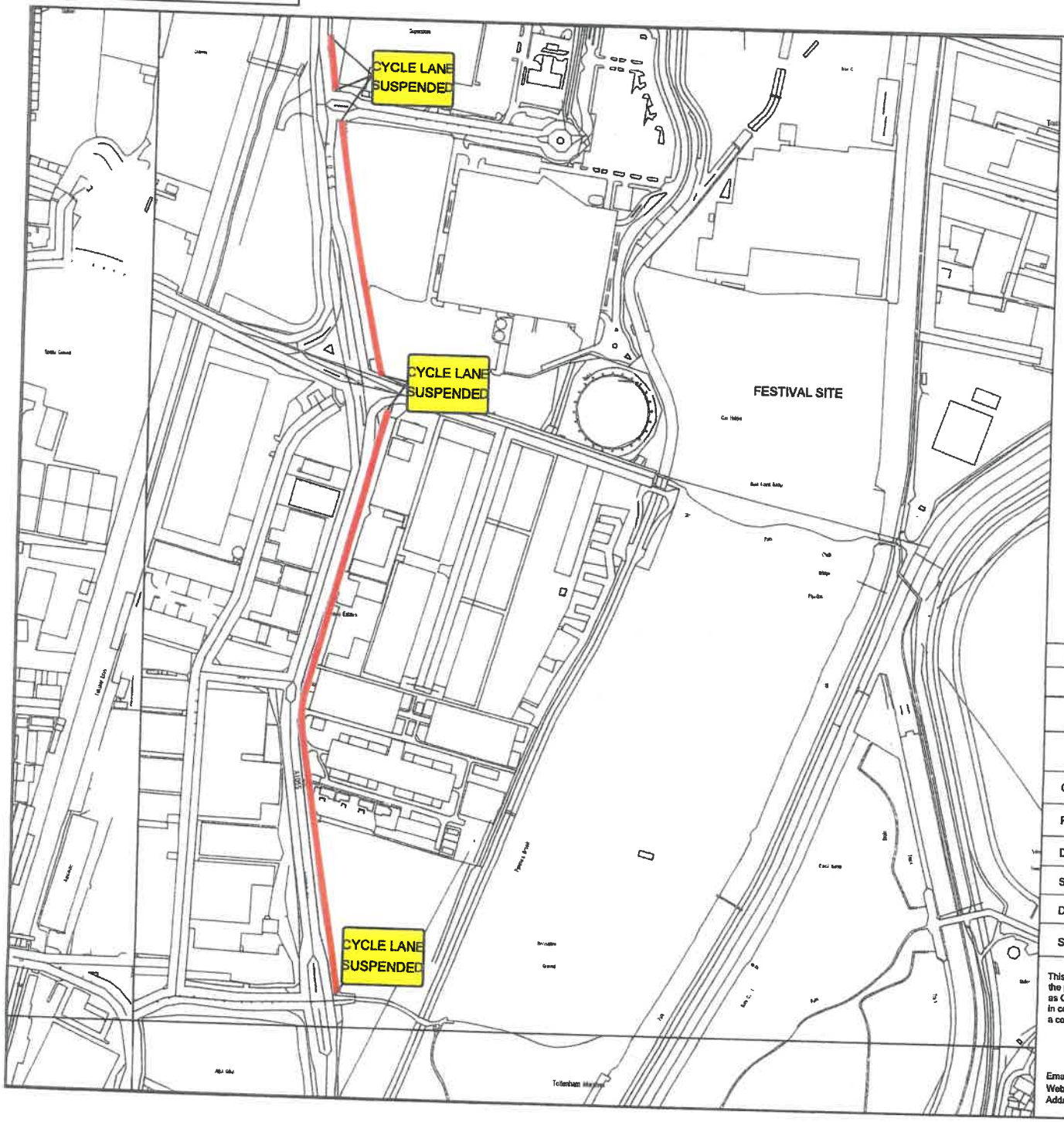
DATE 7–8 June 2019

NOT TO SCALE

DRAWING No. BW/001/V1

Produced BY

FIGURE 7 - CYCLE LANE SUSPENSION



KEY

CYCLE LANE SUSPENSION

Cyclists dismount and use footway signs to be added

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	APPROVED BY
1	06-11-18	CYCLE LANE SUSPENSION	AW	AJ

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: CYCLE LANE SUSPENSION

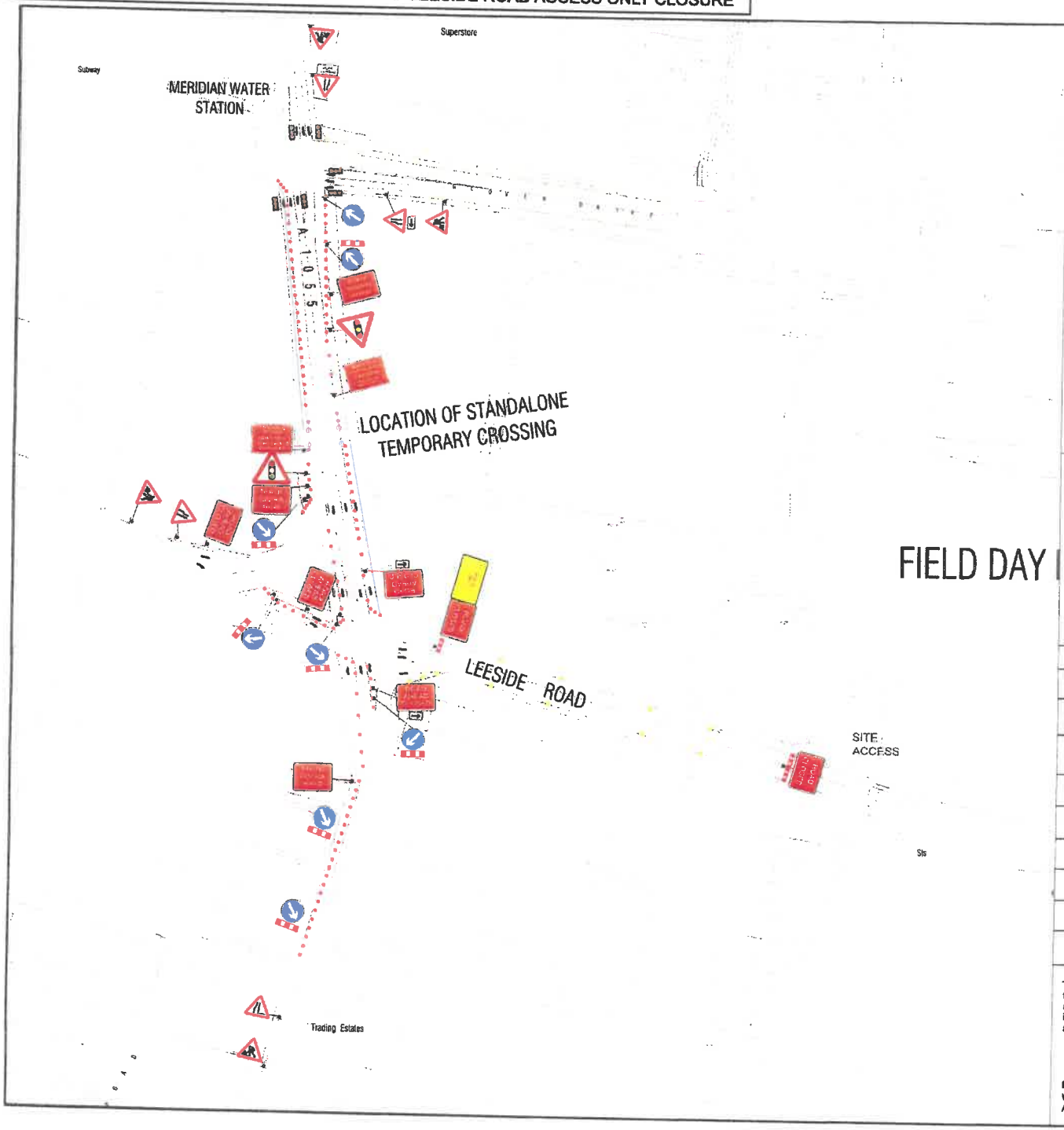
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F5.5.1

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 8 MERIDIAN WAY PEDESTRIAN CROSSING AND LEESIDE ROAD ACCESS ONLY CLOSURE



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- A MINIMUM CARRIAGEWAY WIDTH OF 4M TO BE MAINTAINED THROUGH WORKS SITE
- MINIMUM WIDTH OF SIDEWAYS SAFETY ZONE: 0.5M
- WORKFORCE IN ROAD SIGN TO BE INSTALLED DURING THE INSTALL / REMOVAL PERIOD
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

KEY

- STAFF POSITION
- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- PED X SIGNAL HEAD
- TM VEHICLE
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
2	7-02-19	MERIDIAN WAY PED X	BJ	BG, BW, MB
3	12-04-19	MERIDIAN WAY PED X AND LEESIDE RD CLOSURE ACCESS ONLY PHASE	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: MW PED X // LEESIDE RD CLOSURE (ACCESS ONLY PHASE)

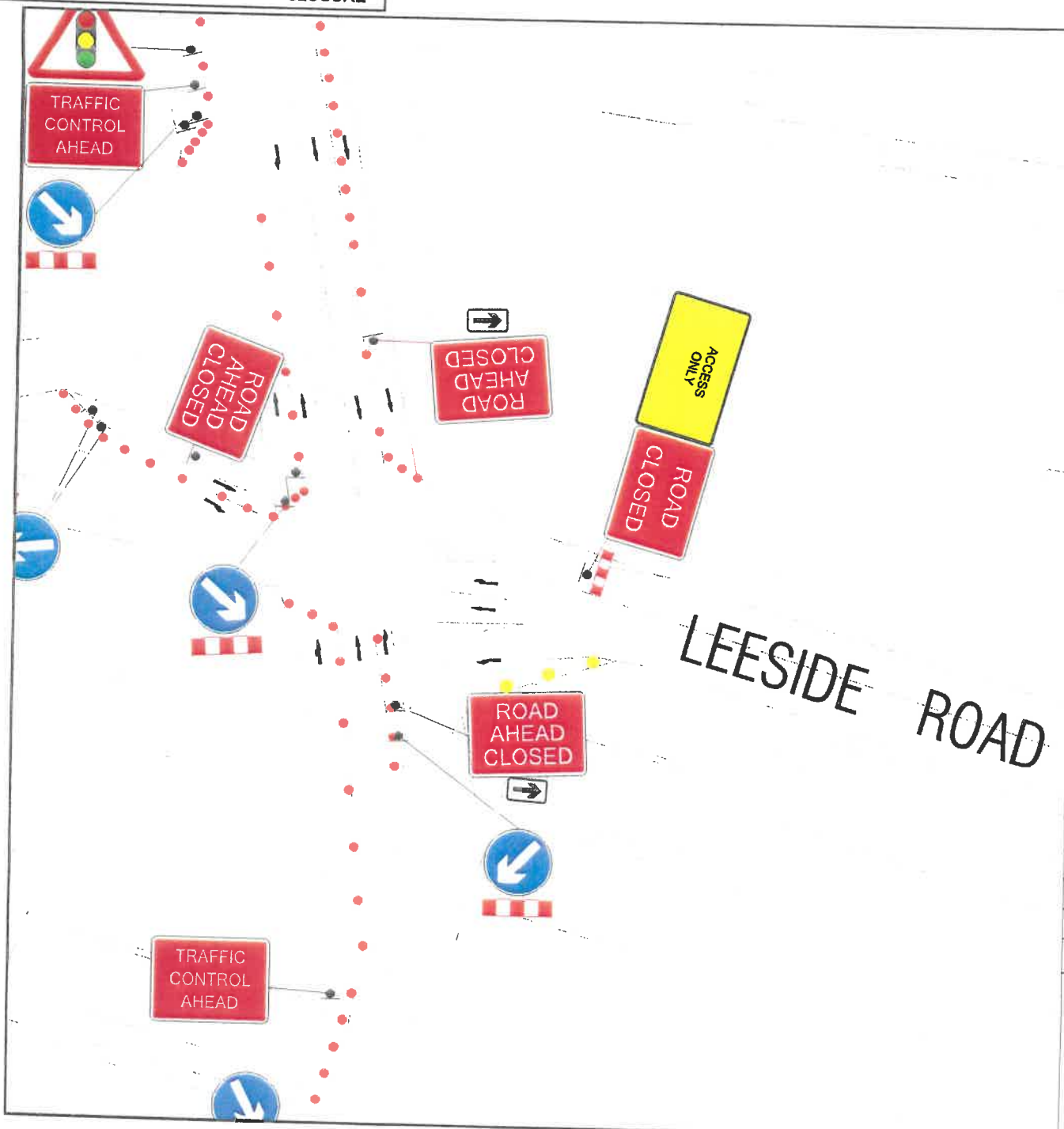
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F8.2

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 9 LEESIDE RD ACCESS ONLY CLOSURE



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- A MINIMUM CARRIAGEWAY WIDTH OF 4M TO BE MAINTAINED THROUGH WORKS SITE
- MINIMUM WIDTH OF SIDEWAYS SAFETY ZONE: 0.5M
- WORKFORCE IN ROAD SIGN TO BE INSTALLED DURING THE INSTALL / REMOVAL PERIOD
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

KEY

- STAFF POSITION
- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- PED X SIGNAL HEAD
- TM VEHICLE
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
2	12-03-19	LEESIDE RD CLOSURE ACCESS ONLY PHASE	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: LEESIDE RD CLOSURE (ACCESS ONLY PHASE)

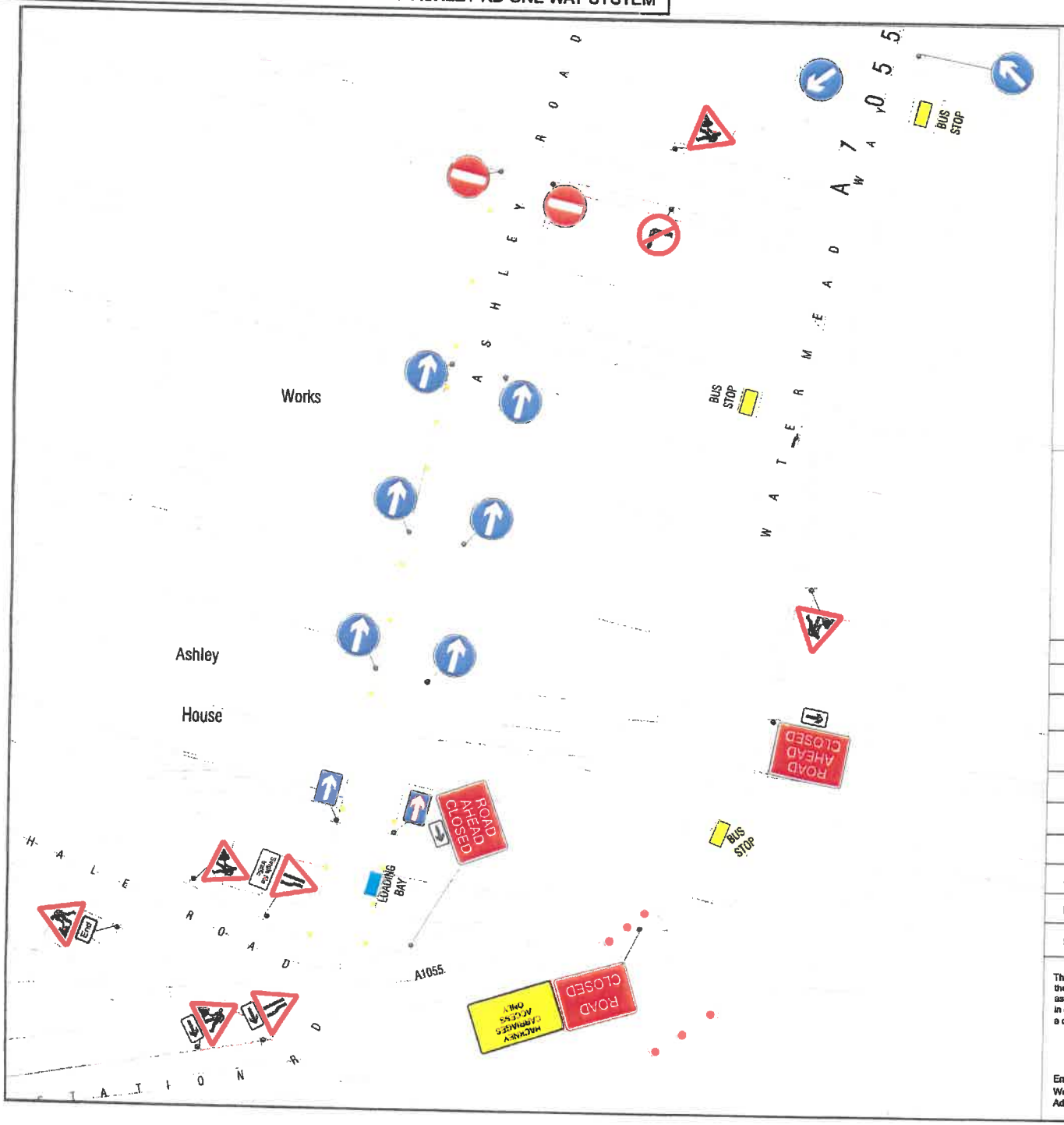
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F4.2

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 10 CYGNET WAY ACCESS ONLY CLOSURE AND ASHLEY RD ONE WAY SYSTEM



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

KEY

- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	APPROVED BY
1	07-12-18	CYGNET WAY / ASHLEY RD TRAFFIC MANAGEMENT	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: CYGNET WAY / ASHLEY RD ACCESS ONLY PHASE

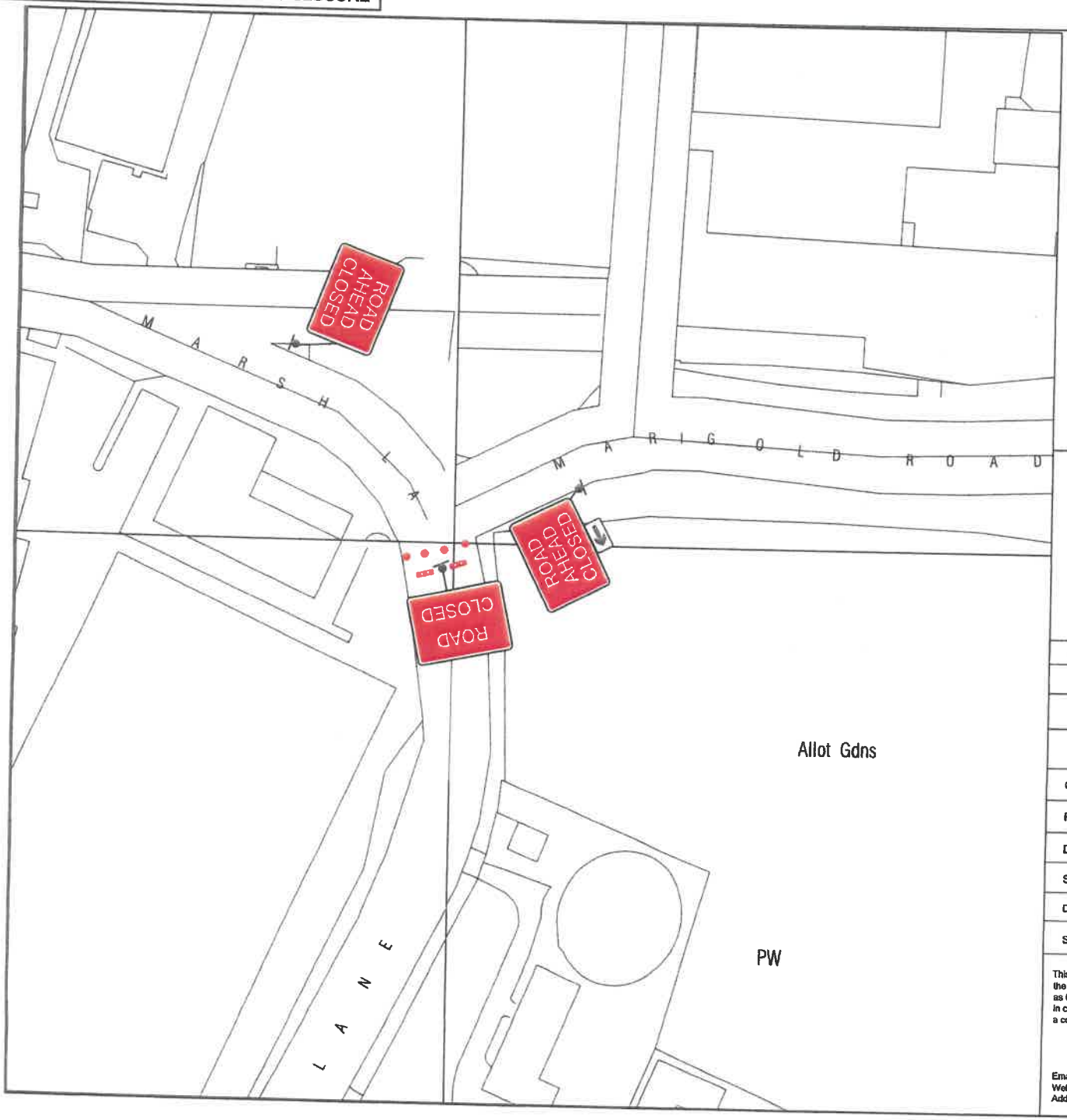
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F10.1

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 11 MARSH LANE ACCESS ONLY CLOSURE



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

KEY

- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	APPROVED BY
1	07-12-18	MARSH LANE CLOSURE	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: MARSH LANE CLOSURE

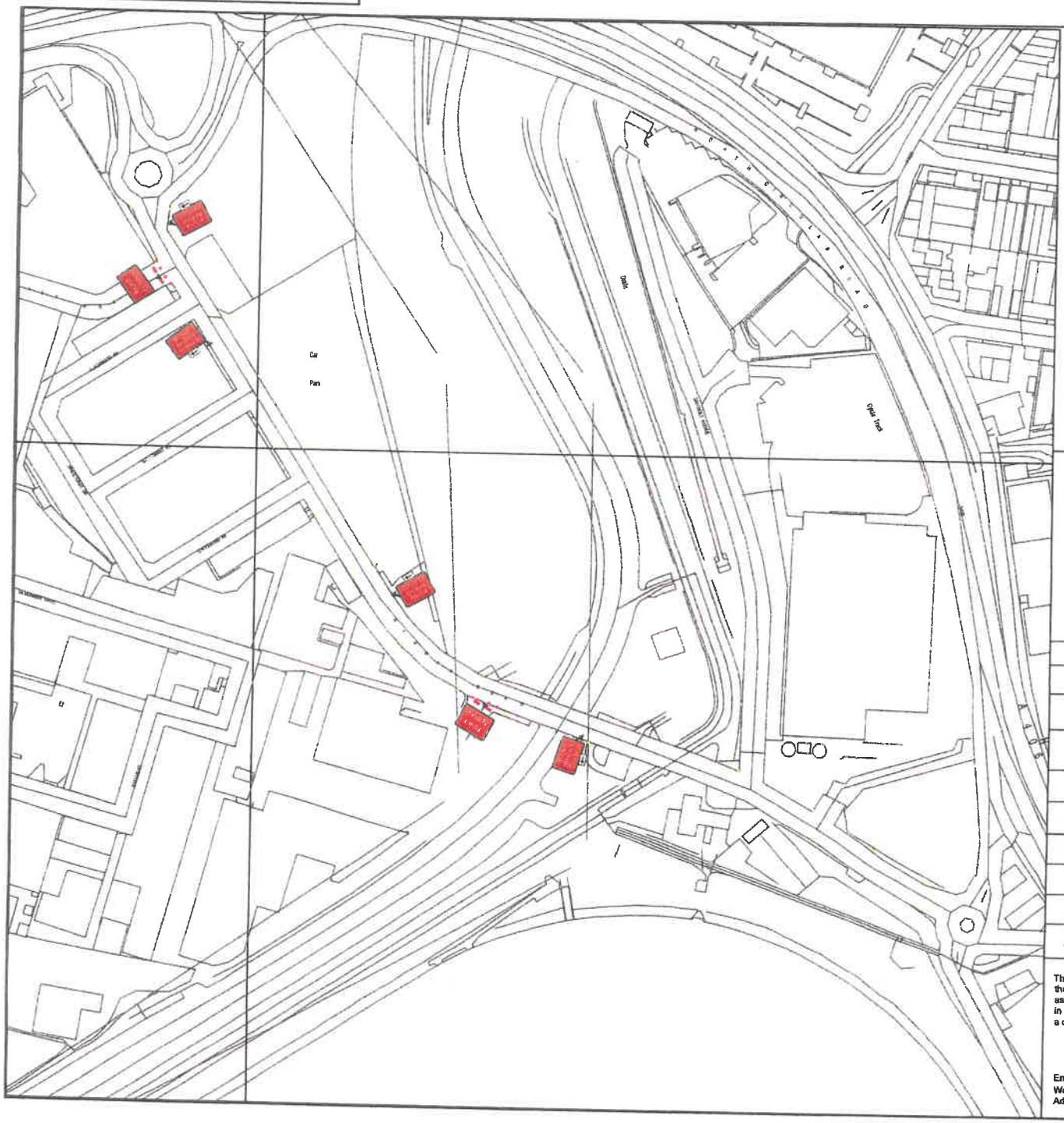
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F13

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 12 - TOWPATH RD CLOSURE / HARBET RD



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

KEY

- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	APPROVED BY
1	07-12-18	TOWPATH RD / HARBET RD TRAFFIC MANAGEMENT	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: TOWPATH RD // HARBET RD TRAFFIC MANAGEMENT

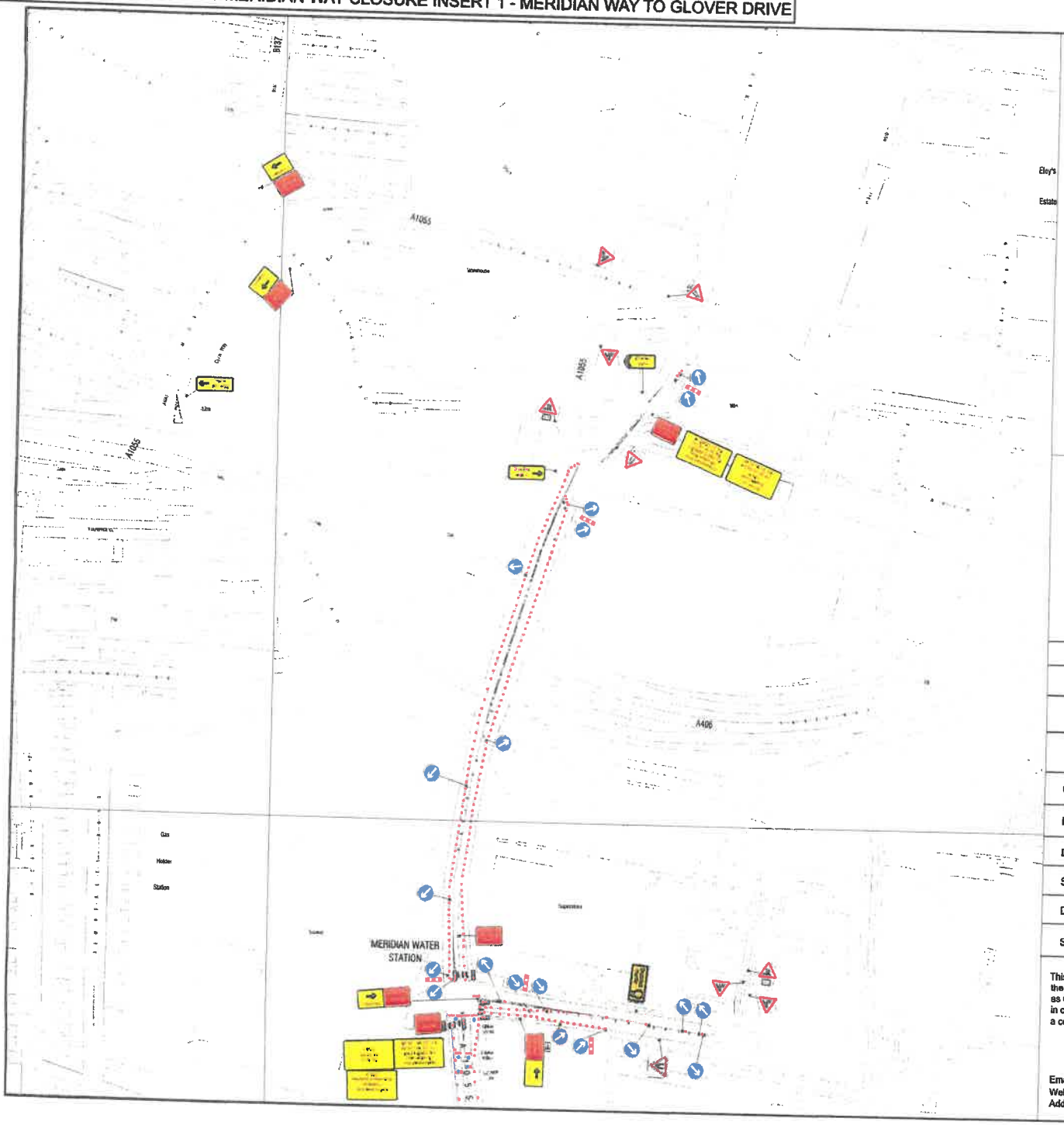
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F14

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 13.1 WATERMEAD WAY MERIDIAN WAY CLOSURE INSERT 1 - MERIDIAN WAY TO GLOVER DRIVE



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- A MINIMUM CARRIAGEWAY WIDTH OF 4M TO BE MAINTAINED THROUGH WORKS SITE
- MINIMUM WIDTH OF SIDEWAYS SAFETY ZONE: 0.5M
- WORKFORCE IN ROAD SIGN TO BE INSTALLED DURING THE INSTALL / REMOVAL PERIOD
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

TAPER INSERT FOR 45 DEGREE TAPERS
- 45 DEGREE TAPER
- WARNING LIGHTS MUST BE USED

KEY

- STAFF POSITION
- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- TM VEHICLE
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	07-02-19	WATERMEAD WAY // MERIDIAN WAY EGRESS CLOSURE PLAN	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: WATERMEAD WAY / MERIDIAN WAY EGRESS RD CLOSURE

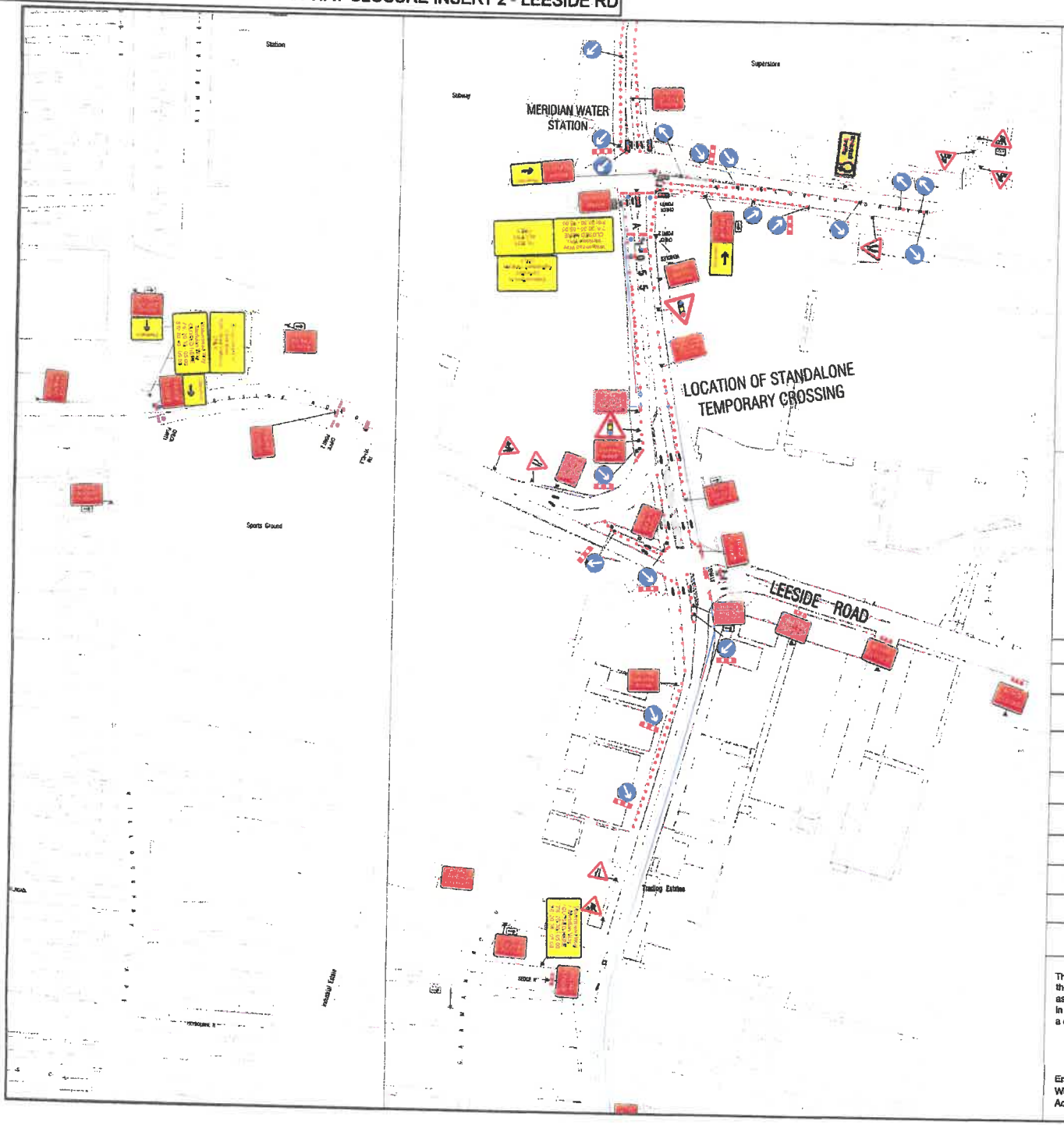
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F13.Inserts

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 13.2 WATERMEAD WAY MERIDIAN WAY CLOSURE INSERT 2 - LEESIDE RD



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- A MINIMUM CARRIAGEWAY WIDTH OF 4M TO BE MAINTAINED THROUGH WORKS SITE
- MINIMUM WIDTH OF SIDEWAYS SAFETY ZONE: 0.5M
- WORKFORCE IN ROAD SIGN TO BE INSTALLED DURING THE INSTALL / REMOVAL PERIOD
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

TAPER INSERT FOR 45 DEGREE TAPERS
- 45 DEGREE TAPER
- WARNING LIGHTS MUST BE USED

KEY

STAFF POSITION	TM VEHICLE
TRAFFIC CONE	EXISTING SIGNAL HEADS
NO WAITING CONE	VMS SIGN
TRAFFIC BARRIER	LOADING BAY
TRAFFIC SIGN	BUS STOP
BARRIER	RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	07-02-19	WATERMEAD WAY // MERIDIAN WAY EGRESS CLOSURE PLAN	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: WATERMEAD WAY / MERIDIAN WAY EGRESS RD CLOSURE

STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F13.Inserts

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 13.3 WATERMEAD WAY MERIDIAN WAY CLOSURE INSERT 3 - WATERMEAD WAY / MARIGOLD RD

NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- A MINIMUM CARRIAGEWAY WIDTH OF 4M TO BE MAINTAINED THROUGH WORKS SITE
- MINIMUM WIDTH OF SIDEWAYS SAFETY ZONE: 0.5M
- WORKFORCE IN ROAD SIGN TO BE INSTALLED DURING THE INSTALL / REMOVAL PERIOD
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

TAPER INSERT FOR 45 DEGREE TAPERS
- 45 DEGREE TAPER
- WARNING LIGHTS MUST BE USED

KEY

- STAFF POSITION
- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- TM VEHICLE
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	07-02-19	WATERMEAD WAY // MERIDIAN WAY EGRESS CLOSURE PLAN	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

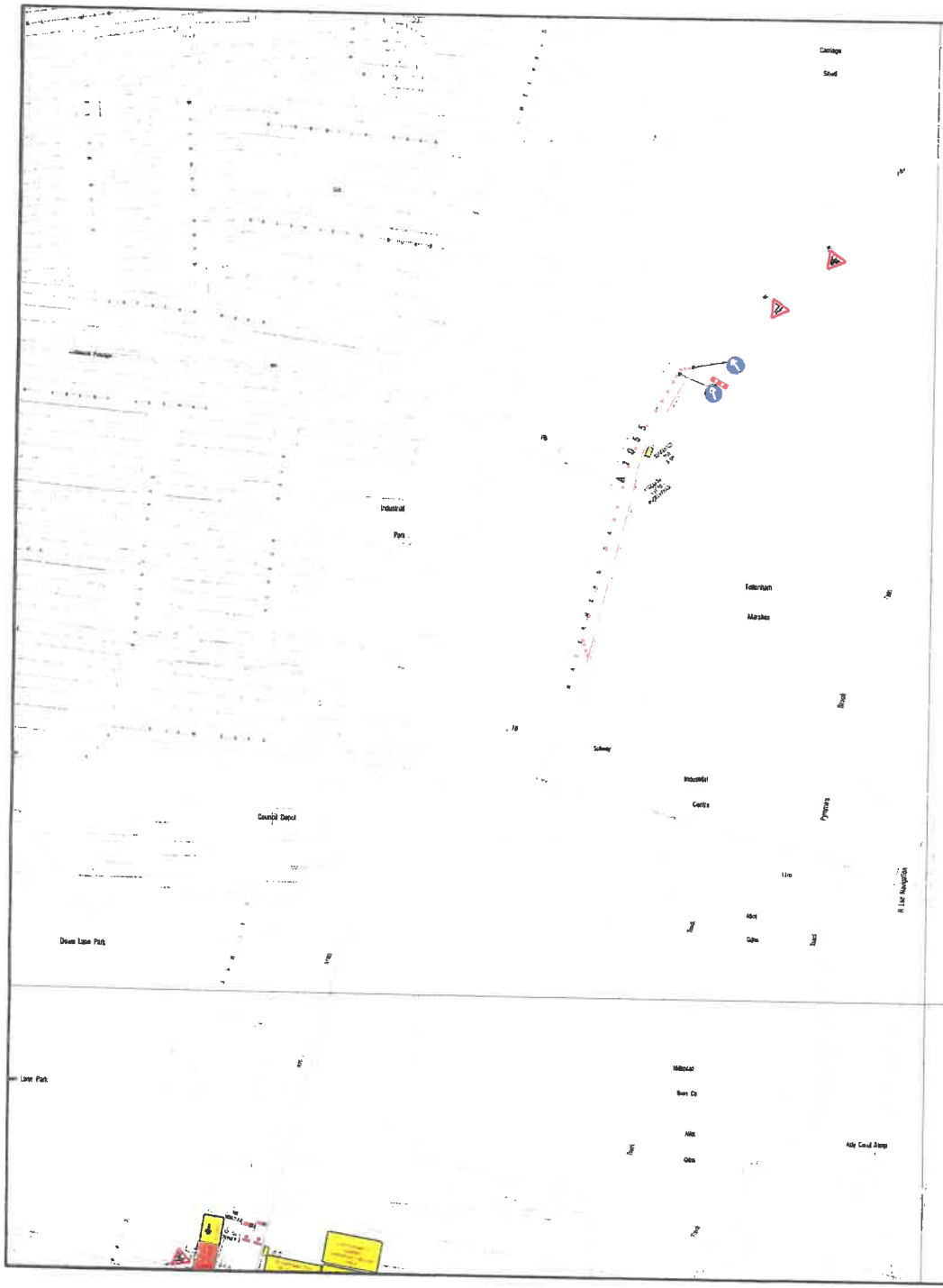
DRAWING TITLE: WATERMEAD WAY / MERIDIAN WAY EGRESS RD CLOSURE

STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F13.Inserts

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- A MINIMUM CARRIAGEWAY WIDTH OF 4M TO BE MAINTAINED THROUGH WORKS SITE
- MINIMUM WIDTH OF SIDEWAYS SAFETY ZONE: 0.5M
- WORKFORCE IN ROAD SIGN TO BE INSTALLED DURING THE INSTALL / REMOVAL PERIOD

- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

TAPER INSERT FOR 45 DEGREE TAPERS
- 45 DEGREE TAPER
- WARNING LIGHTS MUST BE USED

KEY

- STAFF POSITION
- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- TM VEHICLE
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	07-02-19	WATERMEAD WAY // MERIDIAN WAY EGRESS CLOSURE PLAN	BJ	BG, BW, MB
2	12-04-19	UPDATED INSERT WATERMEAD WAY // MERIDIAN WAY EGRESS CLOSURE PLAN	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: WATERMEAD WAY / MERIDIAN WAY EGRESS RD CLOSURE

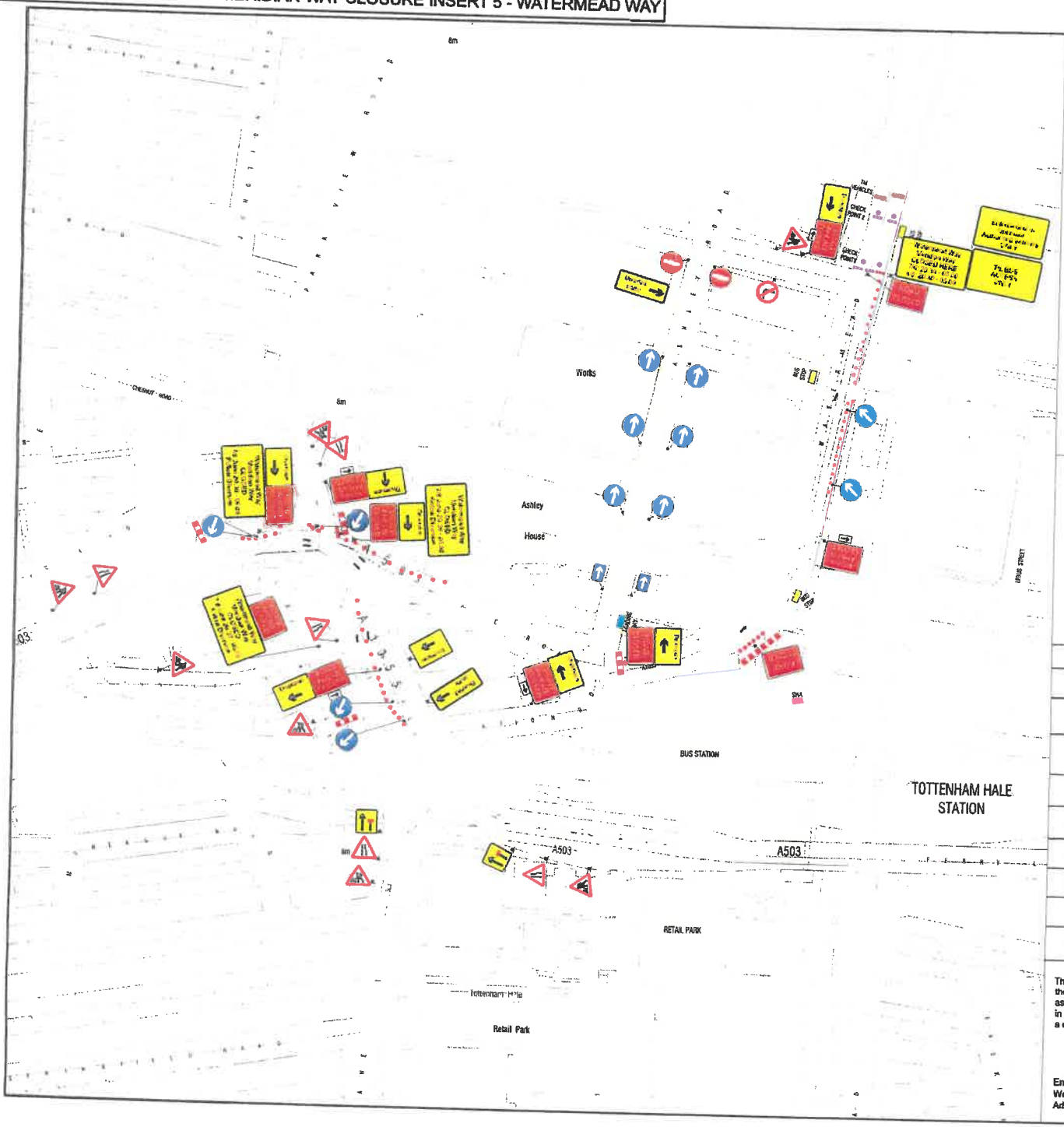
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F13.Inserts

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 13.5 WATERMEAD WAY MERIDIAN WAY CLOSURE INSERT 5 - WATERMEAD WAY



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- A MINIMUM CARRIAGEWAY WIDTH OF 4M TO BE MAINTAINED THROUGH WORKS SITE
- MINIMUM WIDTH OF SIDEWAYS SAFETY ZONE: 0.5M
- WORKFORCE IN ROAD SIGN TO BE INSTALLED DURING THE INSTALL / REMOVAL PERIOD
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

TAPER INSERT FOR 45 DEGREE TAPERS
- 45 DEGREE TAPER
- WARNING LIGHTS MUST BE USED

KEY

- STAFF POSITION
- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- TM VEHICLE
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	07-02-19	WATERMEAD WAY // MERIDIAN WAY EGRESS CLOSURE PLAN	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: WATERMEAD WAY / MERIDIAN WAY EGRESS RD CLOSURE

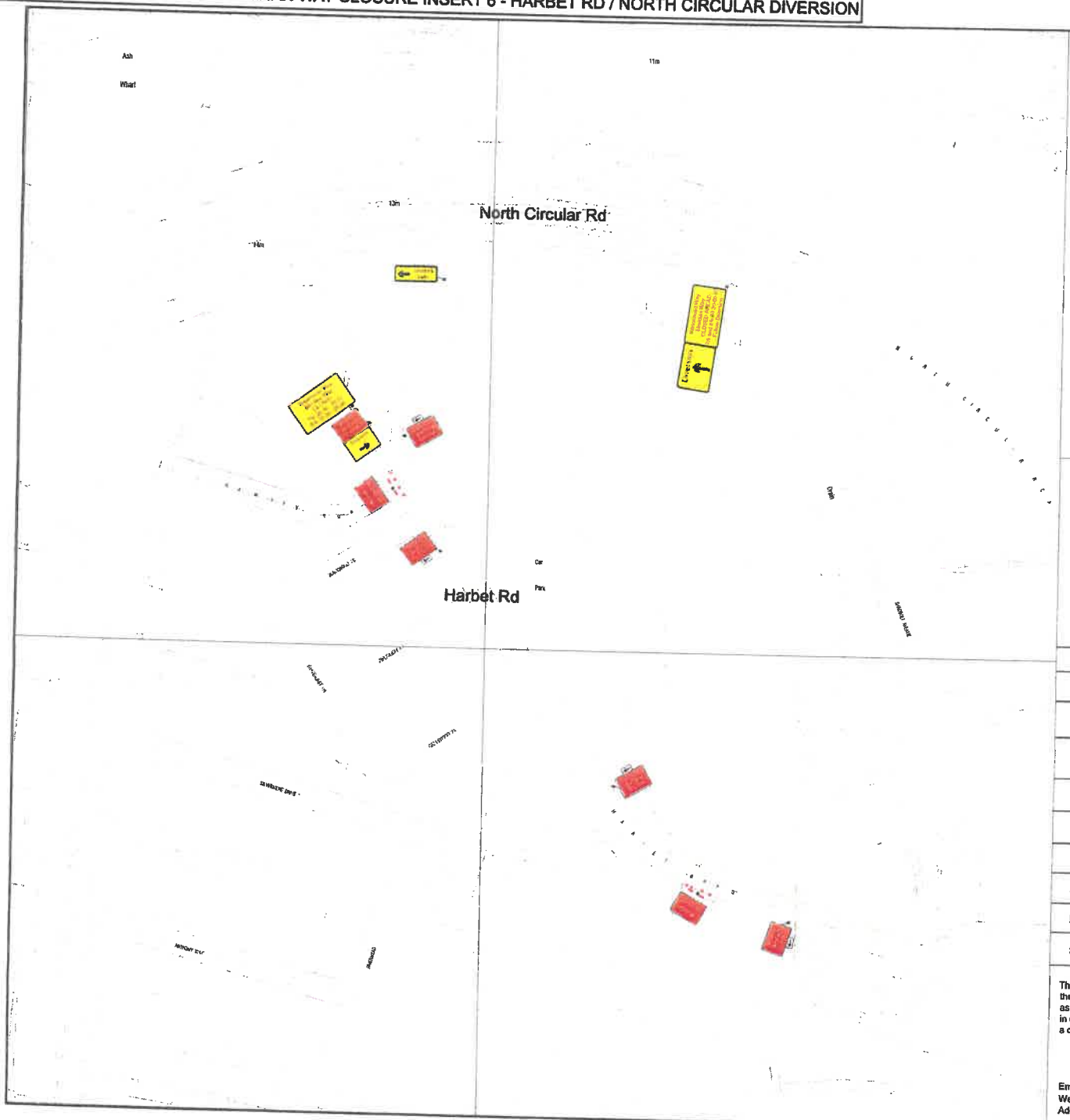
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F13.Inserts

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 13.6 WATERMEAD WAY MERIDIAN WAY CLOSURE INSERT 6 - HARBET RD / NORTH CIRCULAR DIVERSION

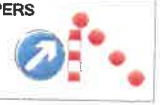


NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- A MINIMUM CARRIAGEWAY WIDTH OF 4M TO BE MAINTAINED THROUGH WORKS SITE
- MINIMUM WIDTH OF SIDEWAYS SAFETY ZONE: 0.5M
- WORKFORCE IN ROAD SIGN TO BE INSTALLED DURING THE INSTALL / REMOVAL PERIOD

- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

TAPER INSERT FOR 45 DEGREE TAPERS
- 45 DEGREE TAPER
- WARNING LIGHTS MUST BE USED



KEY

- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	07-02-19	WATERMEAD WAY // MERIDIAN WAY EGRESS CLOSURE PLAN	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: WATERMEAD WAY / MERIDIAN WAY EGRESS RD CLOSURE

STATUS: WORK IN PROGRESS

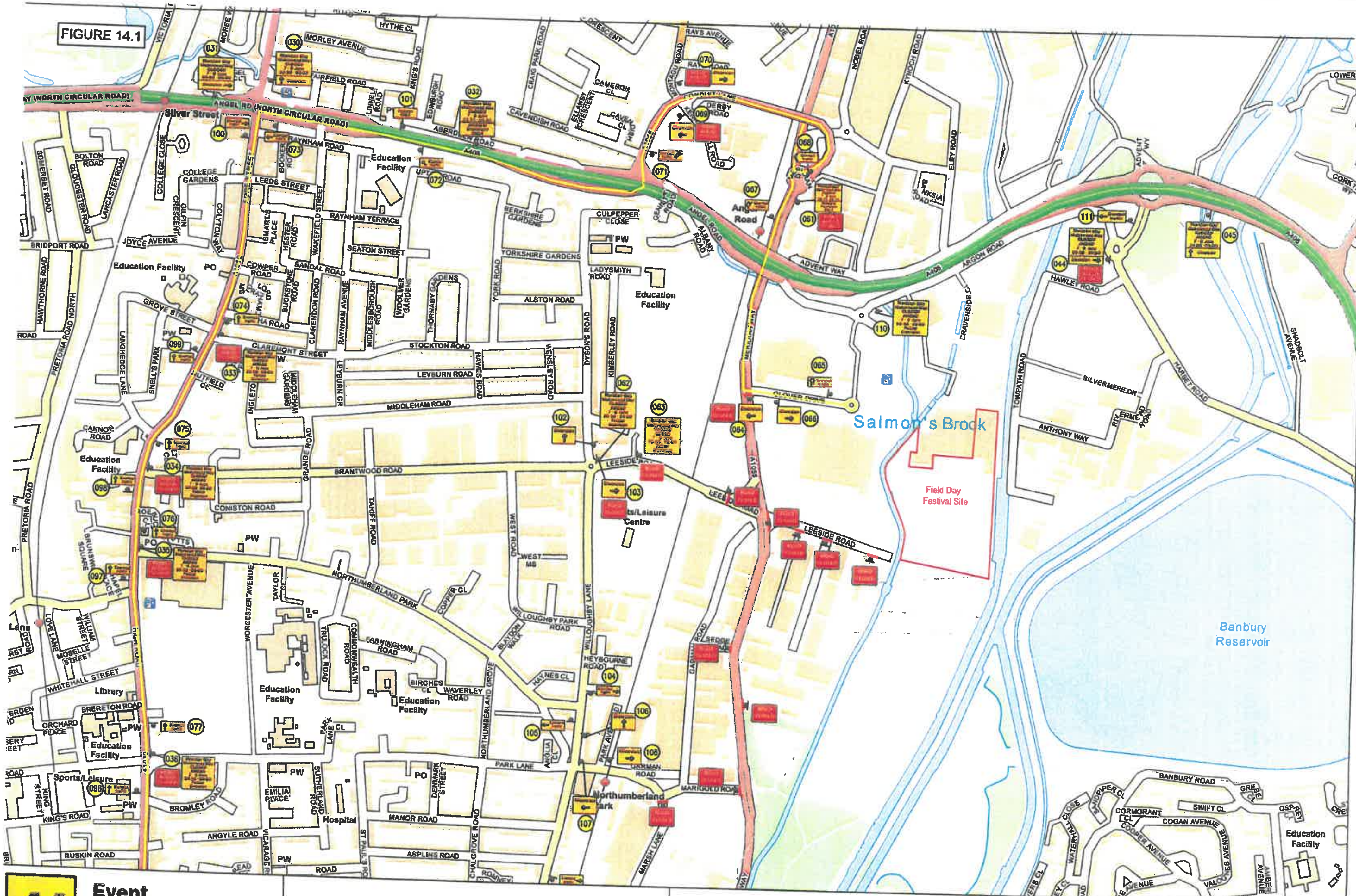
DRAWING NUMBER: BWLFD2019000F8.1-8.10

SITE LOCATION: MERIDIAN WATER

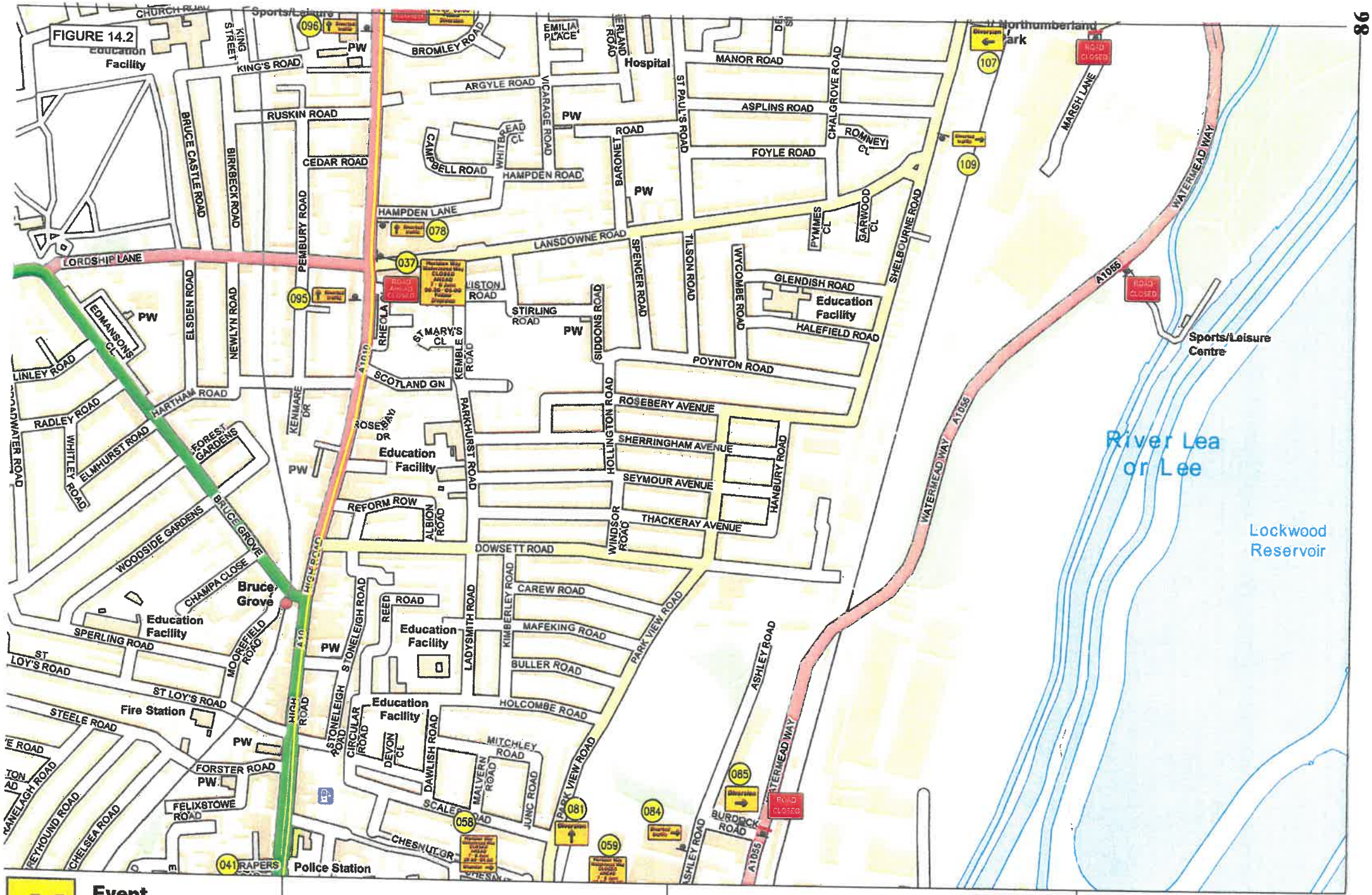
CPA EVENTS

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 14.1



AA Event Traffic Solutions, Basing View, Hants, RG21 4EA	Field Day Festival Reference Number	DIVERSION ROUTE Plan 1	DATE 7-8 June 2019 NOT TO SCALE DRAWING No. Produced By BW/001/V2



AA Event Traffic Solutions Basing View Hants, RG21 4EA

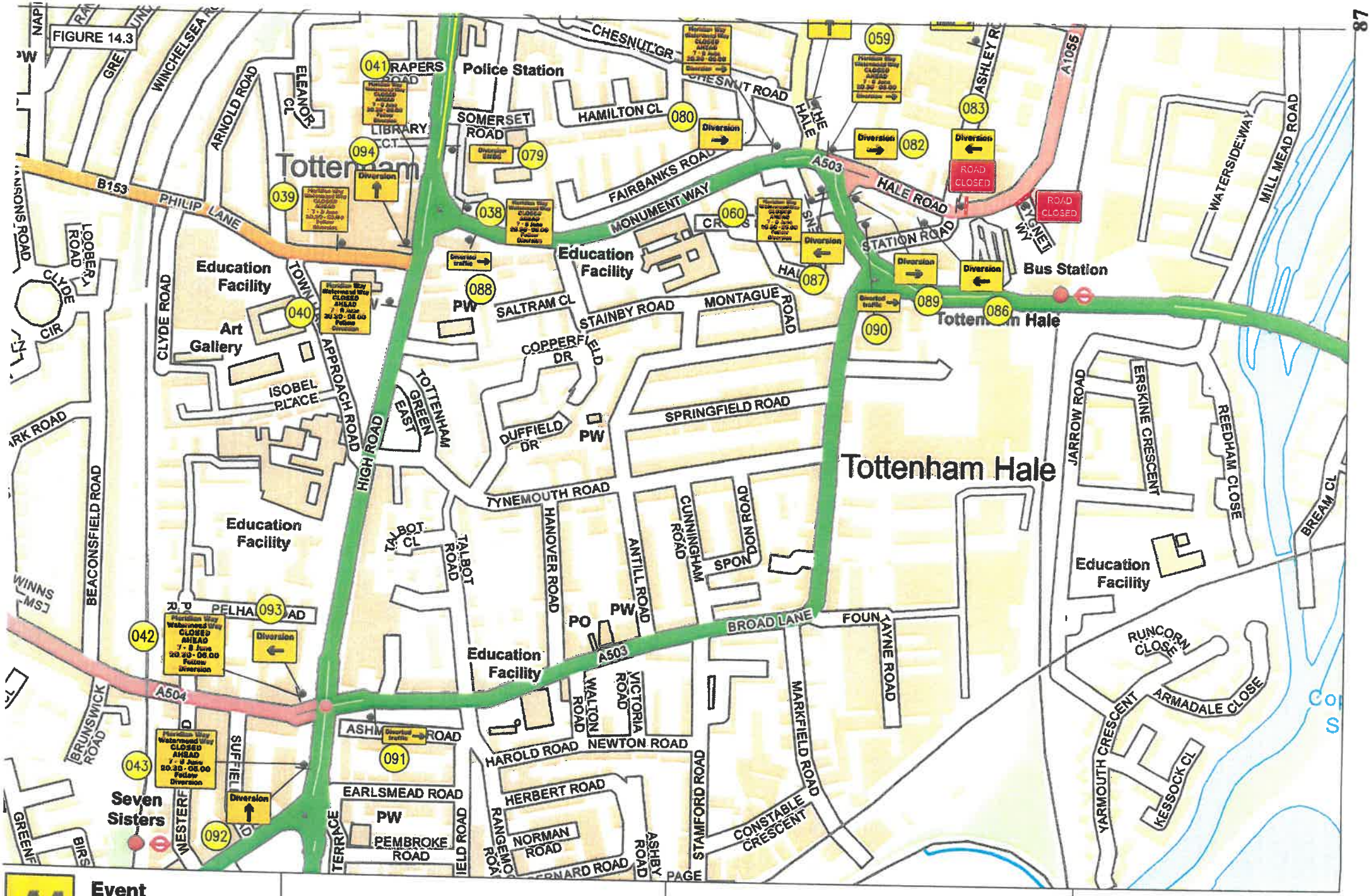
Field Day Festival

Reference Number

DIVERSION ROUTE
Plan 2

DATE 7–8 June 2019
NOT TO SCALE
DRAWING No. BW/001/V2
Produced BY

FIGURE 14.3



AA Event Traffic Solutions Basing View Hants, RG21 4EA

Field Day Festival

Reference Number

DIVERSION ROUTE
Plan 3

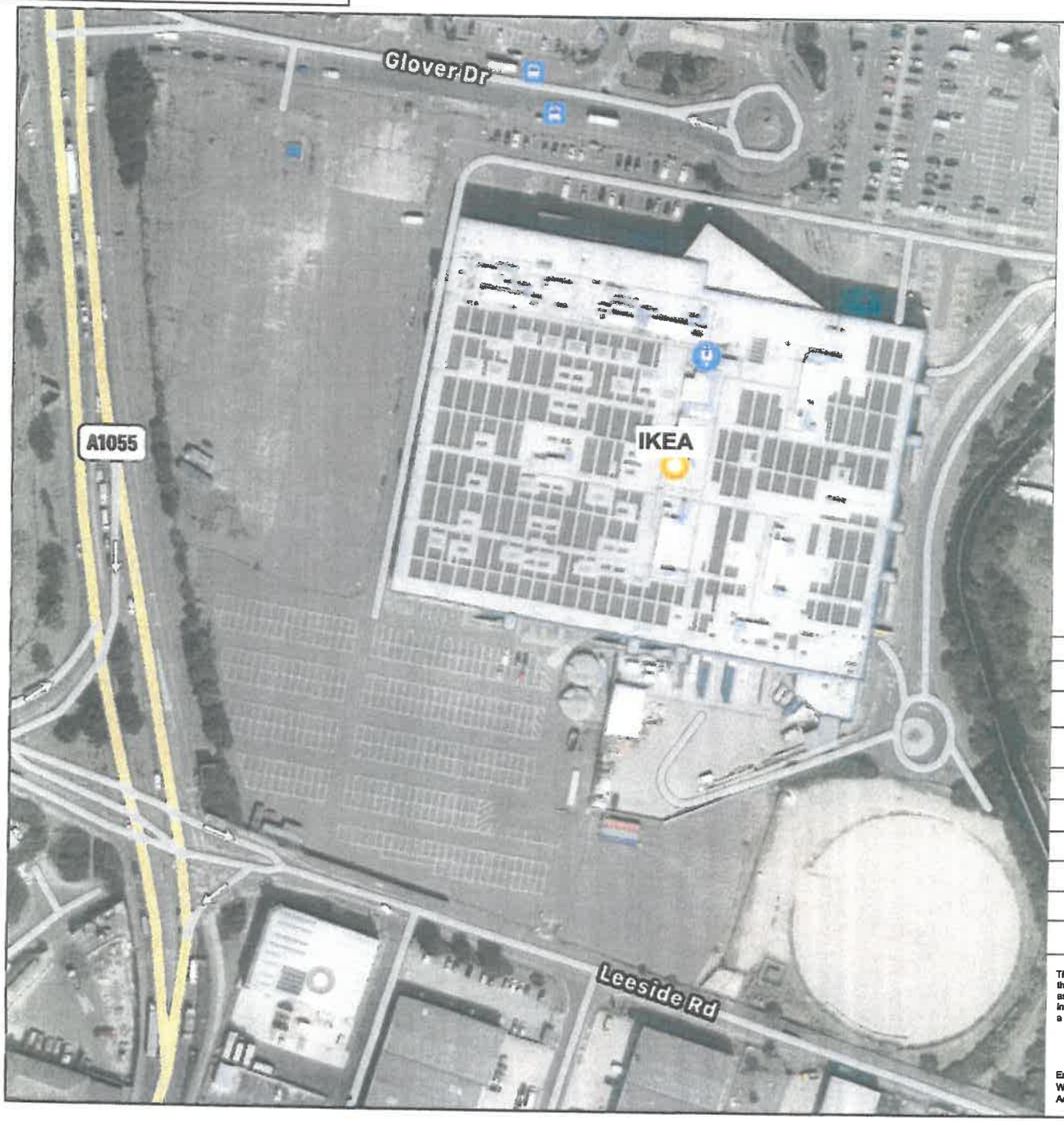
DATE 7–8 June 2019

NOT TO SCALE

DRAWING No. BW/001/V2

Produced BY

FIGURE 15.1 - IKEA PICK UP AND DROP OFF SITE



SITE LOCATION: GLOVER DRIVE, LONDON, N18 3HF

- EVENT DATES: 7 AND 8 JUNE 2019

- PROVISIONAL HIRE DATES / TIMES:
7 JUNE 08.00 UNTIL 9 JUNE 06.00

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	APPROVED BY
1	16-1-19	PICK UP/ DROP OFF POINT PLAN	AW	AJ

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: PICK UP AND DROP OFF / IKEA, N18

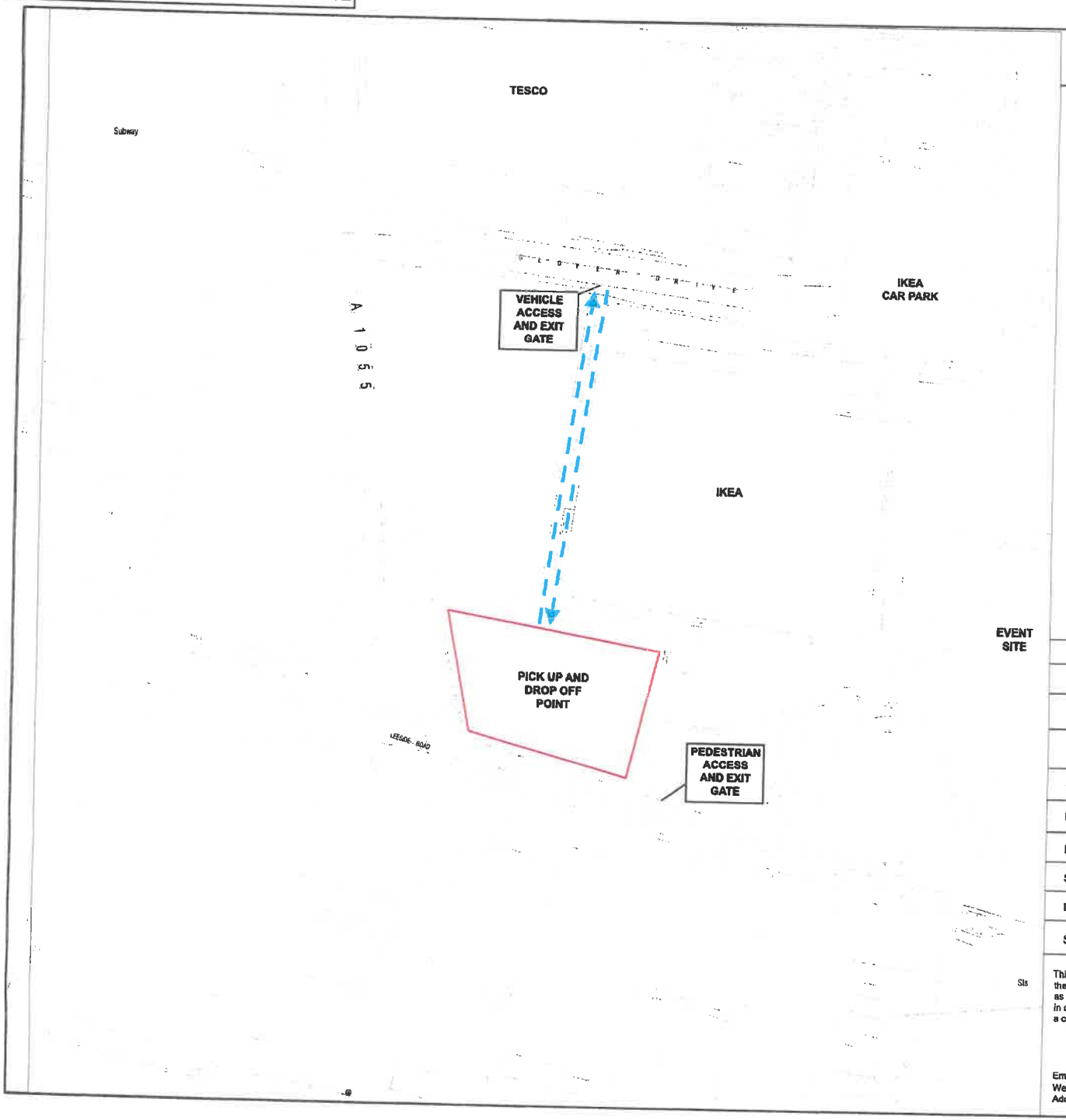
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000FX.1

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 15.2 - IKEA PICK UP AND DROP OFF SITE



SITE LOCATION: GLOVER DRIVE, LONDON, N18 3HF

KEY

DIRECTION OF TRAFFIC FLOW

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	APPROVED BY
1	16-1-19	PICK UP/ DROP OFF POINT PLAN	AW	AJ

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: PICK UP AND DROP OFF / IKEA, N18

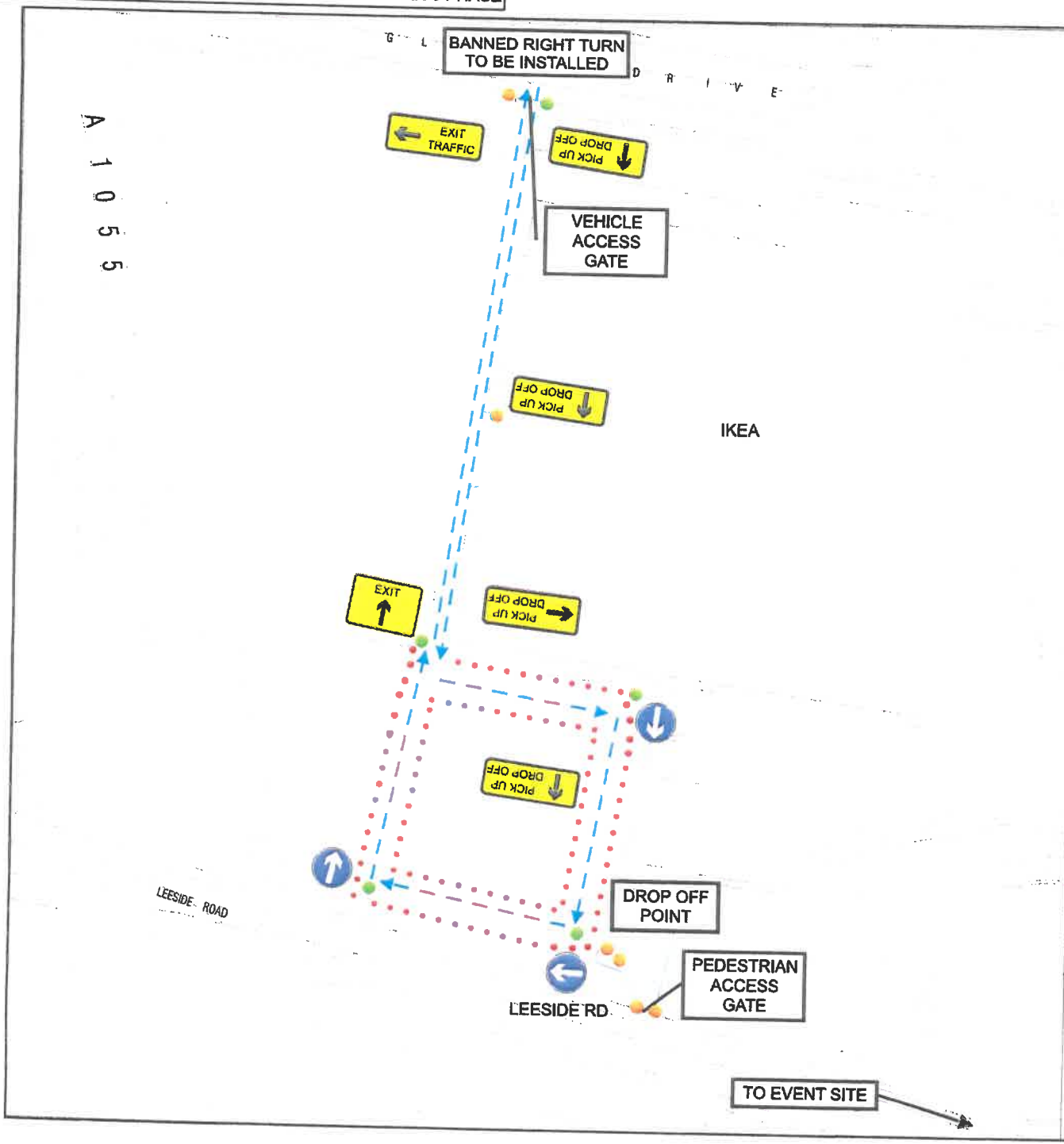
STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000FX.1

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 15.3 - IKEA PICK UP AND DROP OFF SITE INGRESS PHASE



INGRESS PHASE OVERVIEW

KEY

DIRECTION OF TRAFFIC FLOW

TEMPORARY FENCING

SECURITY POSITION (TBC)

TRAFFIC POSITION (TBC)

NOTES

METHOD STATEMENT AND FULL OPERATIONAL PLAN TO BE PROVIDED

TRAFFIC MANAGEMENT STAFF TO BE IN PLACE TO MANAGE VEHICLE MOVEMENT

SECURITY STAFF AND BARRIERS TO BE INSTALLED TO SEPARATE PEDESTRIANS AND VEHICLES

5 MPH SPEED LIMIT TO BE IN PLACE

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	APPROVED BY
1	16-1-19	PICK UP/ DROP OFF POINT PLAN	AW	AJ

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: PICK UP AND DROP OFF / IKEA, N18

STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000FX.1

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 15.4 - IKEA PICK UP AND DROP OFF SITE EGRESS PHASE

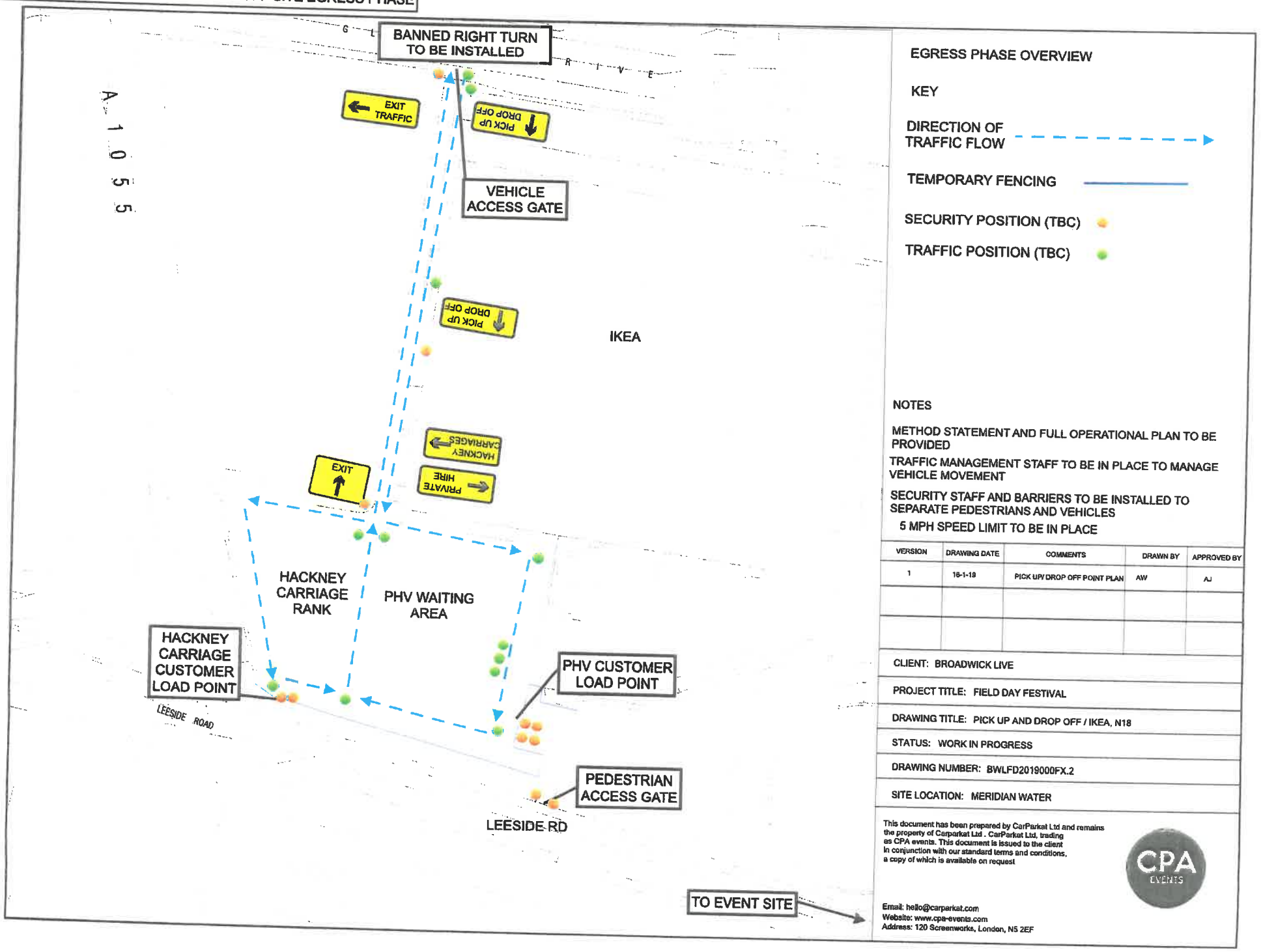


FIGURE 16.1

DRAFT – LETTER 1

FIELD DAY

TRAFFIC MANAGEMENT NOTICE
Event residents contact number: **TO BE ADDED** // Traffic management contact number: **TO BE ADDED**

Dear Resident

This letter is to notify you of the traffic management measures to be implemented for the Field Day event, taking place on the 7th and 8th June 2019. The provisions detailed in this letter have been agreed through a process of consultation with the London Borough of Enfield, the London Borough of Haringey and other key stakeholders via the London Borough of Enfield Safety Advisory Group.

Event details
Event Name: Field Day
Event Location: Field Day Festival, Meridian Water, Access via Leeside Rd, N18 3BW
Event Dates: 7 and 8 June 2019

Traffic management measures
Watermead Way, Meridian Way and surrounding roads are expected to be busier than normal while the event takes place. This letter provides an overview of some of the traffic management measures that are planned for the event.

Temporary speed limit
A temporary 20mph speed limit will be in place on Watermead Way and Meridian Way throughout the event. Please drive carefully.

Temporary pedestrian crossing
A temporary signal-controlled pedestrian crossing will be in place on Meridian Way to facilitate access of persons to and from Meridian Water station.

Parking controls
A temporary controlled parking zone will be in place on Marigold Rd, Marsh Ln, Sedge Rd and Garmin Rd from 12.00 on the 7th June until 05.00 on the 9th June. If you are parking in the roads affected during the times mentioned above, please check temporary signage and display the vehicle permit attached to this letter.

Road closures at the end of the event
The following road closures will be installed each night at the end of the event.
- Watermead Way – From the junction of Burdock Rd to the junction of Glover Drive
- Meridian Way – At the junction of Glover Drive
- Leeside Rd – At the junction with Willoughby Lane

Date(s)/Time(s) closures at the end of the event will be in force:
- 7 June – 20.30 – 05.00 (the following day)
- 8 June – 20.30 – 05.00 (the following day)

A diversion route will be in place – please follow signs.

Access to Marigold Rd, Marsh Ln, Garman Rd, Sedge Rd
Access to the above roads will be managed via a permit system. To gain vehicular access to the roads mentioned above during the road closure period (20.30 – 05.00, on the 7th and 8th June) please access via Leeside Rd at the junction with Willoughby Lane. Traffic management staff will be in place to check your vehicle permit.

Vehicle access and parking permit
Attached to this letter is your vehicle permit – Permit 1. This permit entitles:
- Access for **one vehicle** only at the road closure point of Leeside Rd, at the junction with Willoughby Lane
- Parking for **one vehicle** within the permit-controlled zone on Marigold Rd, Marsh Ln, Garman Rd, Sedge Rd

The permit must be clearly displayed at all times.

If you have any questions or require additional vehicle permits, please email (**TO BE ADDED**).

Apologies for any inconvenience and thanks in advance for your cooperation.

FIGURE 16.2

DRAFT – LETTER 2

FIELD DAY

TRAFFIC MANAGEMENT NOTICE
Event residents contact number: TO BE ADDED // Traffic management contact number: TO BE ADDED

Dear Resident

This letter is to notify you of the traffic management measures to be implemented for the Field Day event, taking place on the 7th and 8th June 2019. The provisions detailed in this letter have been agreed through a process of consultation with the London Borough of Enfield, the London Borough of Haringey and other key stakeholders via the London Borough of Enfield Safety Advisory Group.

Event details
Event Name: Field Day
Event Location: Field Day Festival, Meridian Water, Access via Leeside Rd, N18 3BW
Event Dates: 7 and 8 June 2019

Traffic management measures
Watermead Way, Meridian Way and surrounding roads are expected to be busier than normal while the event takes place. This letter provides an overview of some of the traffic management measures that are planned for the event.

Temporary speed limit
A temporary 20mph speed limit will be in place on Watermead Way and Meridian Way throughout the event. Please drive carefully.

Temporary pedestrian crossing
A temporary signal-controlled pedestrian crossing will be in place on Meridian Way to facilitate access of persons to and from Meridian Water station.

Parking controls
A temporary controlled parking zone will be in place on Marigold Rd, Marsh Ln, Sedge Rd and Garmin Rd from 12.00 on the 7th June until 05.00 on the 9th June. If you are parking in the roads affected during the times mentioned above, please check temporary signage and display your vehicle permit attached to this letter.

Leeside Road access only road closure
An access only road closure of Leeside Rd, from the junction with Meridian Way for a distance of 275m to the east, will be in place for the following times:
- 7 June – 11.00 – 20.30
- 8 June – 11.00 – 20.30

Access for businesses will be maintained. A vehicle check point will be in place with traffic management staff in place to stop and check vehicles accessing the area are associated with regular business use.

Leeside Road full road closure
A full road closure of Leeside Rd, from the junction with Meridian Way for a distance of 275m to the east, will be in place for the following times:
- 7 June – 20.30 – 05.00 (the following day)
- 8 June – 20.30 – 05.00 (the following day)

During these times there will be no vehicle movement on Leeside Rd to facilitate the safe exit of persons from the event site. During this time vehicular access to and from your business address will be restricted.

Additional road closures at the end of the event
The following road closures will be installed each night at the end of the event.
- Watermead Way – From the junction of Burdock Rd to the junction of Glover Drive
- Meridian Way – At the junction of Glover Drive
- Leeside Rd – At the junction with Willoughby Lane

Date(s)/Time(s) closures at the end of the event will be in force:
- 7 June – 20.30 – 05.00 (the following day)
- 8 June – 20.30 – 05.00 (the following day)

A diversion route will be in place – please follow signs.

DRAFT – LETTER 2

Access to Marigold Rd, Marsh Ln, Garman Rd, Sedge Rd
Access to the above roads will be managed via a permit system. To gain vehicular access to the roads mentioned above during the road closure period (20.30 – 05.00, on the 7th and 8th June) please access via Leeside Rd at the junction with Willoughby Lane. Traffic management staff will be in place to check your vehicle permit.

Vehicle Permits
Attached to this letter is your vehicle permit – Permit 1. This permit entitles:

- Access for **one vehicle** only at the road closure point of Leeside Rd, at the junction with Willoughby Lane
- Parking for **one vehicle** within the permit-controlled zone on Marigold Rd, Marsh Ln, Garman Rd, Sedge Rd

The permit must be clearly displayed at all times.

If you have any questions or require additional vehicle permits, please email (TO BE ADDED).

Apologies for any inconvenience and thanks in advance for your cooperation.

FIGURE 16.3

DRAFT – LETTER 3

FIELD DAY

TRAFFIC MANAGEMENT NOTICE
Event residents contact number: TO BE ADDED // Traffic management contact number: TO BE ADDED

Dear Resident

This letter is to notify you of the traffic management measures to be implemented for the Field Day event, taking place on the 7th and 8th June 2019. The provisions detailed in this letter have been agreed through a process of consultation with the London Borough of Enfield, the London Borough of Haringey and other key stakeholders via the London Borough of Enfield Safety Advisory Group.

Event details
Event Name: Field Day
Event Location: Field Day Festival, Meridian Water, Access via Leeside Rd, N18 3BW
Event Dates: 7 and 8 June 2019

Traffic management measures
Watermead Way, Meridian Way and surrounding roads are expected to be busier than normal while the event takes place. This letter provides an overview of some of the traffic management measures that are planned for the event.

Temporary speed limit
A temporary 20mph speed limit will be in place on Watermead Way and Meridian Way throughout the event. Please drive carefully.

Temporary pedestrian crossing
A temporary signal-controlled pedestrian crossing will be in place on Meridian Way to facilitate access of persons to and from Meridian Water station.

Parking controls
A temporary controlled parking zone will be in place on Marigold Rd, Marsh Ln, Sedge Rd and Garmin Rd from 12.00 on the 7th June until 05.00 on the 9th June.

Hawley Rd access only road closure
An access only road closure of Hawley Rd will be in place for the following times:
- 7 June – 11.00 – 00.00
- 8 June – 11.00 – 00.00

Access for businesses will be maintained. A vehicle check point will be in place with security staff in place to stop and check vehicles accessing the area are associated with regular business use.

Additional road closures at the end of the event
The following road closures will be installed each night at the end of the event.
- Watermead Way – From the junction of Burdock Rd to the junction of Glover Drive
- Meridian Way – At the junction of Glover Drive
- Leeside Rd – At the junction with Willoughby Lane

Date(s)/Time(s) closures at the end of the event will be in force:
- 7 June – 20.30 – 05.00 (the following day)
- 8 June – 20.30 – 05.00 (the following day)

A diversion route will be in place – please follow signs.

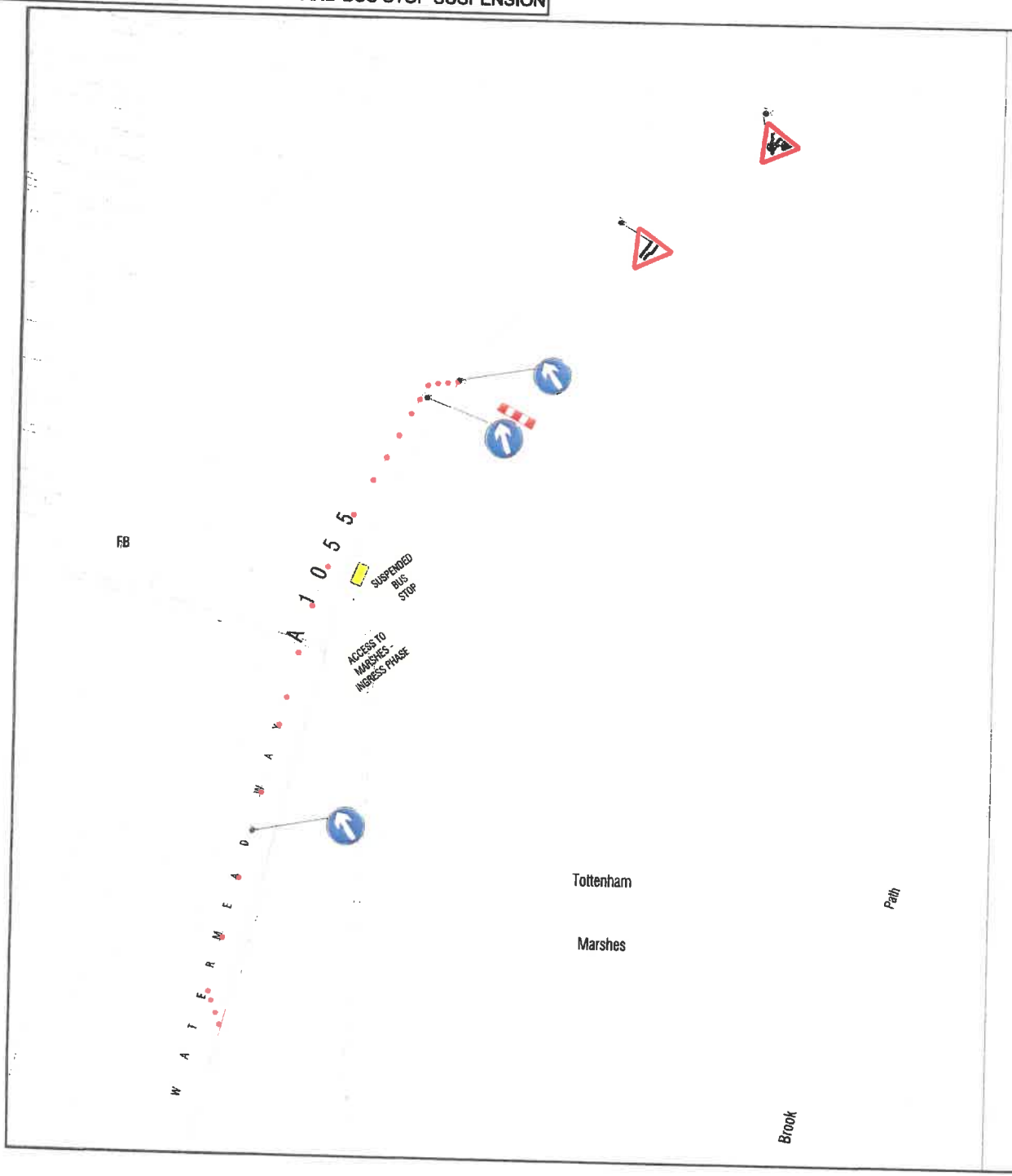
Vehicle Permits
Attached to this letter is your vehicle permit – Permit 2. This permit entitles:
- Access for **one vehicle** only at the road closure point of Hawley Rd.

The permit must be clearly displayed at all times.

If you have any questions or require additional vehicle permits, please email (TO BE ADDED).

Apologies for any inconvenience and thanks in advance for your cooperation.

FIGURE 17 - WATERMEAD WAY LANE TM AND BUS STOP SUSPENSION



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- A MINIMUM CARRIAGEWAY WIDTH OF 4M TO BE MAINTAINED THROUGH WORKS SITE
- MINIMUM WIDTH OF SIDEWAYS SAFETY ZONE: 0.5M
- WORKFORCE IN ROAD SIGN TO BE INSTALLED DURING THE INSTALL / REMOVAL PERIOD
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

TAPER INSERT FOR 45 DEGREE TAPERS
- 45 DEGREE TAPER
- WARNING LIGHTS MUST BE USED

KEY

- STAFF POSITION
- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- TM VEHICLE
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	12-04-19	WATERMEAD WAY // MERIDIAN WAY BUS STOP SUSPENSION	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE: WATERMEAD WAY TM - LANE CLOSURE AND BUS STOP SUSPENSION

STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F17

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

FIGURE 18 - ARGON RD CONTINGENCY CLOSURE IN EVENT OF EVACUATION TO THE NORTH

NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- A MINIMUM CARRIAGEWAY WIDTH OF 4M TO BE MAINTAINED THROUGH WORKS SITE
- MINIMUM WIDTH OF SIDEWAYS SAFETY ZONE: 0.5M
- WORKFORCE IN ROAD SIGN TO BE INSTALLED DURING THE INSTALL / REMOVAL PERIOD
- THE TRAFFIC MANAGEMENT ILLUSTRATED SHALL ONLY BE USED AND IMPLEMENTED WITH APPROVAL FROM HIGHWAY AUTHORITY
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM CPA EVENTS

TAPER INSERT FOR 45 DEGREE TAPERS
- 45 DEGREE TAPER
- WARNING LIGHTS MUST BE USED

KEY

- STAFF POSITION
- TRAFFIC CONE
- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- BARRIER
- TM VEHICLE
- EXISTING SIGNAL HEADS
- VMS SIGN
- LOADING BAY
- BUS STOP
- RELOCATED BUS STOP

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	12-04-19	ARGON RD CONTINGENCY CLOSURE	BJ	BG, BW, MB

CLIENT: BROADWICK LIVE

PROJECT TITLE: FIELD DAY FESTIVAL

DRAWING TITLE:ARGON RD CONTINGENCY CLOSURE

STATUS: WORK IN PROGRESS

DRAWING NUMBER: BWLFD2019000F18

SITE LOCATION: MERIDIAN WATER

Email: hello@carparkat.com
Website: www.cpa-events.com
Address: 120 Screenworks, London, N5 2EF

TAB 6

Field Day Festival 2019

Orbital Business Park, Argon Way, Edmonton, Enfield, N18 3HF

Friday 7th & Saturday 8th June 2019

Event Noise Management Plan

for Ground Control UK Ltd

Three Spires Acoustics Ltd
2 Sykelngs | Richings Park | Iver| Bucks | SL0 9ET

Tel: 01753 651185 | Mobile 079393 24063
email:chris@threespiresacoustics.co.uk|Web:http://www.threespiresacoustics.co.uk/home

FIELD DAY FESTIVAL 2019

NOISE MANAGEMENT PLAN

IDENTIFICATION TABLE	
Client/Project Owner	Broadwick Live Ltd
Project	Field Day Festival 2019
Study	Noise Management Plan
Type of Document	Report
Date	08/11/2018
Reference Number	CH/NMP/2018/46
Number of Pages	39

DOCUMENT CONTROL				
Version	**Name**	**Position**	**Date**	**Modifications**
Rev1	Author: Chris Hurst		08/11/2018	
	Chris Hurst	Principal Consultant	07/02/2019	Minor amendments following Waltham Forest EHO comments

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1. NON-TECHNICAL SUMMARY

1.1.1 Three Spires Acoustics Ltd (TSA) have been commissioned by Broadwick Live Ltd to assist with event noise control at the Field Day Festival 2019, which is due to take place at Orbital Business Park, Argon Way, Edmonton, Enfield, N18 3HF, on Friday 7th and Saturday 8th June 2019.

1.1.2 Field Day Festival has an established pedigree as one of the capitals premier weekend events dating back to 2007 in Victoria Park and relocating last year to Brockwell Park. The 2019 intention combines an exciting new proposition and location in the London Borough of Enfield.

1.1.3 Whilst tens of thousands of people will enjoy the festival, there are potential negative impacts associated with the event which have to be managed and minimised to ensure that the Licensing Act 2003 (LA03) objectives are promoted and upheld.

1.1.4 The event is subject to a Premises Licence application under the requirements of the Licensing Act 2003. The act promotes four objectives which aim to ensure that the carrying on of licensable activities on or from premises is done in the public interest. The third licensing objective is the prevention of public nuisance and applicants must demonstrate within their operating schedule the means by which they intend to meet this objective.

1.1.5 The s.182 guidance which accompanies LA03 states that licensing authorities should adopt the "broad common law" meaning of Public Nuisance which deals with unreasonable interferences with the comfort of the general public.

1.1.6 Nuisance, be it public or statutory, is assessed qualitatively in terms of factors including frequency of event, duration, time of day, absolute level and characteristics of noise , nature of the locality etc. The threshold is a high one: substantial or unreasonable interference with the comfort or ordinary use of property.

1.2 Rationale Behind Music Noise Limits

1.2.1 The proposed day time music noise limits align with the national Code of Practice on Environmental Noise Control at Concerts 1995. It can be argued that, as the guidelines were produced before the introduction of the Licensing Act 2003 and have been designed to "minimise disturbance" this is a lower threshold than required than required by the Act , which requires the prevention of public nuisance.

1.2.2 The festival occurs for two days in the year on Friday and Saturday from 12:00 to 04:00. Therefore 32 hours of music are proposed within a whole year (8,760 hours in year) which equates to 0.37% of the time.

1.2.3 Regarding night-time music noise levels, the CoP recommends inaudibility internally. Case law[1] has determined that inaudibility is not a condition which is compatible with the

[1] *R (Developing Retail Ltd) v South East Hampshire Magistrates Court, Administrative Court, 4th March 2011*

Licensing Act 2003 requirements, as it would be imprecise, unreasonable and disproportionate with the Act's objectives.

1.2.4 Therefore, a night time limit has been designed that is below the permitted level defined within Noise Act 1996 i.e.

- NA96 Permitted Level = 34dB LAeq,5minutes, measured internally with windows closed.
- This approximates to 49dB LAeq,5minutes externally (applying 15dB window attenuation as per BS8233:2014) and 59-64 (windows closed 25-30dB of attenuation)
- The proposed night-time music noise limit for Field Day 2019 is 45dB LAeq,15minute, which equates to 30dB(A) internally, (windows partially open), therefore the night-time requirements are more stringent than those applied by the Noise Act 1996 and considered to align with the requirements of the Licensing Act's objectives.

1.2.5 The night time limit also aligns with the World Health Organisation (WHO) Community noise guidelines of 30dB LAeq,T internally (allowing for 15dB partially open window attenuation)

1.2.6 The research that informed the Noise Act 1996 indicated that at lower levels the A weighted Leq,T metric provided the best indicator of community annoyance. However, a low frequency limit has also been applied in order to take account of some of the problems associated with modern music and the "repetitive bass beat" which anecdotally can cause annoyance, thus the proposals go further than those required by the Noise Act 1996 or WHO guidelines.

1.2.7 Comparison with the limits imposed at other urban and rural similar festivals within the UK, indicate that the requirements are at least comparable to and in many cases more stringent than several others, with many festivals not requiring any low frequency control limits for either day or night times.

1.3 Music Noise Predictions and Sound Test

1.3.1 Noise predictions have been undertaken to determine the sound propagation characteristics between the proposed music stages and those living nearby who might be affected by noise. The outcome indicates that proposed music noise limits will be achieved in all locations and will be below the existing ambient noise environment in several of the offsite locations for both day and night time situations.

1.3.2 A sound test has also been undertaken for Stage 2 which validates the noise predictions and confirms that the venue is a viable location for the proposed event.

1.4 Event Management Controls

1.4.1 A comprehensive system of noise management controls will be implemented for the duration of the event which promote the licensing objective of the prevention of public nuisance and include;

- Sound system design to reduce noise pollution from the site.
- Five noise consultants will be available on and offsite for the duration of the festival to undertake noise management functions.
- A total of four monitoring locations at agreed points with the Local Authority. The most noise sensitive will have permanent noise monitoring stations for the duration of the event. These will be connected via web enabled technology so that they can be viewed in real time at a central control point. Other locations will be visited on a rotational basis and visits are also made in response to noise complaints.
- All stages will have sound monitoring equipment which will be networked to enable real time viewing of the data at the central control point. This allows for a quick response if intervention is necessary.
- Community impact response will be undertaken where requested by residents who are concerned about noise levels.
- Daily meetings with Environmental Health Staff at LB Enfield will be undertaken to discuss issues as they arise and prioritise locations and sources of noise should this be necessary.

2. CONCLUSION

2.1.1 It is considered that the rationale for the music noise limits is justified and aligns with national and international guidance and standards and the music noise limits are set at appropriate levels in accordance with the requirements of the Licensing Act 2003 to promote the prevention of public nuisance.

2.1.2 Noise predictions and sound testing have been undertaken which confirm that the venue is a viable location for the proposed event.

2.1.3 From my experience at many other outdoor concerts and festivals throughout the UK, I consider that the proposed music noise limits are at least equivalent to and in many cases, more comprehensive than other similar festival premises licence conditions.

2.1.4 A comprehensive noise management system including: sound system design, noise monitoring and community engagement will be in place to promote the LA03 objective and the licence holder and promotors are committed to a continual improvement strategy.

2.1.5 It is therefore considered that the Noise Management Plan adequately demonstrates that the event will promote the Licensing Act 2003 objective of the prevention of public nuisance and therefore, from a noise control perspective, can be granted a Premises Licence

3. INTRODUCTION

3.1 General

3.1.1 Three Spires Acoustics Ltd (TSA) have been commissioned by Broadwick Live Ltd to assist with event noise control at the Field Day Festival 2019, which is proposed to take place at Orbital Business Park, Argon Way, Edmonton, Enfield, N18 3HF, on Friday 7th and Saturday 8th June 2019.

The Noise Management Plan (NMP) has been required by the client in order to detail the noise management methodology that will be implemented in order to demonstrate how the operation of the festival will promote the LA03 objective of the prevention of public nuisance from live and recorded amplified music as required by the Licensing Authority at the London Borough of Enfield.

3.2 Consultants Experience

Three Spires Acoustics is an acoustic consultancy specialising in providing advice to the entertainment industry and licensing authorities on matters relating to the management of sound and regulatory compliance at outdoor and indoor events.

The team of consultants have experience dealing with many outdoor concerts and events throughout the UK, with clients including; Braodwick Live, Ground Control, BBC, SkyTV & Burberry and events ranging from Parklife, Field Day, Bluedot Festival, Proms in the Park at Hyde Park to SW4 Dance Festival at Clapham Common.

Consultants have membership of the Institute of Acoustics (IOA) and the Chartered Institute of Environmental Health (CIEH) and the Institute of Licensing (IOL) and several members of staff have a regulatory or sound engineering background.

As well as the provision of sound and acoustic design/management for entertainment venues, the company deals with a range of noise and regulatory control issues and our staff have presented expert testimony at planning and licensing hearings.

3.2.1 Professional Associations

Members of The Institute of Acoustics (MIOA)

Members of The Institute of Licensing (AMIOL)

Members of the Chartered Institute of Environmental Health Officers (MCIEH)

4. SITE AND EVENT DESCRIPTION

4.1.1 Field Day Festival 2019 is an eclectic music festival which is due to take place at Orbital Business Park, Argon Way, Edmonton, Enfield, N18 3HF, on Friday 7th and Saturday 8th June 2019.

4.1.2 Field Day Festival has an established pedigree as one of the Capitals premier weekend events dating back to 2007 in Victoria Park and relocating last year to Brockwell Park. The 2019 intention combines a new proposition and location in the London Borough of Enfield.

4.1.3 The festival site occupies an area of open land and unoccupied warehousing at Orbital Business Park, which is a large industrial and business park in Edmonton, North London. The festival consists of a main stage and three tented big top type stages and two further stages located within the unoccupied warehouses along with various event spaces, concession stalls and bars. Live and recorded music forms part of the regulated entertainment, which will be subject to premises licence conditions related to noise control. An aerial photograph of the site is presented in Figure 1 below. A plan layout is presented in Appendix A.

Figure 1. Aerial Map of Event Site

4.2 Proposed Operating Schedule

4.2.1 The proposed operating schedule for the event is detailed in Table 1 below. The site build will run from 24th May to 6th June and the site break from 9th to 17th June 2019.

Table 1. Proposed Operating Schedule(Regulated Entertainment)

		THURSDAY		FRIDAY		SATURDAY		SUNDAY	
		Open	Close	Open	Close	Open	Close	Open	Close
	BOX OFFICE	-	-	12:00	21:00	12:00	21:00	-	-
	ARENA	-	-	12:00	04:00 (ND)	12:00	04:00 (ND)	-	-
	WAREHOUSES	-	-	12:00	04:00 (ND)	12:00	04:00 (ND)	-	-
	FOOD TRADERS	-	-	12:00	04:00 (ND)	12:00	04:00 (ND)	-	-
MAIN STAGE - Stage 1 (outdoor)	25,000 cap	-	-	12:00	22:30	12:00	22:30	-	-
2ND STAGE - Stage 2 (UNIT 5)	7,100 cap	-	-	12:00	04:00 (ND)	12:00	04:00 (ND)	-	-
3RD STAGE - Stage 3 (tent)	5,000 cap	-	-	12:00	22:30	12:00	22:30	-	-
4TH STAGE - Stage 4 (UNIT 9)	2,300 cap	-	-	12:00	22:30	12:00	22:30	-	-
5TH STAGE - Stage 5 (tent)	1,500 cap	-	-	12:00	22:30	12:00	22:30	-	-
VIP	TBC	-	-	12:00	04:00 (ND)	12:00	04:00 (ND)	-	-

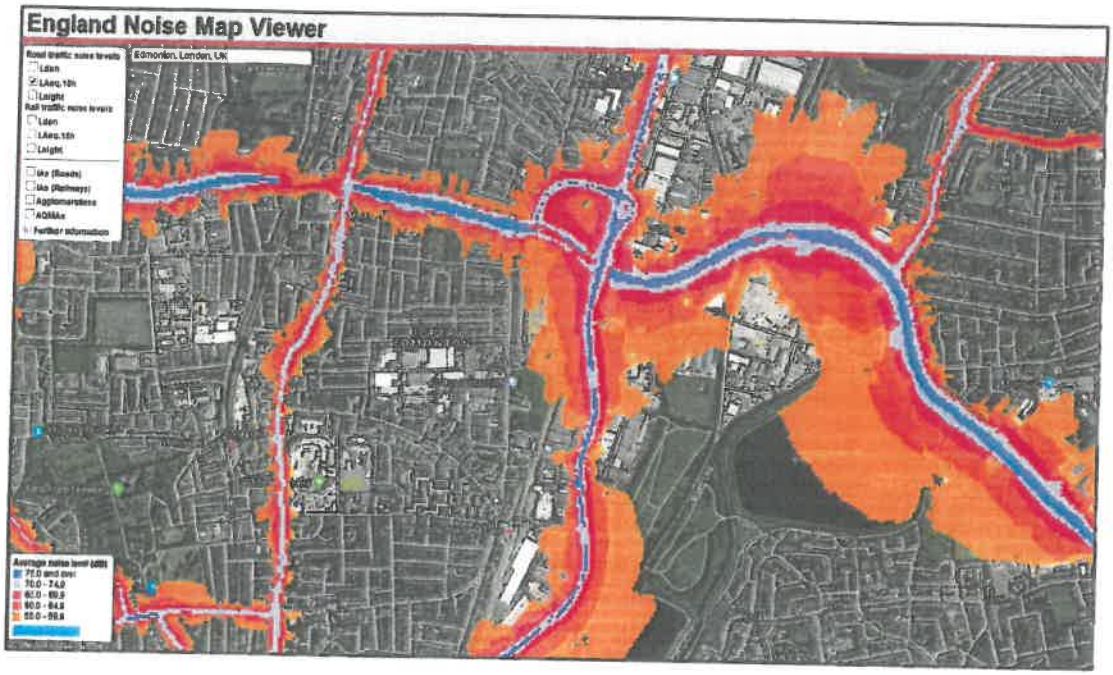
4.3 Acoustic Environment

4.3.1 The area around the site is that of a urban outer city location with major road and rail networks close to existing commercial/industrial and residential properties. The acoustic environment is likely to be dominated by transportation noise from road vehicles and passenger trains using these arterial routes as well as local traffic and commercial premises related noise.

4.3.2 DEFRA has published strategic noise map data that provide a snapshot of the estimated noise from major road and rail sources across England in 2012. The data was developed as part of implementing the Environmental Noise Directive. The noise contour map for the area around the site is presented in Figure 2 below and includes the modelled LAeq,16hour noise contours for the major road. Note that the contours do not include rail contours or industrial noise so the actual levels are likely to be higher.

4.3.3 The map indicates that area to the north and east of the site are likely to experience noise exposure from daytime transportation noise between 55 to 75dB LAeq,16hour. The residential area of Higham Hill to the south of the site and close to Banbury Reservoir is likely to experience noise below 55dB LAeq,16hour.

Figure 2. DEFRA Noise Contour Map



5. REGULATORY FRAMEWORK

5.1 Licensing Act 2003

5.1.1 The explanatory notes to the Act state that it provides for a unified system of regulation of the activities of the sale and supply of alcohol, the provision of regulated entertainment, and the provision of late night refreshment. In the Act, these activities are referred to collectively as "the licensable activities".

5.1.2 The purpose of the system of licensing for licensable activities is to promote four fundamental objectives ("the licensing objectives"). Those objectives are –

- the prevention of crime and disorder;
- public safety;
- the prevention of public nuisance; and
- the protection of children from harm.

5.1.3 The system of licensing is achieved through the provision of authorisations through personal licences, premises licences, club premises certificates and temporary event notices. The objective regarding the prevention of public nuisance is most often linked to noise and the explanatory notes to the Act advise that "The four licensing objectives aim to ensure that the carrying on of licensable activities on or from premises is done in the public interest. The third licensing objective, the prevention of public nuisance, will not extend to every activity which annoys another person but will cover behaviour which, when balanced against the public

interest, is found to be unacceptable." Applicants for a licence must demonstrate within their operating schedule the means by which they intend to meet this objective. When noise is being considered, Local Authority "responsible authorities" (typically Environmental Health departments), must have regard to this objective when considering making a representation or applying for a review of a Premises Licence.

5.2 Public Nuisance

5.2.1 Responsible authorities and other persons (formerly "interested parties") may make representations based on the public nuisance objective. Neither the Licensing Act 2003 nor the Statutory Guidance define public nuisance, although the Guidance states that licensing authorities should adopt the "broad common law" meaning. In summary, the common law states that public nuisance means.

- Any nuisance is "public" which materially affects the reasonable comfort and convenience of the life of a class of her Majesty's subjects.
- Public nuisance is a nuisance which is so widespread in its range and indiscriminate in its effect that it would not be reasonable to expect one person to take proceedings on his own to put a stop to it; but that it should take on the responsibility of the community at large.
- The question whether the local community within that sphere comprises a sufficient number of persons to constitute a class of the public is a question of fact in every case.
- A sufficiently large collection of private nuisances i.e. to more than one person/household, can be a public nuisance.
- Nuisance is assessed qualitatively in terms of factors including frequency of event, duration, time of day, absolute level, etc. and must materially unreasonably interfere with the ordinary use of property

5.2.2 Therefore, with respect to the promotion element of the public nuisance objective, operators and responsible authorities can place proportionate restrictions and conditions on a licence, where appropriate to ensure that noise from regulated entertainment is below the threshold for public nuisance; appropriate to the circumstances of the proposed or actual licensed premises, taking into account those who may be affected by noise associated by the operation of a license.

5.3 Conditions

5.3.1 The guidance which accompanied the Licensing Act 2003 states that each application must be considered on its own merits. Any conditions attached to licences and certificates must therefore be tailored to the individual style and characteristics of the premises and associated events taking place and standardised conditions applied to every licensed premises should be avoided.

5.3.2 Case law and Statutory Guidance confirms that conditions attached to a licence must be appropriate to promote one or more of the four licensing objectives. Any conditions must also be expressed in unequivocal and unambiguous terms to avoid legal dispute. Conditions must also be precise and proportionate, and should avoid duplication of existing legislation such as Health & Safety at Work etc. Act 1974 and the Environmental Protection Act 1990 (EPA).

5.4 Inaudibility

5.4.1 Inaudibility conditions have been popular in the past but have faced sufficient criticism in the courts, e.g. R (Developing Retail Ltd) v South East Hampshire Magistrates Court, Administrative Court, 4th March 2011, and now have been determined that the phrase is incompatible with the requirements of the Licensing Act 2003 and planning requirements, as it is imprecise, unreasonable and disproportionate with the Licensing Act 2003 objectives or planning requirements under National Planning Policy Guidance (NPPG) 2014.

5.1 Noise Act 1996 and Licensed Premises

5.1.1 The powers under the Noise Act 1996 are in addition to those possessed by local authorities under the Environmental Protection Act 1990 and the Noise and Statutory Nuisance Act 1993 on statutory nuisance.

5.1.2 Following a complaint of excessive noise being emitted from licensed premises between 23:00 hrs and 07:00 hrs, Local Authorities may investigate under the Noise Act 1996 (as amended by the Clean Neighbourhoods and Environment Act 2005). If they consider the noise to be exceeding the "permitted level", they can serve a warning notice on the person they consider to be responsible.

5.1.3 If the noise persists after the warning notice has been served, the Local Authority can measure the noise against the "permitted level". It is an offence to exceed the permitted level and offenders can be issued with a Fixed Penalty Notice (£500 for licensed premises) at that time or later, or can be prosecuted.

5.1.4 The "permitted level" (as set out in The Permitted Level of Noise (England) Directions 2008) is 34 dBA, if the underlying level of noise is no more than 24 dBA; or 10 dBA above the underlying level of noise where this exceeds 24 dBA.

5.1.5 The Measuring Devices (Noise Act 1996) (England) Directions 2008 approves devices that can be used to measure noise, containing requirements for their verification and calibration and sets out how measurements of noise must be conducted.

5.2 Research that Informed the Noise Act 1996

5.2.1 DEFRA- Noise From Pubs And Clubs Phase II-NANR-163 May 2006

5.2.2 NANR 92 informed the "Noise from Pubs and Clubs Phase II" (NANR 163) research, which in turn provided the justification for the application of the Noise Act 1996 (as amended by the Clean Neighbourhoods and Environment Act 2005) to licensed premises.

5.2.3 The research looked at the subjective response of individuals using a range of quantitative measures derived from physical measurements of entertainment noise established in Phase 1 of the project described above. The objective of the research was to establish an effective methodology for internal noise assessment of one-off type music events from licensed premises between 23:00 hrs to 07:00 hrs.

5.2.4 However, part of the research included controlled testing and field trials which also examined the correlation of external noise assessment methods with subjective response of individuals regarding the acceptability of entertainment noise levels, judged as a regular event. The metrics which provided the best overall correlations with subjective response for assessment of entertainment noise and which are pertinent to the Licence Review are discussed below .

5.2.5 Absolute LAeq & LCeq

5.2.6 Both the LAeq and LCeq metrics had stronger correlations than other metrics for external assessment of noise from entertainment events. However, the report stated that an entertainment noise criteria based on absolute LAeq or LCeq, would be difficult to use where the existing ambient noise level without the entertainment noise was close to, equal to, or above the threshold level and would need to be used in conjunction with subjective judgment. This is likely to be more of a problem for an external assessment situation, but can be allowed for by using decibel subtraction because the metric is based on the overall noise energy in the assessment period rather than the distribution of noise levels during the measurement.

6. NOISE GUIDANCE AND STANDARDS

6.1 Code of Practice on Environmental Noise Control at Concerts 1995

6.1.1 The introduction to the CoP states:

> *Large music events involving high powered amplification are held in sporting stadia, arenas, open air sites and within lightweight buildings. These events give pleasure to hundreds and in some cases thousands of people. However, the music from these events can cause disturbance to those living in the vicinity. The purpose of this code is to give guidance on how such disturbance or annoyance can be minimised.*

6.1.2 This is an important factor as the CoP predates the introduction of the Licensing Act 2003 where the relevant objective to noise, is the promotion of the prevention of public nuisance. It has therefore been argued that the threshold described in the CoP of "*minimising disturbance or annoyance*" is at a lower threshold than that the Licensing Act 2003 requires.

6.1.3 The Code of Practice first published in 1995, addresses environmental noise control at concerts and similar large music events involving high powered amplification when held in

sporting stadia, arenas, open air sites and within lightweight buildings. Various guidelines and criteria are described. For events held between 0900 and 2300 the Music Noise Level (MNL) when assessed at the prediction stage or measured during sound checks or concerts should not exceed the levels detailed in Table 2 below;

Table 2. Code of Practice Guideline Values

Concert days per Year	Venue Category	Guideline
1 to 3	Urban Stadia & Arenas	The MNL should not exceed 75dB(A) over a 15minute period
1 to 3	Other Urban & Rural Venues	The MNL should not exceed 65dB(A) over a 15minute period
4 to 12	All Venues	The MNL should not exceed the background noise level by more than 15dB(A) over a 15 min period

The Music Noise Level (MNL) value is the $L_{AEQ,15minute}$, due to music measured at a distance of 1 meter from the facade of any noise sensitive premises

6.2 Low Frequency Noise Criteria

6.2.1 The above 1995 CoP does not specify limits for low frequencies although there is a footnote with some helpful guidance. Whilst this is only a footnote, there have been an increasing number of council's who have adopted these low frequency limits.

6.2.2 The conclusions of the research[2] behind the footnote state that:-

- *At open air venues, the increase over background 'A' weighted criterion works well at minimizing complaints near to a venue.*
- *The 'A' weighted criterion can underestimate annoyance at greater distances from the venue (in excess of 2km) as the mid to high frequency energy is quickly attenuated with respect to low frequency and the expectation of people living some distance from the event being that the concert should be inaudible.*
- *Sound pressure levels in excess of 80dB in the 63Hz or the 125 Hz octave bands recorded in excess of 2km from the concert, are likely to give rise to complaints of low frequency noise. Levels below 70dB are likely to be acceptable.*

6.2.3 The effect of imposing a 70dB limit in 63Hz and 125Hz bands is often unachievable and if enforced would prevent concerts from taking place. Notwithstanding this, it maybe useful in certain circumstances to set an maximum external low frequency level in order to control some of the more excessive effects of certain types of dance music, which can contain higher low frequency levels and can controlled by setting $L_{Ceq,T}$ limits up to 90dB(C) or similar levels within individual octave or third octave bands .

[2] J E T Griffiths, J G Staunton & S S Kamtha, A study of low frequency sound from pop concerts. Proceedings of the Institute of Acoustics, Vol 15, Part 7, 1993.

6.3 Research

6.4 Attitudes towards Environmental Nosie from Concerts –NANR 292

6.4.1 The Department of Food and Rural affairs (DEFRA) sponsored research undertaken by Ipsos Mori and Edinburgh Napier University's, Building Performance Centre to carry out a social study of attitudes to music noise of those residing in the vicinity and those attending concerts. The study was based around 10 concert events held across the UK between May and September 2010. To complement the social study Defra let a secondary contract (NANR 297) to undertake noise monitoring at the events where the social studies were to be undertaken. The objective of the studies was to undertake.

1. A social survey with attendees of events and local residents to provide an evidence base regarding the attitudes to noise from concerts.
2. Assessments to monitor Music Noise Levels (MNL) in the social survey areas.
3. Analyse the survey responses against the Music Noise Levels to establish a Dose Response Relationship
4. Produce any recommendations for future guidance on the management of environmental noise control at concerts.

6.4.2 Outcomes

- Urban events with approximately 100dBA mixing desk levels tend to give approximately 10% population annoyance within 1km and under 1 % complaints.
- It is considered that there was no need to treat urban 'stadiums' differently from urban 'parks' as the existing CoP currently details.
- Dose response suggests around 4% annoyance at 40dBA rising to 33% at 70dBA for 'urban' venues. The response rate still needs to be tested for rural events.
- Audience satisfaction drops as level approaches ~90 dBA.
- Prior notification can significantly reduce annoyance levels.
- Majority of people support up to 5 events, 43 % support up to 12 events.
- Other aspects such impact from traffic and parking rated as high as noise issues by residents

6.5 World Health Organisation (WHO) Community Noise Guidelines 1999

6.5.1 The WHO guideline values for community noise, which include entertainment noise, are appropriate to what are termed "critical health effects". This means that the limits are at the lowest noise level that would result in any psychological or physiological effect. The

guidelines have recently been updates (October 2018) but still references some of the guidelines levels in the 1999 document .Although they are mainly considered for use with transportation noise sources such as road, rail and aircraft, they are useful in providing some guidance on negative sleep effects.

6.5.2 They state that if negative effects on sleep are to be avoided the Leq,8hr should not exceed 30dB(A) for continuous noise. Sound reduction of a partially open window from outside to inside is considered to be 15dB(A).

6.6 Comparison with Other Urban Park Locations

6.6.1 Table 3 below details the permitted noise control limits at other urban park venue. It can be seen that several urban park venues operate with music noise limits up to 75dB(A) with some parks imposing a low frequency noise limit of up to 90dB(C) and others not imposing any low frequency noise limit.

Table 3. Music Noise Limits at Other Urban Park Locations

Venue	Premises Licence Music Noise Condition	Low Frequency Music Noise Limits
Hyde Park (London)	75dB LAeq,5minutes 1m from the facade of any noise sensitive premises.	Additional Low Frequency and other conditions applied.
Victoria Park (London)	75dB LAeq,5minutes 1m from the facade of any noise sensitive premises.	Low frequency music noise limit was removed as a PL condition
Heaton Park (Manchester)	75dB LAeq,15minutes at designated locations	No low frequency limit
Queen Elizabeth Park (London)	75dB LAeq,15minutes at designated locations	No low frequency limit
Clapham Common (London)	75dB LAeq,15minutes at designated locations .	90dB LCeq,15minutes
Central East Park	75dB LAeq,15minutes 1m from the facade of any noise sensitive premises.	No known
Blackheath Common (London)	75dB LAeq, 15minutes 1m from the facade of any noise sensitive premises.	90dB LCeq,15minutes
Brockwell Park	75dB LAeq, 15minutes 1m from the facade of any noise sensitive premises	90dB LCeq,15minutes

Venue	Premises Licence Music Noise Condition	Low Frequency Music Noise Limits
Finsbury Park	75dB LAeq, 15minutes 1m from the facade of any noise sensitive premises	85dB in one third octave bands from 40Hertz to 125Hetz (equates to 90dB in the 63Hertz and 125 octave bands)

6.7 Comparison with Other Post 23:00 Events

6.7.1 Table 4 below details the permitted noise control limits at events where music noise is permitted post 23:00. It can be seen that events operate with music noise limits up to 45dB(A) and a low frequency noise limit of up to 65dB(C).

Table 4. Post 23:00 Music Noise Limits at Other UK Events

Event	Regulated Entertainment	Music Noise Limits Post 23.00
Lost Village	Up to 2am	45dB LAeq,15min. 65dB Leq in 63Hetz and 125 Hertz Octave bands
Boardmasters, Cornwall	Up to 2am	45dB LAeq,15minup to 00:45, inaudible from 00:45 to 02:00
Kendal Calling Cumbria	Up to 3am	45dB LAeq,5min
Bludot Festival, Jodrell Bank, Cheshire	Up to 2am	45dB LAeq,15min & 65dB LCeq,15min
YNot Festival Derbyshire Dales	Up to 2am	45dB LAeq,15min

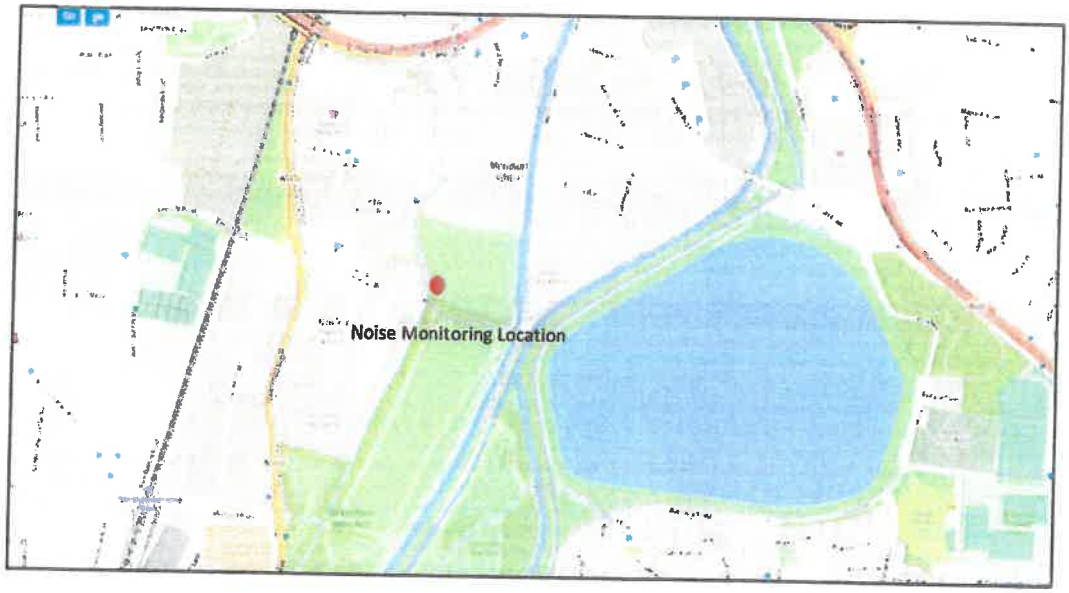
7. LOCAL AUTHORITY REQUIREMENTS

7.1.1 Preliminary discussions with Mr. Ned Johnson, Principal Officer Pollution Control at the London Borough of Enfield has indicated that the council will apply the guidelines in Code of Practice on Environmental Noise Control at Concerts 1995 produced by the Noise Council and known as the PoP Code and other relevant guidance for noise control post 23:00.

8. AMBIENT NOISE SURVEY

8.1.1 In order to assist in establishing appropriate night time music noise limits, a noise survey was carried from 10:18 on Saturday 27th October to 13:04 on Monday 29th October. The noise monitor was located on an area of unoccupied land close to Leeside Road and identified in Figure 3 below. This area was chosen for security reason and enabled continuous monitoring throughout a weekend period and is considered to provide a reasonable indicator of ambient and noise levels within the vicinity of the site.

Figure 3. Noise Monitoring Location



8.1.2 The sound level meter were set to record all broadband and statistical A weighted and octave band sound pressure levels including L90 and Leq. Measurements were simultaneously made of 1 minute and 15minute time intervals . Measurements were obtained using the following instrumentation complying with the Type 1 specification of IEC 60651, IEC 61260 and IEC 61672;

- Bruel and Kjaer 2250 Integrated SLM Serial Nos 3010392
- Bruel and Kjaer 4231 Field Calibrator 3001533

8.1.3 The equipment was calibrated using a B&K 4231 field calibrator both before and after the survey and no significant drift was observed. Full calibration certificates are available upon request. Measurements were supplemented with timed and triggered audio recordings to enable post measurement analysis.

8.1.4 Post measurement analysis of the periodic audio recordings indicated that the acoustic environment is dominated by road tariff noise from the A406 North Circular Road.

8.1.5 Tables 5 and 6 below presents the summary of the results for the monitoring period.

Table 5. Summary Table of LAeq min & LCeq,15min Measurement Results (12:00-23:00)

Festival Day LAeq,15min Range	Festival Day Modal LAeq,15min dB(A)	Festival Day LCeq,15min Range	Festival Day Modal LCeq,15min
54-57	56	61-69	63

Table 6. Summary Table of LAeq min & LCeq,15min Measurement Results (23:00-04:00)

Festival Night LAeq,15min Range	Festival Night Modal LAeq,15min dB(A)	Festival Night LCeq,15min Range	Festival Night Modal LCeq,15min
51-56	54	59-65	59

9. RATIONALE FOR PROPOSED MUSIC NOISE LIMITS

9.1.1 The proposed music noise limits broadly align with the national Code of Practice on Environmental Noise Control at Concerts 1995. It can be argued that, as the guidelines were produced before the introduction of the Licensing Act 2003 and have been designed to "minimise disturbance" this is a lower threshold than required than required by the Act , which requires the prevention of public nuisance.

9.1.2 For a public nuisance to exist the noise nuisance must be both excessive and unreasonable and more than just mere annoyance. The determination takes into account a number of factors or objectives tests which include:

- The absolute level of noise and its characteristics
- The duration and frequency of its occurrence
- The time of the noise (day or night)
- The characteristics of the neighbourhood
- The nature of the care activity is carried out
- Where the noise takes place and is experienced

9.1.3 The number of people affected – this factor is especially pertinent, because for a public nuisance to exist it must affect a number of persons within a community or neighbourhood who suffer to an unreasonable extent from noise emanating from the licensed site.

9.1.4 Regarding night-time music noise levels, the CoP recommends inaudibility internally. Case law has determined that inaudibility is not a condition which is compatible with the Licensing Act 2003 requirements, as it would be imprecise, unreasonable and disproportionate with the Act's objectives.

9.1.5 Therefore a limit has been designed that is below the permitted level defined within Noise Act 1996 i.e

- NA96 Permitted Level = 34dB LAeq,5minutes, measured internally with windows closed.

- This approximates to 49dB LAeq,5minutes externally (applying 15dB window attenuation as per BS8233:2014) and 59-64dB (windows closed 25-30dB attenuation)

9.1.6 The proposed limit for Field Day is 45dB LAeq,15minute (30dB(A) internally, windows partially open) therefore the night-time requirements are more stringent than those applied by the Noise Act 1996 and therefore considered to align with the requirements of the Licensing Act's objectives.

9.1.7 The research that informed the Noise Act 1996 indicated that at lower levels the A weighted Leq,T metric provided the best indicator of community annoyance. However a low frequency limit has also been applied in order to take account of some of the problems associated with modern music and the "repetitive dance beat" which anecdotally can cause annoyance.

9.1.8 The night time limit also aligns with the World Health Organisation (WHO) Community noise guidelines of 30dB LAeq,T internally (allowing for 15dB partially open window attenuation

9.1.9 Comparison with the limits imposed at other similar rural festival within the UK indicate that the requirements at least comparable to and in many cases more stringent than several others, with many festival not requiring any low frequency control limits for either day or night.

9.1.10 It is therefore consider that the rationale for the music noise limits is justified and aligns with national and international guidance and standards and the music noise limits are set at appropriate levels in accordance with the requirements of the Licensing Act 2003

9.1.11 Proposed limits are detailed in Tables 7 and 8 below.

Table 7. Pre 23.00 Proposed Music Noise Limits

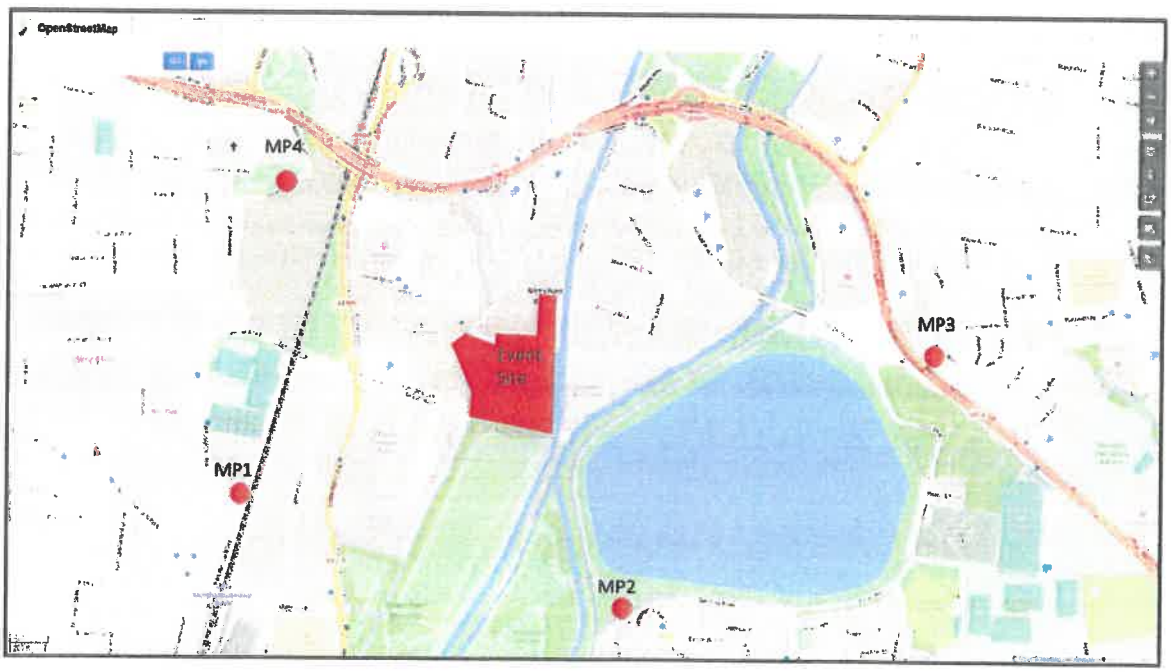
Location	Music Noise Limit dB LAeq,15min	Music Noise Limit dB LCeq,15min
MP1 – Heybourne Rd	75	90
MP2 – Waterhall Close	75	90
MP3 – Ching Way	75	90
MP4 – Albany Rd	75	90

Table 8. Post 23:00 Music Noise Limits

Location	Music Noise Limit dB LAeq,15min	Music Noise Limit dB LCeq,15min
MP1 – Heybourne Rd	45	65
MP2 – Waterhall Close	45	65
MP3- Ching Way	45	65
MP4 – Albany Rd	45	65

9.1.12 A map with the monitoring locations is presented in Figure 4 below.

Figure 4. Proposed Noise Monitoring Locations



9.2 Music Noise Predictions

9.2.1 In order to determine the sound propagation characteristics between the proposed music stages and those living nearby who might be affected by noise, music noise propagation calculations have been carried out.

9.2.2 The following factors have been taken into account when calculating these noise levels. Table 9 below presents the results the calculations. Further calculation details is presented in Appendix B.

- Distance attenuation

- The directivity factor: A combination of the sound system design and the orientation of the stage and receptor (taken to be -20 dB at 120° to – 180°, - 10 dB at 60° – 120° ; and 0 dB at 0° – 60° from the centreline of the PA system)
- Attenuation through the fabric of the tent (taken to be 5 dB(A)
- Attenuation from Unit 5 estimated to be 25dB(A) and 16dB(C) (double skin steel profile cladding with 200mm thermal insulation)
- Attenuation from Unit 6 estimated to be 15dB(A) and 10dB(C) (single skin cement cladding with 100mm thermal insulation)
- Barrier attenuation from buildings, site structures and topography taken to be of 5dB (partial line of sight and 10dB no line of sight)
- Front of house levels at stages (taken to from typical level at Field Day 2017).
- No ground attenuation included.

Table 9. Predicted Day Time Music Noise Levels at Monitoring Locations

Location	Predicted MNL dB LAeq,T	Predicted MNL dB LCeq,T
MP1 – Heybourne Rd	61	74
MP2 – Waterhall Close	73	82
MP3- Ching Way	69	82
MP4- Albany Rd	50	68

9.2.3 Post 23:00 Predictions are presented in Table 10 below and represent music noise from Stage 2 only.

Table 10. Predicted Night Time Music Noise Levels at Monitoring Locations

Location	Predicted MNL dB LAeq,T	Predicted MNL dB LCeq,T
MP1 – Heybourne Rd	35	59
MP2 – Waterhall Close	41	60
MP3- Ching Way	24	48
MP4 – Albany Rd	17	41

10. SOUND TESTING

10.1.1 Sound testing for Stage 2 was undertaken on Wednesday 7th November 2018. A Funktion One F121 sound system was installed in the warehouse which provided sufficient sound power to acoustically excite the entire event space. A representative music track (Howling by Frank Weidemann (Ame Remix), which provided suitable dynamic and spectral range including female vocal content, was then played on a loop at event levels and simultaneously measured at external monitoring and proxy locations. Audio recordings were undertaken to enable post measurement analysis.

10.1.2 The results from the monitoring are summarised in Tables 11 and 12 below. Location MP3 and MP4 were not included as noise levels from the A406 North Circular was e considered to be significantly above any potential music noise emissions from the Stage 2 location that would be audible at these locations.

Figure 5. Sound Test Monitoring Locations

Table 11. Sound Test Results – All doors closed

Location	Representative LAeq,T	Representative LCeq,T	Observations
Internal FOH Position	104	116	Music level above those proposed to ensure audibility at proxy position
Proxy 1(end of field 230m)	55	77	Music noise audible, bass and female vocal distinct, distant traffic noise also clearly audible. contribution from wind noise
MP1 – Heybourne Rd	54	66	Music noise completely inaudible. Periodic train pass increase LAeq,1min to 68dB. Local and distant traffic noise dominant along with some commercial noise from industrial estate and wind in trees. Strong wind gusts
MP2 – Waterhall Close	48	62	Music noise completely inaudible. Distant traffic noise dominant and wind in trees. Strong wind gusts
Proxy 2(front of building@ 70m)	68	89	Music noise clearly audible bass and female vocal distinct above ambient noise.
Canal Boats	60	76	Music noise audible, bass and female vocal more distinct, distant traffic noise also clearly audible contribution from wind noise

Table 12. Sound Test Results – Fire Doors Open

Location	Representative LAeq,T	Representative LCeq,T	Observations
Internal FOH Position	103	116	Music level above those proposed to ensure audibility at proxy position
Proxy 1(end of field 230m)	54	76	Music noise audible, bass and female vocal distinct, distant traffic noise also clearly audible. contribution from wind noise.
MP1 – Heybourne Rd	54	66	Music noise completely inaudible. Periodic train pass increase LAeq,1min to 68dB. Local and distant traffic noise dominant along with some commercial noise from industrial estate and wind in trees. Strong wind gusts
MP2 – Waterhall Close	48	63	Music noise periodically very faintly audible. Distant traffic noise dominant and wind in trees. Strong wind gusts
Canal Boats	62	80	Music noise clearly audible, bass and female vocal more distinct, distant traffic noise also clearly audible contribution from wind noise

Table 13. Sound Test – Post 23:00 FOH Levels

Location	Representative LAeq,T	Representative LCeq,T	Observations
Internal FOH Position	97	109	Post 23:00 Proposed Levels
Proxy 1(end of field)	52	71	Music noise just audible, distant traffic noise dominant.
Canal Boats	53	71	Music noise audible, distant traffic noise dominant

10.1.3 The results from the noise test indicate that the unit 5 building structure offers a reasonable level of sound insulation and that internal levels of up to 102dB(A) and 115dB(C) during the day will results in offsite levels below the proposed music noise limits and at or below typical ambient noise levels at offsite monitoring locations.

10.1.4 Post 23:00 internal levels of 97 to 99dB(A) and 108 to 110dB(C) during the night will result in offsite levels below the music noise limits at the proposed monitoring locations and at or below typical ambient noise levels at offsite monitoring locations, subject to doors remaining closed during this period.

10.1.5 It is considered that the outcome of the sound test confirms that the the proposed internal music noise levels for Stage 2 are appropriate for the promotion of the public nuisance objective under the Licensing Act 2003 whilst still providing good audience experience levels.

11. SOUND CONTROL PROCEDURES

11.1.1 In order to ensure that LA03 requirements are promoted and upheld, the following noise control procedures, that have been successfully used by TSA at other similar events, will be implemented at Field Day Festival 2019. It is anticipated, as normally occurs, that the consultants carrying out the sound control program will work closely with the Environmental Health Officers from LB Enfield. A brief outline of the procedures are provided below.

11.2 Organisational Controls

11.2.1 Three Spires will work closely with both the sound system engineers and event management staff at Ground Control as well as liaising directly with LB Enfield, Environmental Health and Licensing Officers as required.

11.2.2 Up to five members of staff will be available throughout the festival, with a dedicated member of staff appointed to respond to community communications/complaint visits. There will be a permanently attended central control point which oversees on and offsite monitoring and organise attendance at stages locations to ensure compliance with agreed on site limits. Permanent and rotational noise monitoring will be undertaken at agreed offsite representative community receptor locations with the local authority. We will

provide a live Google Map of all noise complaints to assist with identification of potential hot spots which will help facilitate focused intervention as required.

Lead Consultant: Chris Hurst Tel: 07939324063 email: chris@threespiresacoustics.co.uk

A Schematic of the communication and noise control process is presented in Figure 6 below.

Figure 6. Schematic of Communication and Noise Control Process

11.3 Pre-Event Information

11.3.1 We have been informed by the client that the following pre-event procedures will be in place:

11.3.2 The Event Manager/Production Manager will ensure that any visiting contractors and/or PA companies are advised of the noise constraints which relate to the site and details of this will also be contained within any contract documentation.

11.3.3 It is understood that residents will be informed of a contact telephone number (that will be attended by event management staff throughout the event) to enable them to register a

comment/complaint with respect to noise. Residential properties shall be contacted and will be advised of:

- The times of the concerts
- Any sound check or rehearsal times
- A telephone number to contact in the event of a comment/complaint

Liaison will take place with the Local Authority's Licensing and Environmental Health Departments to agree aspects such as sound propagation test times, complaint logging and assessment and contact protocols.

A copy of the complaint log is presented in Appendix B.

11.4 Sound System Design

11.4.1 The sound system provider has yet to be appointed, however it is anticipated that they will use the Martin Audio award-winning Multi-cellular Loudspeaker Array [MLA] technology or equivalent for the Main Stage . Such systems has proven to work well at other London urban park locations such as Hyde Park and Clapham Common and enable the suppression of noise pollution by providing a sound coverage for the audience whilst applying unprecedented control for noise spillage and pollution.

11.4.2 A cardioid arrangement of the sub base array will be deployed to assist in the reduction of low frequency noise on all stages. The cardioid arrangement uses noise cancellation techniques to produce a heart-shaped coverage pattern in which levels are louder to the front of it and lower behind it which assist with low frequency noise breakout out and prediction.

11.5 Music Noise Limit Monitoring

11.5.1 Music noise limits and monitoring locations are detailed in Table 8 and 9. We have proposed that at least one location will have permanent web enabled connectivity, other locations will be visited on a rotational basis, we will seek agreement with the Local Authority regarding these. Other locations which are the subject of a noise complaint or requested by the Local Authority Environmental Health Department will be assessed and visited where practicable.

11.6 Sound Propagation and Pre-Event Tests

11.6.1 Sound propagation tests will be carried out before the start of the festival, on the afternoon of Thursday 7th June. These involve playing pre-recorded music through the sound systems and measuring sound levels simultaneously at the FOH positions within the site and at the specified monitoring locations. The sound system can then be fine-tuned by using the PA characteristics and Digital Signal Processing, such that the maximum attenuation can be achieved from inside to outside the site and a maximum level can also be set at the mixer positions in order that Premise Licence conditions can be complied with. Sound testing will be restricted outside of the hours of 10:00 and 20:00 on Thursday 7th June.

11.7 Sound Monitoring Control

11.7.1 A wireless network link is to be established with sound measuring equipment both inside and outside the festival site. The music sound levels at all the mixing desk positions and the offsite positions will be continually monitored in terms of 15 minute and 1 minute LAeq , LCeq. This information will be relayed to the central control point. This point will be permanently monitored by a consultant/engineer and will enable real time music levels to be viewed via a laptop computer. Should the offsite monitoring levels reach a critical level it will be possible to view the relevant onsite FOH levels and judge whether a particular stage has caused the exceedance or whether this may be due to other extraneous environmental factors. Where necessary an intervention can then be made via the central control point to the sound engineer to reduce the onsite levels at the relevant mixer stage positions

11.8 Community Engagement

11.8.1 Should complaints of music noise arise during the event, the details will be logged by the onsite Production Management Team and passed onto the Three Spires consultants who will assess the music noise level at the closest permanent external monitor with the location details of the complaint. This will assist in building up a geographical picture of complaints. Where a resident wishes for a consultant to visit, this will be undertaken (wherever practicable) and location measurements recorded. Where an intervention will be necessary to ensure MNL's are compliant, instruction will be conveyed by two-way radio communication with the central control point, with intervention instructions then relayed to the relevant sound engineer. A complaint log will be forwarded to the Licensing Authority within 5 days of the event finishing.

11.9 Compliance Monitoring

11.9.1 A compliance report will be issued to the Licensing Authority within 14 days of the event finishing which will detail the measurement results from all locations and complaint response visit information.

11.10 Other Sources of Noise

11.10.1 Site generators will be located in a position to minimise the noise impact within the perimeter of the site boundary. Acoustic Screens will be used where required.

11.10.2 The events management team will inform all concession stalls holders and fairground ride operatives of the noise constraints that are required and will be periodically monitored by the TSA and action taken via the event management team if necessary.

11.10.3 During load in and load out of production equipment care should be taken if working outside normal working hours to limit any unnecessary noise and limit potential noise impacts on any noise sensitive receptors in the vicinity of the site.

11.10.4 During the site build, steel works will be restricted between 08.00 to 20.00 hours

12. CONCLUSION

12.1.1 It is considered that the rationale for the music noise limits is justified and aligns with national and international guidance and standards and the music noise limits are set at appropriate levels in accordance with the requirements of the Licensing Act 2003 to promote the prevention of public nuisance.

12.1.2 Noise predictions and sound testing have been undertaken which confirm that the venue is a viable location for the proposed event.

12.1.3 From my experience at many other outdoor concerts and festivals throughout the UK, I consider that the proposed music noise limits are at least equivalent to and in many cases, more comprehensive than other similar festival premises licence conditions.

12.1.4 A comprehensive noise management system, including sound system design, monitoring and community engagement will be in place to promote the LA03 objective and the licence holder and promotors are committed to a continual improvement strategy.

It is therefore considered that the Noise Management Plan adequately demonstrates that the event will promote the Licensing Act 2003 objective of the prevention of public nuisance and therefore, from a noise control perspective, can be granted a Premises Licence.

Appendix A: Site Plan


Zoom in (Ctrl+Plus)
V1 Site Plan (WIDE)
Drawing No
Ben Johnston
13/11/18
Field Day 2018.vwx
Drawing Title

Appendix B Results

Table 14. MNL LAeq,T Predictions All Stages Day

Receptor	Stages	Distance	FOH	Distance Correction	Directivity	Attenuation from Structure	Barrier Attenuation	FOH Level	Level at NSR
MP1 – Heybourne Rd	Main	680	45	24	10	0	10	102	58
	Stage 2	879	35	28	0	25	10	102	39
	Stage 3	829	30	29	0	5	10	100	56
	Stage 4	869	30	29	0	15	10	98	44
	Stage 5	644	15	33	20	5	10	98	30
	Stage 6	782	15	34	0	5	10	98	49
								Combined LAeq	61
Receptor	Stages	Distance	FOH	Distance Correction	Directivity	Attenuation from Structure	Barrier Attenuation	FOH Level	Level at NSR
MP2 WaterHall Close	Main	768	45	25	0	0	5	102	72
	Stage 2	772	35	27	0	25	5	102	45
	Stage 3	662	30	27	0	5	5	100	63
	Stage 4	703	30	27	0	15	10	98	46
	Stage 5	634	15	33	10	5	5	98	45
	Stage 6	546	15	31	20	5	5	98	37
								Combined LAeq	73
Receptor	Stages	Distance	FOH	Distance Correction	Directivity	Attenuation from Structure	Barrier Attenuation	FOH Level	Level at NSR
MP3 Ching Way	Main	1115	45	28	0	0	5	102	69
	Stage 2	962	35	29	10	25	10	102	28
	Stage 3	969	30	30	10	5	10	100	45
	Stage 4	960	30	30	10	15	10	98	33
	Stage 5	1113	15	37	0	5	10	98	46
	Stage 6	983	15	36	20	5	5	98	32
								Combined LAeq	69
Receptor	Stages	Distance	FOH	Distance Correction	Directivity	Attenuation from Structure	Barrier Attenuation	FOH Level	Level at NSR
MP4 Albany Rd	Main	645	45	23	20	0	10	102	49
	Stage 2	670	35	26	20	25	10	102	21
	Stage 3	780	30	28	20	5	10	100	37
	Stage 4	750	30	28	20	15	10	98	25
	Stage 5	750	15	34	20	5	10	98	29
	Stage 6	840	15	35	10	5	5	98	43
								Combined LAeq	50

Table 15. MNL LCeq,T Predictions All Stages Day

Receptor	Stages	Distance	FOH	Distance Correction	Directivity	Attenuation from Structure	Barrier Attenuation	FOH Level LCeq	Level at NSR
MP1 – Heybourne Rd	Main	680	45	24	10	0	10	115	71
	Stage 2	879	35	28	0	16	10	115	61
	Stage 3	829	30	29	0	2	10	110	69
	Stage 4	869	30	29	0	8	10	110	63
	Stage 5	644	15	33	20	2	10	110	45
	Stage 6	782	15	34	0	2	10	110	64
								Combined LCeq	**74**

Receptor	Stages	Distance	FOH	Distance Correction	Directivity	Attenuation from Structure	Barrier Attenuation	FOH Level	Level at NSR
MP2 WaterHall Close	Main	768	45	25	0	0	10	115	80
	Stage 2	772	35	27	0	16	5	115	67
	Stage 3	662	30	27	0	2	5	110	76
	Stage 4	703	30	27	0	8	10	110	65
	Stage 5	634	15	33	10	2	5	110	60
	Stage 6	546	15	31	20	2	5	110	52
								Combined LCeq	**82**

Receptor	Stages	Distance	FOH	Distance Correction	Directivity	Attenuation from Structure	Barrier Attenuation	FOH Level	Level at NSR
MP3 Ching Way	Main	1115	45	28	0	0	5	115	82
	Stage 2	962	35	29	10	16	10	115	50
	Stage 3	969	30	30	10	2	10	110	58
	Stage 4	960	30	30	10	8	10	110	52
	Stage 5	1113	15	37	0	2	10	110	61
	Stage 6	983	15	36	20	2	5	110	47
								Combined LCeq	**82**

Receptor	Stages	Distance	FOH	Distance Correction	Directivity	Attenuation from Structure	Barrier Attenuation	FOH Level	Level at NSR
MP4 Albany Rd	Main	645	45	23	20	0	5	115	67
	Stage 2	670	35	26	20	16	10	115	43
	Stage 3	780	30	28	20	2	10	110	50
	Stage 4	750	30	28	20	8	10	110	44
	Stage 5	750	15	34	20	2	10	110	44
	Stage 6	840	15	35	10	2	5	110	58
								Combined LCeq	**68**

Table 16. MNL LAeq,T Predictions Stage 2 Night

Receptor	Stages	Distance	FOH	Distance Correction	Directivity	Attenuation from Structure	Barrier Attenuation	FOH Level	Level at NSR
MP1 – Heybourne Rd	Stage 2	879	35	28	0	25	10	98	35
Receptor	**Stages**	**Distance**	**FOH**	**Distance Correction**	**Directivity**	**Attenuation from Structure**	**Barrier Attenuation**	**FOH Level**	**Level at NSR**
MP2 WaterHall Close	Stage 2	772	35	27	0	25	5	98	41
Receptor	**Stages**	**Distance**	**FOH**	**Distance Correction**	**Directivity**	**Attenuation from Structure**	**Barrier Attenuation**	**FOH Level**	**Level at NSR**
MP3 Ching Way	Stage 2	962	35	29	10	25	10	98	24
Receptor	**Stages**	**Distance**	**FOH**	**Distance Correction**	**Directivity**	**Attenuation from Structure**	**Barrier Attenuation**	**FOH Level**	**Level at NSR**
MP34 Albany Rdy	Stage 2	670	35	26	20	25	10	98	17

Table 17. MNL LCeq,T Predictions Stage 2 Night

Receptor	Stages	Distance	FOH	Distance Correction	Directivity	Attenuation from Structure	Barrier Attenuation	FOH Level	Level at NSR
MP1 – Heybourne Rd	Stage 2	879	35	28	0	16	5	108	59
Receptor	**Stages**	**Distance**	**FOH**	**Distance Correction**	**Directivity**	**Attenuation from Structure**	**Barrier Attenuation**	**FOH Level**	**Level at NSR**
MP2 WaterHall Close	Stage 2	772	35	27	0	16	5	108	60
Receptor	**Stages**	**Distance**	**FOH**	**Distance Correction**	**Directivity**	**Attenuation from Structure**	**Barrier Attenuation**	**FOH Level**	**Level at NSR**
MP3 Ching Way	Stage 2	962	35	29	10	16	5	108	48
Receptor	**Stages**	**Distance**	**FOH**	**Distance Correction**	**Directivity**	**Attenuation from Structure**	**Barrier Attenuation**	**FOH Level**	**Level at NSR**
MP4 Albany Rd	Stage 2	670	35	26	20	16	5	108	41

Appendix C: Comment /Complaint Form

Field Day Festival 2019	Noise Complaint/Comment
Date and Time Complaint Received	
Name of Complainant	
Address of Complainant	
Telephone number and email of complainant	
Location of noise disturbance (address	
Time disturbance noted	
Nature of complaint(Vocal, Bass, Music in General- Inside or outside)	
Additional Comment	
Visit Requested	
Action Taken	

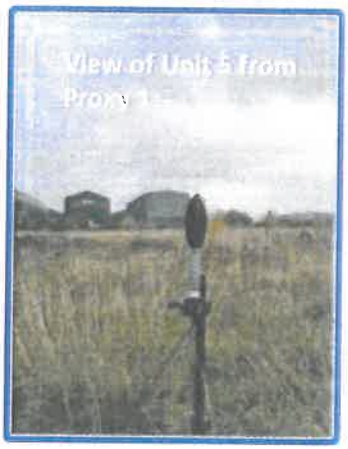
Appendix D: Photographs

Front of Unit 5

Rear of Unit 5


Sound Test


Unit 5


View of Unit 5 from


HDR
MP1


MP2

Appendix E: Glossary of Terms

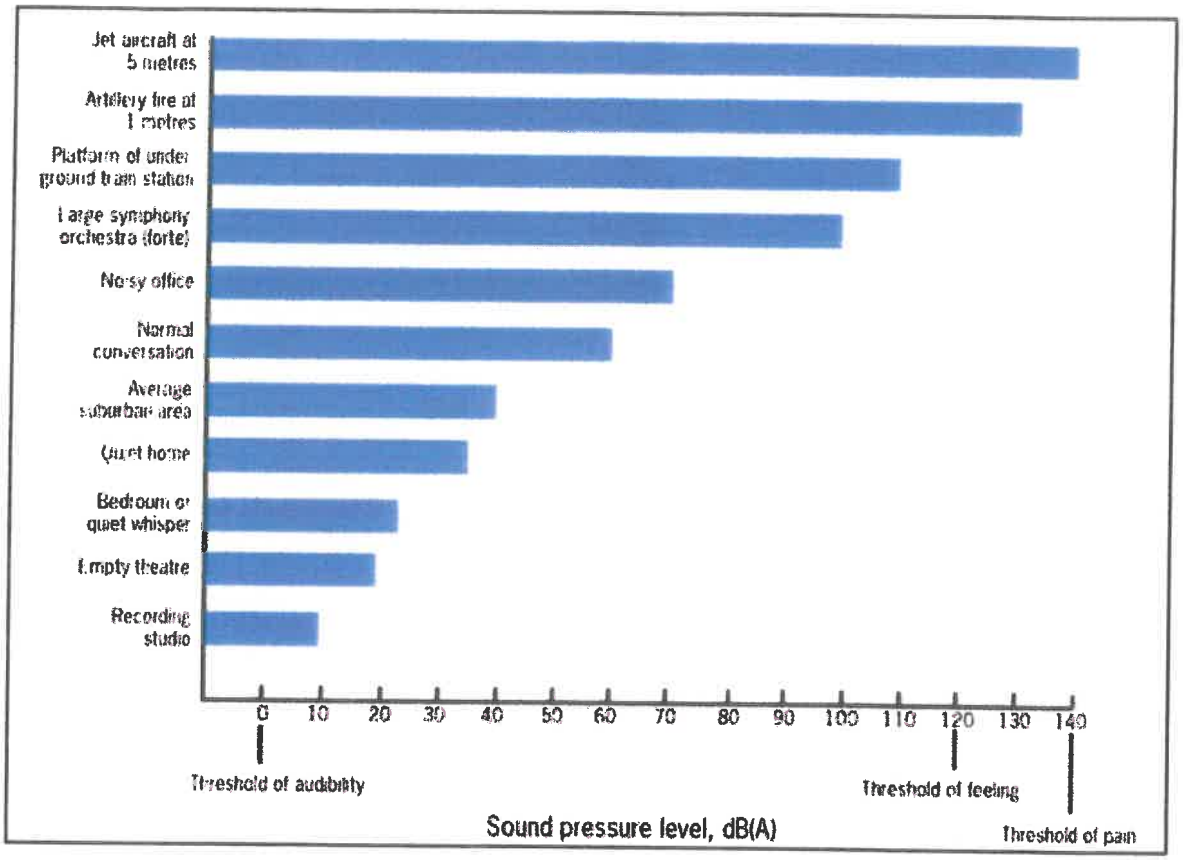
Noise

Noise is defined as sound unwanted at the point of reception. The range of audible sound is from 0 dB to 140 dB. The frequency response of the ear is usually taken to be about 18 Hz (number of oscillations per second) to 18000 Hz. The ear does not respond equally to different frequencies at the same level. It is more sensitive in the mid-frequency range than the lower and higher frequencies and because of this, the low and high frequency components of a sound are reduced in importance by applying a weighting (filtering) circuit to the noise measuring instrument. The weighting which is most widely used and which correlates best with subjective response to noise is the dB(A) weighting. This is an internationally accepted standard for noise measurements. For variable noise sources such as traffic, a difference of 3 dB(A) is just distinguishable. In addition, a doubling of a noise source would increase the overall noise by 3 dB(A). For example, if one item of machinery results in noise levels of 30 dB(A) at 10 m, then two identical items of machinery adjacent to one another would result in noise levels of 33 dB(A) at 10 m. The 'loudness' of a noise is a purely subjective parameter but it is generally accepted that an increase/decrease of 10 dB(A) corresponds to a doubling/halving in perceived loudness. External noise levels are rarely steady but rise and fall according to activities within an area. In an attempt to produce a figure that relates this variable noise level to subjective response, a number of noise indices have been developed. These include:

- **LAmax** noise level: This is the maximum noise level recorded over the measurement period.
- **LAeq** noise level: This is the 'equivalent continuous A-weighted sound pressure level, in decibels' and is defined in British Standard 7445 (BS 7445) [ ] as the 'value of the A-weighted sound pressure level of a continuous, steady sound that, within a specified time interval, T, has the same mean square sound pressure as a sound under consideration whose level varies with time'. It is a unit commonly used to describe construction noise and noise from industrial premises and is the most suitable unit for the description of other forms of environmental noise. In more straightforward terms, it is a measure of energy within the varying noise. It is also the unit best suited to assessing community response.
- **Music Noise Level (MNL)** : the LAeq of music noise measured at a particular location.
- **LA90** noise level: This is the noise level that is exceeded for 90% of the measurement period and gives an indication of the noise level during quieter periods. It is often referred to as the background noise level and is used in the assessment of disturbance from industrial noise.
- **Hz (Hertz)**: The tonal quality of a sound is described and measured in terms of the frequency content and is commonly expressed as octave or third octave bands, the latter being the division of the octave bands into three for finer analysis, across the frequency spectrum. The smaller the octave band or third octave band centre frequency number defined in terms of Hz, the lower the sound. For example 63 Hz is lower than 500 Hz and is perceived as a deeper sound. The attenuation due to air absorption and natural barriers increases with frequency i.e. low frequencies are always the most difficult to control

An indication of noise levels and pitches is provided in Appendix A1.1 of *Building Bulletin 93 'Acoustic Design of Schools: A Design Guide', 2003* (BB 93).

Typical sound pressure levels



TAB 7

FIELD DAY

EMERGENCY PLAN

VERSION 1.8

THIS DOCUMENT HAS BEEN REDACTED FOR PUBLIC VIEWING

VERSION:	DATE:	AUTHOR:	CHECKED BY:	DETAILS:
DRAFT V1.0	04/01/2019	ANDY SMITH		
DRAFT V1.1	10/01/2019	ROB DUDLEY	PAT PLUMMER	DRAFT FOR INTERNAL REVIEW
DRAFT V1.2	21/01/2019	ROB DUDLEY	PAT PLUMMER	MINOR AMENDS FOLLOWING INTERNAL REVIEW
DRAFT V1.3	25/01/2019	ROB DUDLEY	YAS GALLETTI	FURTHER MINOR AMENDS
DRAFT V1.4	25/01/2019	ROB DUDLEY		FURTHER MINOR AMENDS
DRAFT V1.5	29/01/2019	ROB DUDLEY	CHRISTIAN ROSE	AMENDS TO PROPOSED SITE LAYOUT AND EXITS
DRAFT V1.6	08/02/2019	ROB DUDLEY	CHRISTIAN ROSE	DRAFT FOR SAG REVIEW
DRAFT V1.7	21/03/2019	ROB DUDLEY	CHRISTIAN ROSE	AMENDS FOLLOWING SAG REVIEW, CHANGES TO SITE LAYOUT
DRAFT V1.8	29/04/2019	JOSH FINESILVER		REVISION OF CAPACITY AND STANDARDS INCLUSION OF COMPLIANCE UK WAREHOUSE CALCULATIONS

1. Introduction

This Document forms the Emergency Plan and is intended to guide the response to emergency situations during the festival should they arise. This plan details the arrangements for command and control at the event and also the evacuation procedure. It should particularly be used in conjunction with the Event Overview - Appendix A.

This document combined with the Event Safety Management Plan and its appendices, notably the events risk assessment, contains control measures which have been put into place to reduce the possibility of incidents occurring which would require an emergency response. The Operations Manager, in conjunction with the management team accept that they are normally responsible for dealing with any emergency situation should it arise.

What follows are provisions for specific incidents should they occur. The responses for these incidents can be easily adapted and tailored to suit other major incidents should they arise as it is not possible or reasonable to list a response for every foreseeable incident which could possibly arise.

All staff that will operate radios during the event will first be trained in their proper use and the procedures described in this document and Appendix U - Communications Plan.

2. Command and Control

2.1. Chain of Command

All Roles and Responsibilities at the festival will be clearly defined before the event as can be seen in the appendices of the Event Safety Management plan, Appendix T. In an Emergency Situation this clearly defined structure means that the decision-making process can be simplified and acted upon immediately. The Festival will be managed by the Operations Manager with the support of the Health & Safety Officer. The Operations Manager is ultimately responsible for the safe running of the event, and will be provided with assistance and advice from the Emergency Liaison Team.

2.2. Emergency Liaison Team (ELT)

The ELT shall consist of at least the following members;

- Representatives from Festival Management Team
- Safety Advisor
- Security Manager
- Medical Provision Manager
- Welfare Provision Manager
- Fire Safety Officer
- Traffic Management Representative

An open invitation will be extended to Multi-agencies to attend ELT meetings . The Festival Management Team consists of the Promoters, the Operations Manager, the Site Manager and the Production Manager.

In an Emergency, the Operations Manager is responsible for and will oversee and coordinate the event site managers, contractors and all logistical issues.

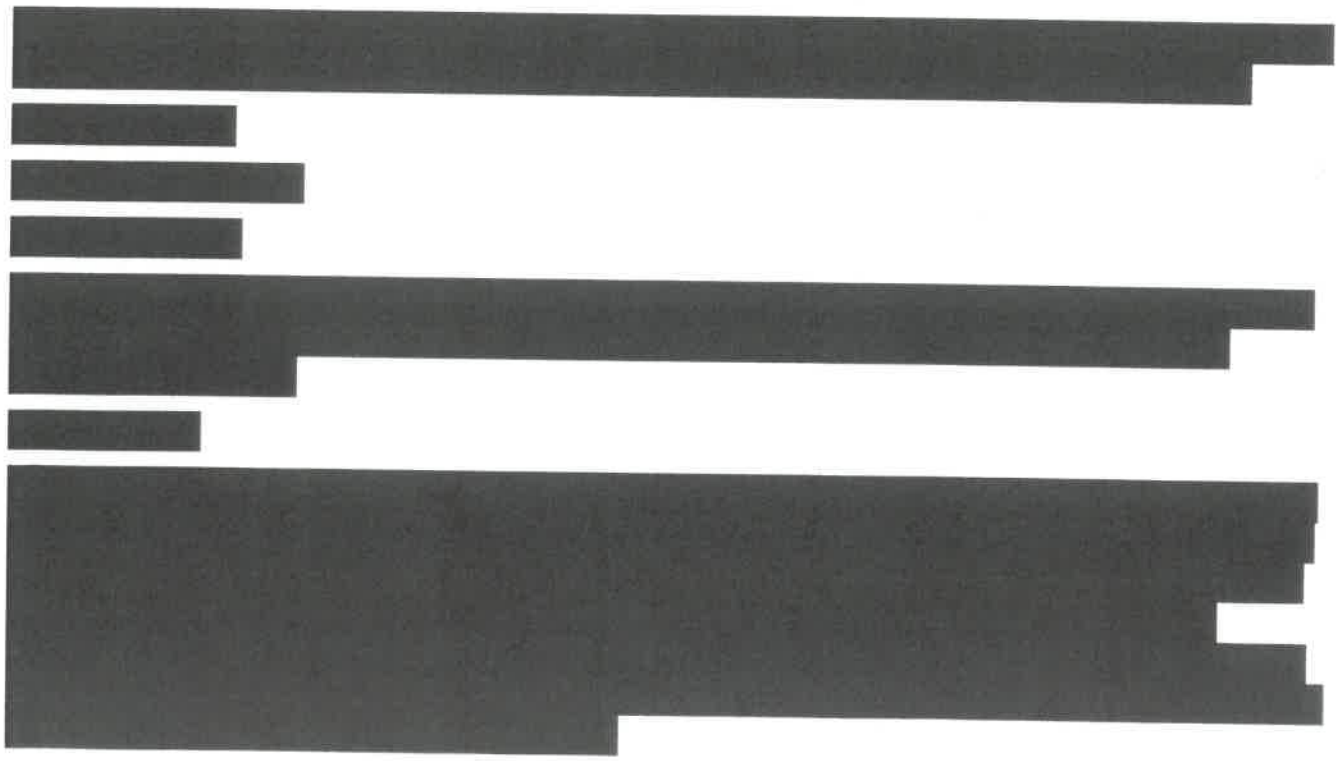
Each member of the ELT is solely responsible for their specific area during an emergency. The Security Manager (In conjunction with the appointed 'crowd manager') is responsible for crowd management, the Medical Manager for Medical Emergencies, the Safety Advisor for ensuring that the correct reporting procedures are followed and all health and safety standards are adhered to.

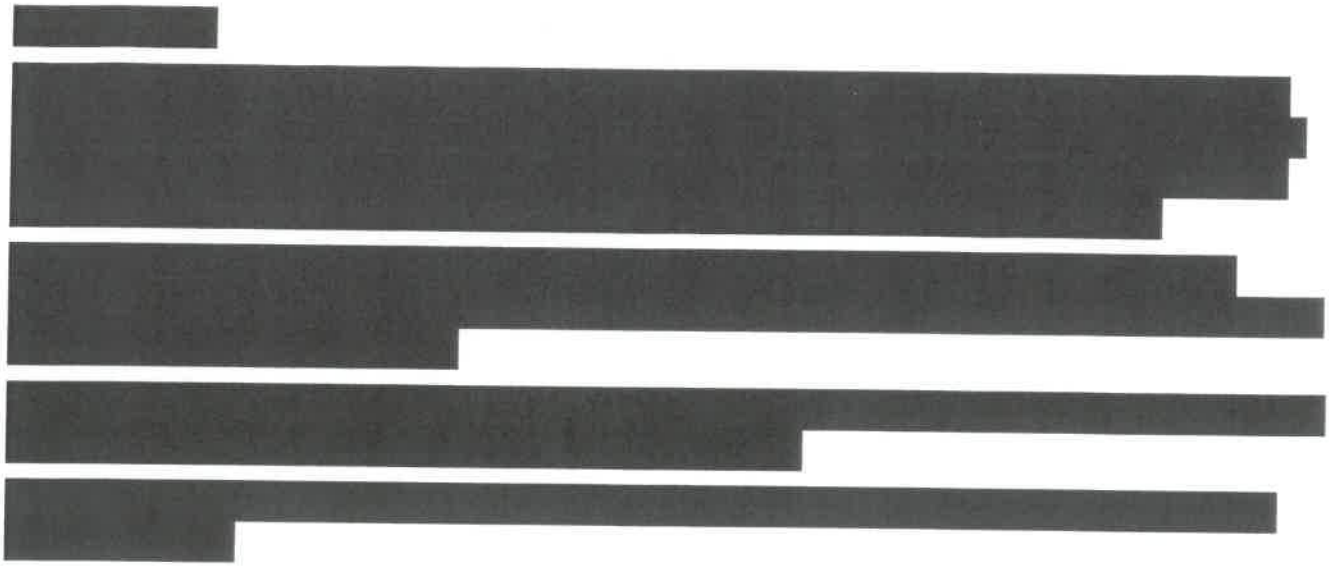
2.3. Management Review Meetings

The members of the ELT under normal circumstances will be around the site carrying out their generic responsibilities. The ELT will meet at regular intervals throughout the event to carry out management review meetings. The location and schedule of these meetings is shown in the Event Overview - Appendix A. The meetings are essential to ensure that all developing issues are addressed and all parties involved are made aware of any incidents and the most appropriate course of action will be discussed.

Partner agencies shall be able to attend ELT meetings if they are in attendance on site. All ELT meetings shall be conducted in line with a formal agenda and items discussed shall be minuted.

2.4. Incident Classification





2.5. On Site Operations

The Festival Management team will be allocated responsibilities to oversee different aspects of the event site (see Appendix T - Organisational Structure). They shall coordinate the site crew resources and the event suppliers and contractors and report to the Operations Manager.

Event Control is to be located in the Production Compound. Event Control will deal with all staff, contractor, trader and event related enquiries. Key contacts and their telephone numbers, radio communication channels and scale drawings of site will be listed and kept in the Event Control Office and Security Office. Copies of the Event Safety Management Plan, Risk Assessments and contractor health and safety documentation shall also be available.

2.6. Medical Services

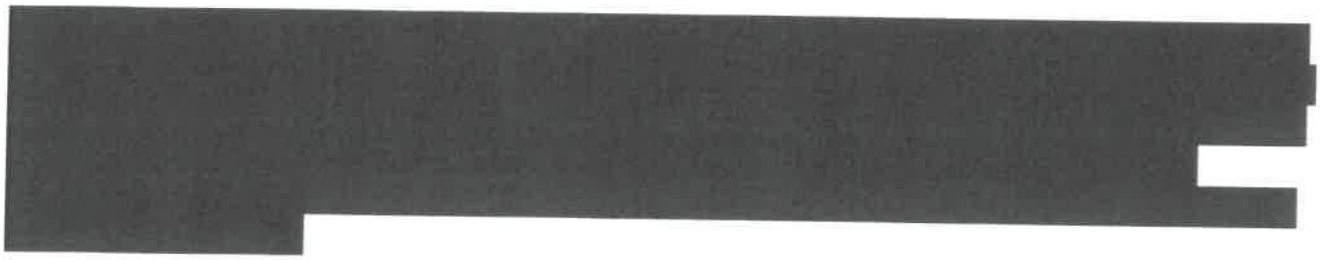
The medical team will be in radio contact with the Medical Co-coordinator ELT member, in order to quickly access information of medical incidents and deploy medical staff as required. Their manager will be present at the ELT meetings. Please see the Medical plan for further details, Appendix H of the ESMP.

2.7. The Security Contractor

Supervisors in the security team shall be in radio contact at all times and have a dedicated frequency. The co-ordination of stewards and the security team will be the security contractor's responsibility, as will Crowd Management. All incidents are to be reported to the head of security and significant ones are to be discussed at the ELT meetings, where the security Manager will represent them.

Key contacts and their telephone numbers will be listed and kept in the Production and Security Office and issued to all members of the ELT.

3. Event Cancellation



4. Site and Venue Capacities

The event site is split between an open-air site featuring a Main Stage (Open Air- Stage 1) and other event infrastructure and a further area utilising existing warehouse structures to the North of the open-air section (which will host Stages 2 and 3).

The warehouse area comprises currently of interconnecting structures which for Field Day will act as separate venues. The existing warehouse 5 will feature Stage 2, with warehouses 4 and 6 acting as service areas for this stage (featuring bars, catering units and toilets). The existing warehouses 9 and 9a will be combined and will feature Stage 3. Stages 2 and 3 will operate as separate venues/stages for the purposes of Field Day.

Area	Overall public area M^2 (approx)	Capacity at 0.3 M^2 per person (within front of stage area)	Capacity at 0.5 M^2 per person (standing/ dancing/club)	Capacity at 1.0 M^2 per person (dining)	Max operational capacity
Greenfield Site	18,142	2209 ÷ 0.3 = 7363	NA	15,933 ÷ 1 = 15,933	**23,296**

Area	Overall public area M^2 (approx)	Capacity at 0.3 M^2 per person (within 2m of bar/Live Music)	Capacity at 0.5 M^2 per person (standing/ dancing/club)	Capacity at 1.0 M^2 per person (dining)	Max operational capacity
Warehouse 4	1813	1813 ÷ 0.3 = 6043	1813 ÷ 0.5 = 3626	1813 ÷ 1 = 1813	**6043**
Warehouse 5	2592	2592 ÷ 0.3 = 8640	2592 ÷ 0.5 = 5184	2592 ÷ 1 = 2592	**8640**
Warehouse 6	1416	1416 ÷ 0.3 = 4713	1416 ÷ 0.5 = 2832	1416 ÷ 1 = 1416	**4713**
Warehouse 9	990	990 ÷ 0.3 = 3300	990 ÷ 0.5 = 1980	990 ÷ 1 = 990	**3300**
Premises Total					**22696**

Please note: this figure is based only on square meterage rather than evacuation capacity. The final number detailed below will be the lower of the two.

Evacuation Capacity (Total Site) – 22, 661

- Based on total available exit width of 56.6m
- Taking in to account the deduction of the largest available exit of 15m. Any exit could be compromised, by discounting the largest this applies a weighting for what is reasonably practicable.
- Using a Normal Risk rating with an evacuation time of 8 mins and a flow of 82ppm (Green Guide 6th Ed, p.133) for greenfield movements.
- + 17.8m of egress capacity is assessed at a flow rate of 66ppm and a 6 minute evacuation time, as per the Green Guide 6th Ed, p.133. This guidance is being utilised as the most up to date as the FRSA documentation for Open Air Events and Venues is 12 years old and still utilises the defunct 109 flow rate. **Note:** this does not relate to the evacuation from the warehouses as a venue. As a building, this utilises BS9999 (see separate document for warehouse capacities based on this guidance). The Green Guide is only used if evacuation is required utilising the warehouses as a transitionary thoroughfare from the fields to a place of relative/ultimate safety.

Gate	Meterage	Flow Rate	Evac Mins	CAP
EXIT 1 - BRIDGE	3.8	82	8	2492.8
EXIT 2 - SW EMX	15	82	8	9840
EXIT 3 - VIA WAREHOUSE 1	9	66	6	3564
EXIT 4 - VIA WAREHOUSE 2	8.8	66	6	3484.8
DISCOUNTED EXIT 5 - SE EMX	15	82	8	
DISCOUNTED EXIT 6 - NORTH EMX	5	82	8	3280
TOTAL EVACUATION CAPACITY				**22661**

As the total evacuation capacity is lower than the sqm holding capacity, the lower figure of the two shall be used for the final acceptable capacity.

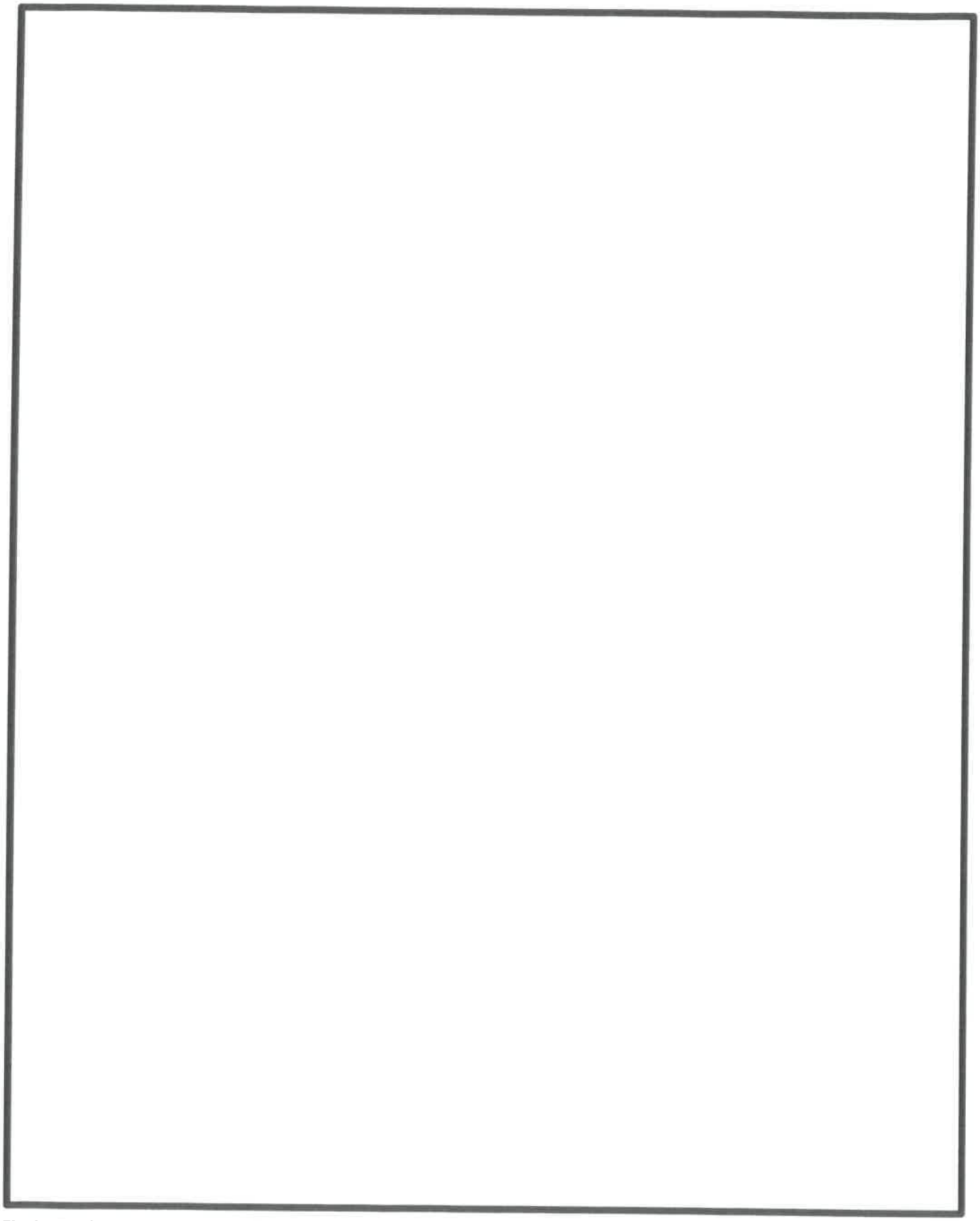


Fig 1. Total egress capacity including transit routes via the warehouses.

Evacuation Capacity (Warehouses) – 10,000

Irrespective of individual warehouse capacities based on BS999, the overall capacity of the indoor and external site combined must not exceed 22,661. This is due to this figure being the maximum capacity in the green space and the potential for all persons to egress the warehouses during either normal or emergency operations is a reasonably practicable scenario. As you will see below, we have limited the warehouses to 10,000 despite the evacuation capacity far exceeding this number.

A wider Fire Risk Assessment has been commissioned by Proud Events from Alan Lynagh of Compliance UK. The floor space factors exit widths and travel distances have been assessed by compliance UK and a version controlled, full report commissioned prior to the FRA. The details of this report have been extrapolated below to ensure completeness of the Emergency Plan document, however further detail can be found in "Occupancy Report - Drum Sheds 29042019 V1 PTD". BS999 is the predominant British Standard, however it is also appropriate to utilise Technical Standards for Places of Entertainment in conjunction with this.

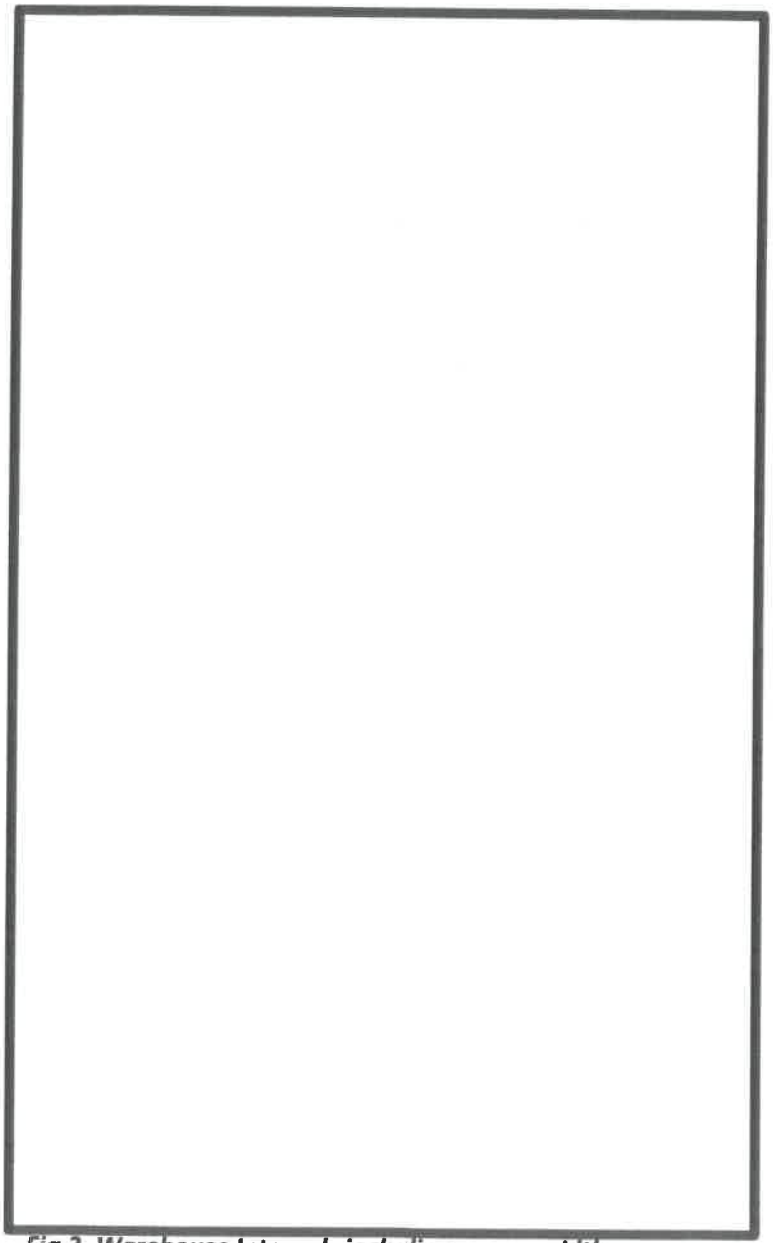


Fig 2. Warehouse Internals including egress widths

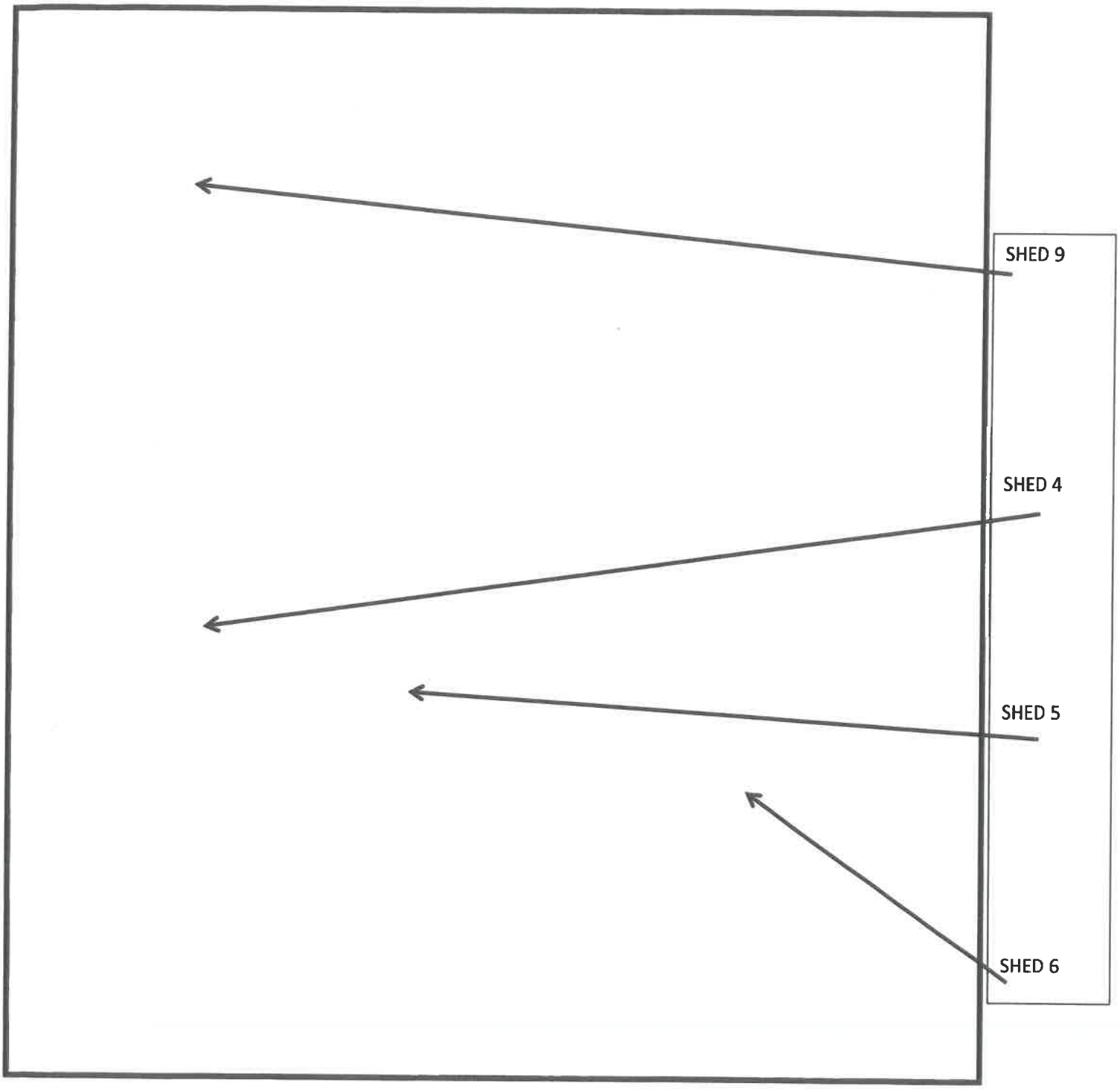


Fig 3. Warehouse internals including travel distances

The premises under consideration occupy four large sheds (sheds 4.5.6 and 9 known as the Drum Sheds) that sit within the wider Meridian Water greenfield site. They are ground floor former commercial warehouse units that are of steel frame construction typical of this building type.

The Drum Sheds are detailed below:

- Shed 4 – Approximately 1813sqm with a ceiling height of 11.4m. This shed adjoins shed 3 on one side (no access into shed three and shed three does not form part of the proposed licensed area) and shed 5 on the other. This shed can be used as a flexible event space and will generally be used for ancillary activities when there is a main live event in shed 5. There are exit routes to the top and bottom of the shed and additional exit/access routes back into shed 5 where escape provision is then provided from shed 5 exit routes. These are fully detailed in Section 5.0 of this report.

- Shed 5 – Approximately 2592sqm with a ceiling height of 23.7m. This shed sits between sheds 4 and 6 and can be used as a flexible event space but will generally be used as the main live event space. There are exit routes to the top (two staff/performer exits from stage area and a separate public exit) and bottom of the shed also and further exit/access routes back into sheds 4 and 6 where escape provision is then provided from these sheds to final exit points. These are fully detailed in section 5.0 of this report.

- Shed 6 – Approximately 1416sqm with a ceiling height of 13.5m. This shed adjoins shed 5 on one side and has direct access to the external perimeter on the other side. This shed can be used as a flexible event space and will generally be used for ancillary activities when there is a main live event in shed 5. There are exit routes to the top and side of the shed and additional exit/access routes back into shed 5 where escape provision is then provided from shed 5 exit routes. These are fully detailed in Section 5.0 of this report.

- Shed 9 – Approximately 990sqm with a ceiling height of 13.5m. This shed adjoins shed 6 on the top side and the lower portion of shed 5 to the bottom. However there is no direct access into these sheds from shed 9 apart form a sliding gate into shed 6 that can be opened up if required for certain events. This shed can be used as a flexible event space and there are exit routes to the bottom and both sides of the shed. These are fully detailed in Section 5.0 of this report.

The proposed use is classified in the following Purpose Groups as per Table 1 (Appendix D) of ADB:

Accommodation	Purpose Group
Assembly and recreation	5
NB: Plant, store and switch rooms are considered ancillary to the main building use	

Statutory Requirements

The main fire safety legislation applicable to this building includes, The Building Regulations 2000 and The Regulatory Reform (Fire Safety Order) 2005.

Building Regulations

The building is subject to the provisions of the Building Regulations 2000, which are the primary basis for statutory control of building design in England and Wales. This is however a temporary use for 2-3 years and it is understood that the application of the building regulations given this time frame are being considered accordingly.

Any proposed works with regard to the creation of new access/exit routes to the perimeter and internally will need building control approval and any new elements of work should be in line with the relevant provisions of BS9999.

Regulatory Reform Fire Safety Order 2005

The Regulatory Reform Fire Safety Order came into effect in 2006 and replaced the Fire Precautions Act 1971, the Workplace Regulations and various other pieces of fire safety legislation.

This report does not in itself afford compliance with the RRO. Whilst some of the content within this report would be expected to satisfy certain requirements of the Order a full written fire risk assessment is needed and this is in the process of being completed and will ensure full compliance with the RRO.

Where provisions in existing buildings do not meet the functional requirements of Part B of recent Building Regulations or other relevant guidance, additional physical measures may be necessary to comply with the RRO, not withstanding compliance with regulation 4(2) of the Building Regulations. This should be addressed by means of the fire risk assessment, which this document is a part of. Where appropriate mitigating features have been detailed that support the recommended maximum occupancies as prescribed.

Licensing Act 2003

The Licensing Act 2003 controls the use of premises for certain types of activities and places a responsibility on operators to consider the four licensing objectives of:

Prevention of Public Nuisance

Public Safety

Prevention of Crime and Disorder

Protection of People from Harm

Operators need to ensure that their premises design and management do not negatively impact on any of these objectives.

This report assesses a safe capacity in line with suitable guidance, which will ensure the operator's statutory responsibility to promote "public safety" is being discharged.

Floor Space Factors

Floor Space Factors

The areas under consideration will all operate as flexible event spaces with Shed 5 proposed for use as the main live music space also. The Technical Standards for Places of Entertainment (Table 3) details the relevant floor space factors applicable for the various types of use proposed. While each individual event will need to have its own event specific FRA carried out based on the proposed layout Table 4.0 details the three most likely scenarios. An event at 0.3M^2 per person for live music, which will be the maximum capacity achievable

within each shed, an events at 0.5 M^2 per person, which will cover music and dancing events and standing receptions and a dining event at 1.0M^2 per person.

Table 4.0: ***Floor Space Factors – Drum Sheds 4,5,6 & 9***

Area	Overall public area M^2 (approx)	Capacity at 0.3 M^2 per person (within 2m of bar/Live Music)	Capacity at 0.5 M^2 per person (standing/ dancing/club)	Capacity at 1.0 M^2 per person (dining)	Max operational capacity
Warehouse 4	1813	1813 ÷ 0.3 = 6043	1813 ÷ 0.5 = 3626	1813 ÷ 1 = 1813	**6043**
Warehouse 5	2592	2592 ÷ 0.3 = 8640	2592 ÷ 0.5 = 5184	2592 ÷ 1 = 2592	**8640**
Warehouse 6	1416	1416 ÷ 0.3 = 4713	1416 ÷ 0.5 = 2832	1416 ÷ 1 = 1416	**4713**
Warehouse 9	990	990 ÷ 0.3 = 3300	990 ÷ 0.5 = 1980	990 ÷ 1 = 990	**3300**
Premises Total					**22696**

These figures are indicative maximums for each individual shed and the proposal is to have no more than 10,000 across all units at anyone time. In reality unit 5 will be used for the main live music performances and it is understood that when this occurs units 4 and 6 will act as ancillary spaces providing the bars/concessions/cloakrooms etc.

The figures in Table 4.0 do not consider any proposed infrastructure and this will need to be considered on an event by event basis and reflected in the event specific FRA and the operator will need to ensure that the layout these maximum floor space factor capacities are based on are adhered to and suitable management controls to monitor this are put into place. It is likely that for a live music performance in Shed 5 for example the front of house positions, stage barriers and similar infrastructure could account for anything between 10-20% of the floor space being reduced. However the figures as detailed do highlight the maximum achievable capacity and should act as a starting point for any such infrastructure calculations.

As these are indicative figures the means of escape provisions will now need to be assessed to detail maximum capacities based on the proposed exit widths.

Means Of Escape

Sheds 4,5 and 6 are effectively all one large fire compartment with ceiling heights in excess of 10m in sheds 4 and 6 and in excess of 20m in shed 5. Some of the final exit points from the sheds are relatively close together and not quite 45 degrees apart. However given the generous ceiling heights it is deemed reasonable to accept that the routes will be available for an extended period of time while the smoke layer descends to a point at which it impedes escape.

In addition from Shed 5 there are side exits that deliver into Sheds 4 and 6 or vice versa from where the final exits then become available. Albeit this requires occupants to pass through another event space prior to reaching the final exits there would for example never be a separate event in Sheds 4 and 6 when Shed 5 is operating at or near its maximum prescribed capacity for a live music performance. On that basis it is deemed reasonable to consider all the final exit points as valid and apply an overall combined capacity for all 3 sheds on that basis and then carry out individual calculations for each shed incorporating the doors between sheds in these calculations. Shed 9 has been calculated as a stand alone unit with no exit flow via other sheds.

The means of escape provision from each shed is detailed on this basis below for reference purposes:

- Shed 4:
  - Exit 4A – Main exit to the top of Shed 4 (7000mm)
  - Exit 4B – Alternative exit to the top of Shed 4 (3000mm)
  - Exit 4C – Alternative exit back into Shed 5 (5000mm
  - Exit 4D – Alternative exit back into Shed 5 (5000mm)
  - Exit 4E – Alternative exit back into Shed 5 (5500mm)
  - Exit 4F – Alternative exit to the bottom of Shed 4 (6000mm)
  - Exit 4G – Alternative exit to the bottom of Shed 4 (3000mm)

- Shed 5:
  - Exit 5A – Main staff/ back of house only exit to the top of Shed 5 (900mm)
  - Exit 5B – Alternative staff/back of house exit to the top of Shed 5 (900mm)
  - Exit 5C – Alternative exit to the top of Shed 5 (2100mm)
  - Exit 5D – Alternative exit back into Shed 6 (4500mm)
  - Exit 5E – Alternative exit back into Shed 6 (4500mm)
  - Exit 5F – Alternative exit back into Shed 6 (5000mm)
  - Exit 5G – Alternative exit to the bottom of Shed 5 (4400mm)
  - Exit 5H – Alternative exit to the bottom of Shed 5 (4400mm)
  - Exit 4C – Alternative exit back into Shed 4 (5000mm
  - Exit 4D – Alternative exit back into Shed 4 (5000mm)
  - Exit 4E – Alternative exit back into Shed 4 (5500mm)

- Shed 6:
  - Exit 6A – Main exit to the top of Shed 6 (1500mm)
  - Exit 6B – Alternative exit to the top of Shed 6 (4600mm)
  - Exit 6C – Alternative exit to the top of Shed 6 (1500mm)
  - Exit 6D – Alternative exit to the side of Shed 6 (1000mm)
  - Exit 6E – Alternative exit to the side of Shed 6 (800mm)
  - Exit 5D – Alternative exit back into Shed 5 (4500mm)
  - Exit 5E – Alternative exit back into Shed 5 (4500mm)
  - Exit 5F – Alternative exit back into Shed 5 (5000mm)

- Shed 9:
  - Exit 9A – Alternative exit to the side of Shed 9 (1570mm)
  - Exit 9B – Alternative exit to the side of Shed 9 (1380mm)
  - Exit 9C – Alternative exit to the side of Shed 9 (1500mm)
  - Exit 9D – Main exit to the bottom of Shed 9 (3000mm)
  - Exit 9E – Alternative exit to the side of Shed 9 (4400mm)
  - Exit 9F – Alternative exit to the side of Shed 4 (4400mm)

Exit Widths

Application of BS 9999

The approach to means of escape within BS9999 is being adopted for the exit width calculations as detailed above to assess the maximum achievable occupant load. Given the levels of management that will be in place where the risks will be managed proactively and the reasonable levels of fire risk proposed it is deemed acceptable to apply a BS9999 approach in this case.

Risk Profile

The use of the premises is as a multi purpose event space with the main use being live music performances. Ancillary uses include toilets, cloakroom, bar/servery and back of house storage areas.

Therefore, the predominant Occupant Characteristic (Table 2 of BS9999) is considered to be 'B', i.e. occupants who are awake and unfamiliar with the building. Table 5 of BS 9999 highlights the following example fire growth rates:

1. Fire Growth Rate of 1; Venues for pop concerts.
2. Fire Growth Rate of 2 to 3; theatre stages.
3. Fire Growth Rate of 3; shop sales area.

The predominant Fire Growth Rate could be considered as '1' based upon the above. The combination of the Occupant Characteristics and Fire Growth Rate therefore result in the Risk Profile for the space and the Risk Profile appropriate to the premises is 'B1'. The minimum fire protection package required for a B1 risk profile (tables 6,8 and 9 BS 9999) is currently proposed (manual fire detection and alarm system, emergency lighting throughout an management level 2) so additional variations can apply.

Variations to Escape Route Components

Within BS9999 it is possible to vary travel distances, exit widths and stair widths where automatic smoke detection and alarm is installed and or where the rooms/spaces have ceiling heights > 3m. A 30% variation associated with ceiling heights is allowable where ceiling heights exceed 10m as is the case in this instance so the allowable 30% variation can be applied to escape route components and travel distances within the premises.

Maximum Allowable Travel Distances

The distance travelled along escape routes within the venue will not exceed the limits identified in Table 1 for a BS9999 Risk Profile B1 with a 30% variation, detailed in Table 5.0 below.

Table 5.0: ***Maximum Allowable Travel Distances***

	BS9999 Recommended (risk profile B1 with minimum provisions in place)	BS9999 Recommended (Risk Profile B1 + 30% variation)
Single Direction	24	28m (max allowable)
Two or More Directions	60	78m

Allowing for the 25% reduction required for premises where alcohol is consumed these travel distances still comply as per the proposed layouts.

Minimum Allowable Horizontal Escape Widths

The width of all horizontal escape routes serving the premises will not be less than the larger of 800 mm or the minimum identified in Table 2 for a BS 9999 Risk Profile B1 with a 30% variation, detailed below in table 5.1.

Minimum Allowable Escape Widths

The calculations for the capacity based on means of escape widths are therefore detailed in tables 5.2 - 5.6 upon that basis with the exit widths as detailed in paragraph 5.2.

Table 5.2: *Maximum allowable occupancy – Shed 4*

Exit Location	Available Exit Width	Recommended Maximum Capacity (BS 9999) at 2.52mm per person
Exit 4A	7000mm	Discounted as largest exit
Exit 4B	3000mm	1190
Exit 4C	5000mm	1984
Exit 4D	5000mm	1984
Exit 4E	5500mm	2182
Exit 4F	6000mm	2380
Exit 4G	3000mm	1190
Shed Total		**10910**

Table 5.3: *Maximum allowable occupancy – Shed 5*

Exit Location	Available Exit Width	Recommended Maximum Capacity (BS 9999) at 2.52mm per person
Exit 5A	900mm	Discounted as staff/back of house use only
Exit 5B	900mm	Discounted as staff/back of house use only
Exit 5C	2100mm	833
Exit 5D	4500mm	1785
Exit 5E	4500mm	1785
Exit 5F	5000mm	Discounted as largest
Exit 5G	4400mm	1746
Exit 5H	4400mm	1746
Exit 4C	5000mm	1984
Exit 4D	5000mm	1984
Exit 4E	5000mm	1984
Shed Total		**13847**

Table 5.4: ***Maximum allowable occupancy – Shed 6***

Exit Location	Available Exit Width	Recommended Maximum Capacity (BS 9999) at 2.52mm per person
Exit 6A	1500mm	595
Exit 6B	4600mm	1825
Exit 6C	1500mm	595
Exit 6D	1000mm	396
Exit 6E	800mm	317
Exit 5D	4500mm	1785
Exit 5E	4500mm	1785
Exit 5F	5000mm	Discounted as largest
Shed Total		**7298**

Table 5.5: ***Maximum allowable occupancy – Shed 9***

Exit Location	Available Exit Width	Recommended Maximum Capacity (BS 9999) at 2.52mm per person
Exit 9A	1570mm	623
Exit 9B	1380mm	547
Exit 9C	1500mm	595
Exit 9D	3000mm	1190
Exit 9E	4400mm	1746
Exit 9F	4400mm	Discounted as largest
Shed Total		**4701**

Table 5.6: ***Maximum allowable occupancy sheds 4,5 & 6 combined (Final Exits)***

Exit Location	Available Exit Width	Recommended Maximum Capacity (BS 9999) at 2.52mm per person
Exit 4A	7000mm	Discounted as largest
Exit 4B	3000mm	1190
Exit 4F	6000mm	2380

Exit 4G	3000mm	1190
Exit 5C	2100mm	833
Exit 5G	4400mm	1746
Exit 5H	4400mm	1746
Exit 6A	1500mm	595
Exit 6B	4600mm	1825
Exit 6C	1500mm	595
Exit 6D	1000mm	396
Exit 6E	800mm	317
Combined Sheds Total		**12813**

Vertical Escape

There are no vertical escape considerations as all sheds are ground floor only with no stepped exit routes.

Maximum Occupancy

Cross referencing the floor space limitations and the means of escape limitations table 5.7 details the final recommended maximum occupancies per shed and for sheds 4,5 &6 combined and for the overall site combined.

Table 5.7: ***Maximum recommended occupancies***

Location	Recommended Maximum Capacity
Shed 4	6043
Shed 5	8640
Shed 6	4713
Sheds 4, 5 & 6 combined at any one time	12813
Shed 9	3300
Shed Totals at Anyone Time	**16113**

Despite the significantly higher capacity, we are recommending reducing the overall number to 10,000 persons at any one time. This number is to be **included** in the overall site capacity of 22, 661.

4.1. Event Cancellation Evacuation (non-urgent)

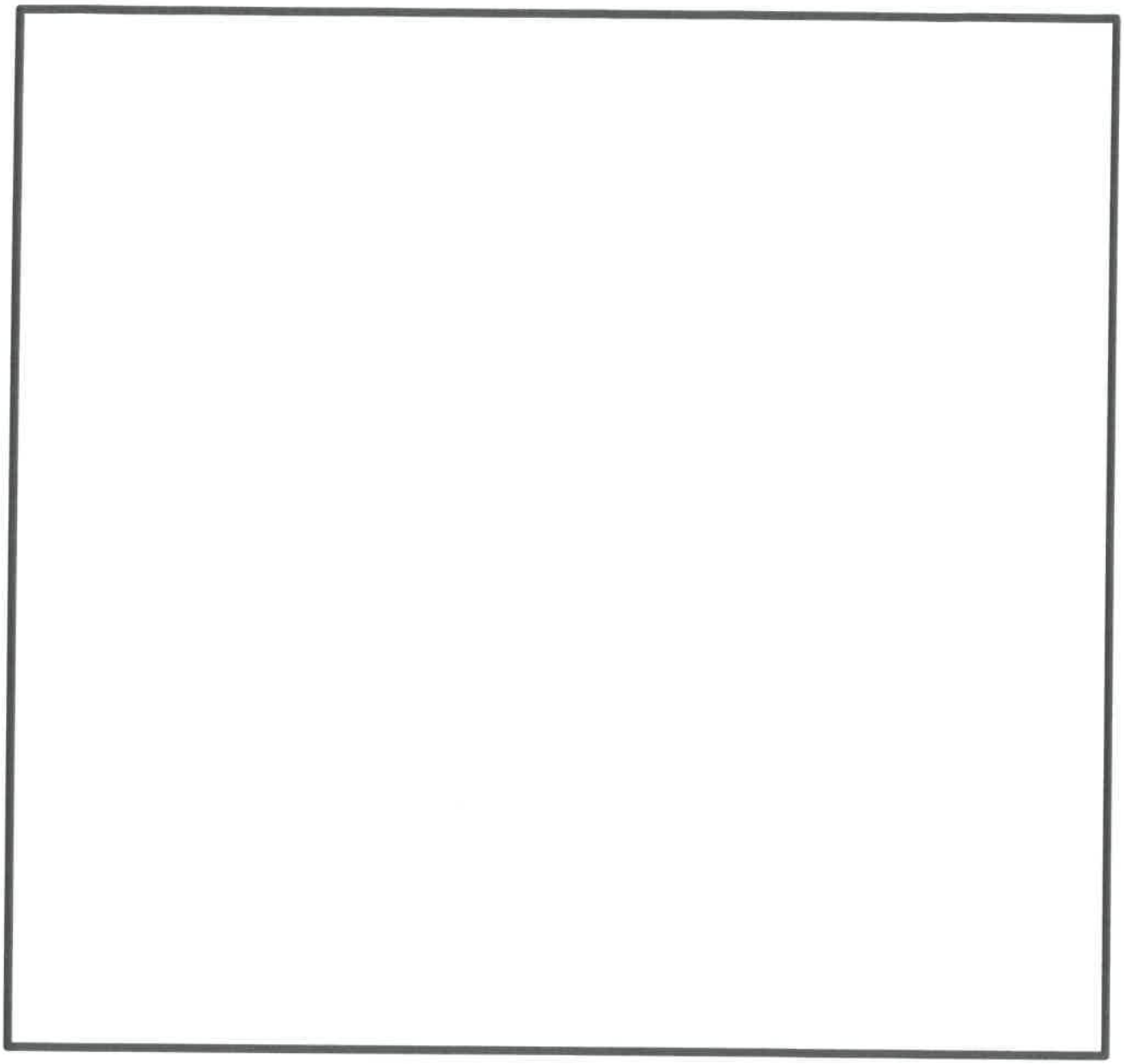
[redacted]

4.2. Immediate Full Site Evacuation

[redacted]

4.3. Other Evacuations

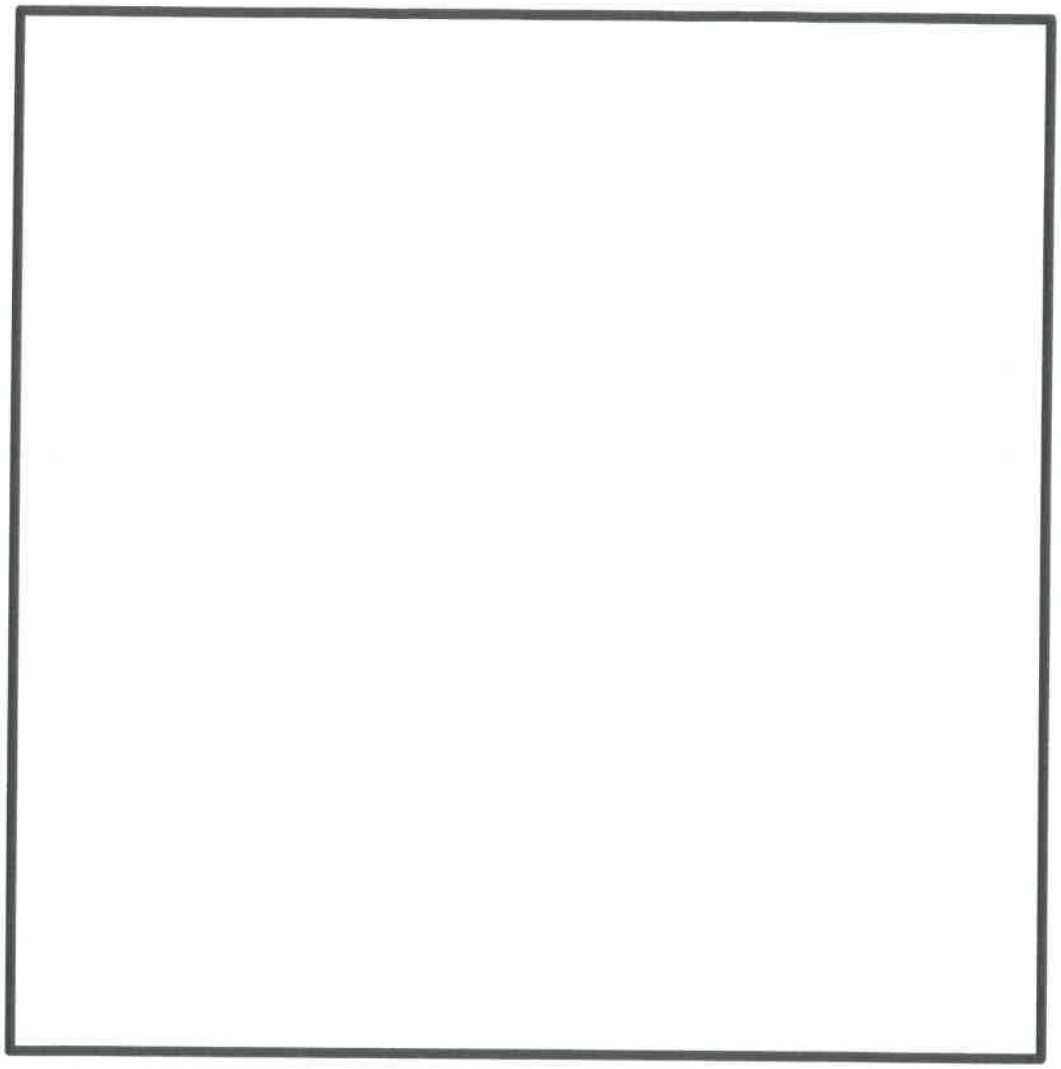
[redacted]



[redacted]

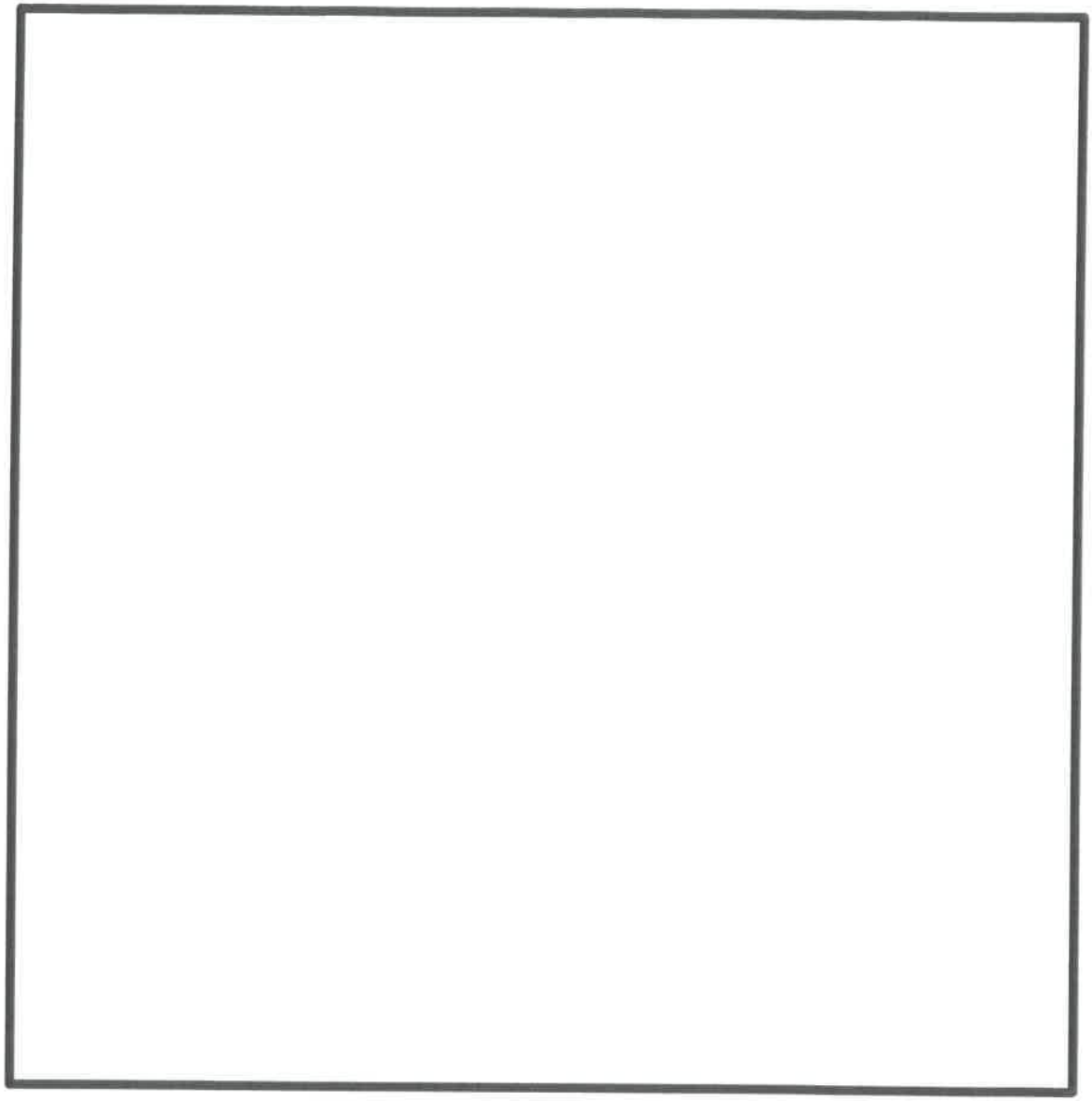
4.4. Emergency Vehicle Access (Blue Routes)

[redacted]



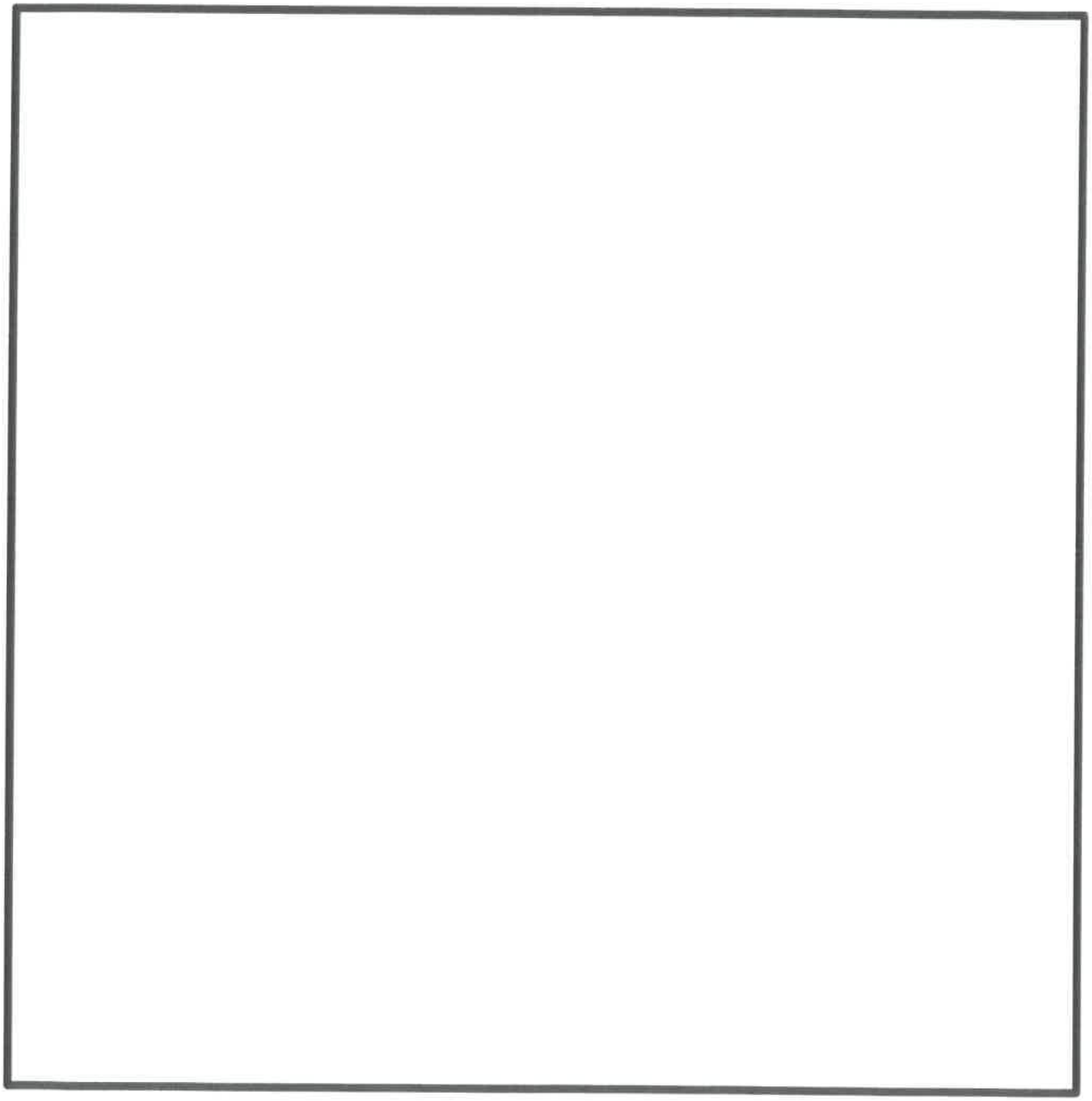
[redacted]

fig. 2

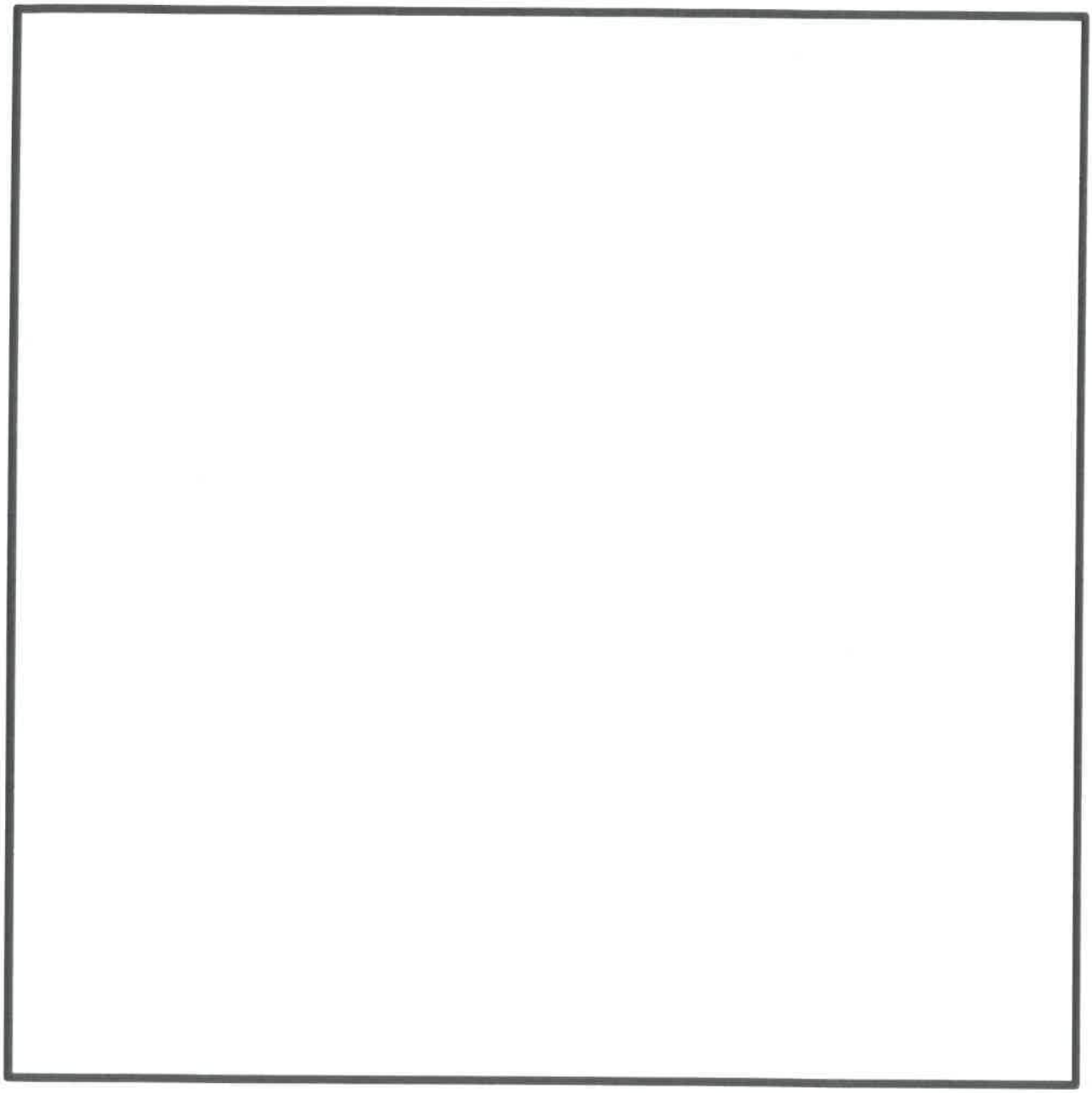


4.5. Rendezvous Points

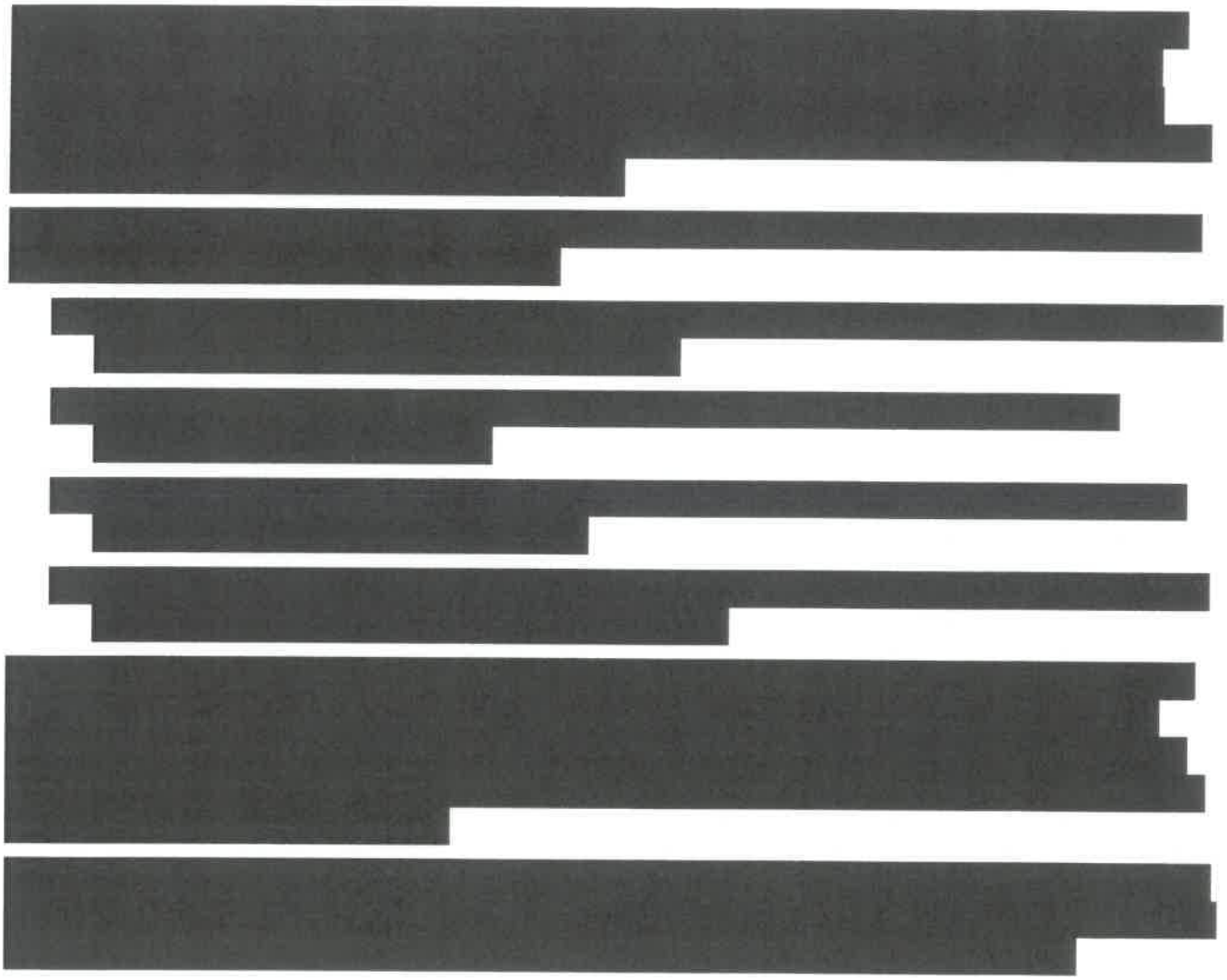
[redacted]



[redacted]



5. Identifying and Communicating Incidents



6. Site Emergency Response

6.1. Major Incident

[redacted]

6.2. Police

[redacted]

6.3. Fire Service

[redacted]

6.4. The NHS

[redacted]

6.5. BOMB OR TERRORIST THREAT

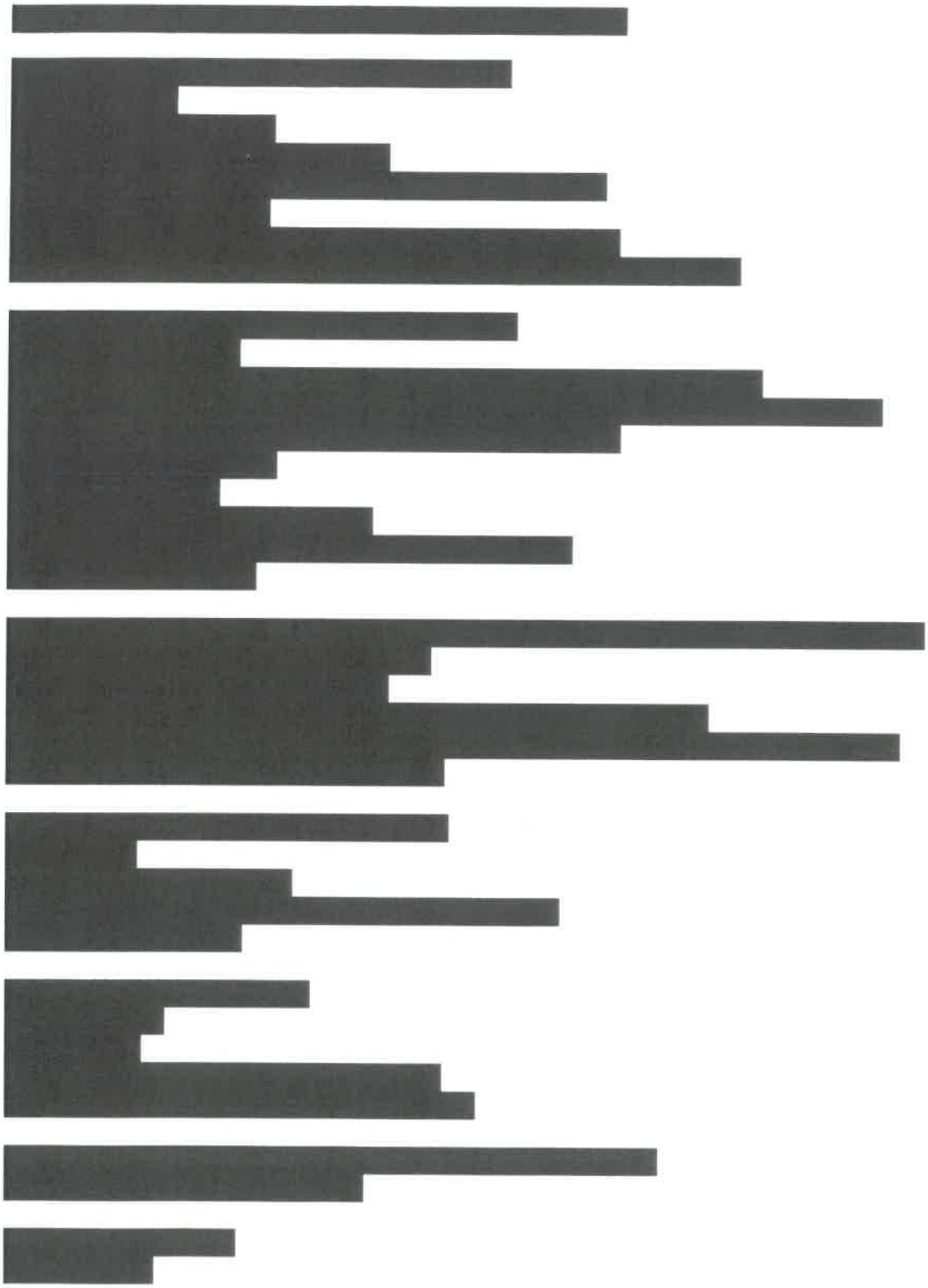
[redacted]

[redacted]

6.6 HOT Principles

[redacted]

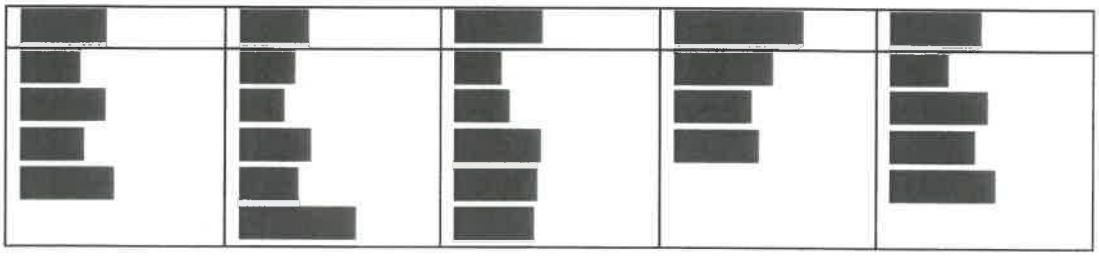
6.7 Run, Hide, Tell

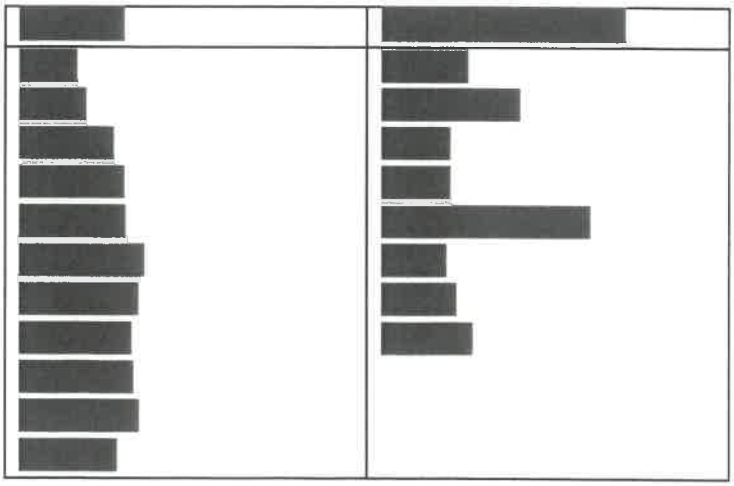


6.8 Remove, Remove, Remove

[redacted]

[redacted]





TAB 8

FIELD
DAY

CRACK

FIELD DAY
FIELD DAY

FIELD
DAY

67
SOUTHBANK