

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 2 June 2020

Report of

Head of Planning

Contact Officer:

Joe Aggar
Sharon Davidson

Ward:

Upper Edmonton

Ref: 19/02749/FUL

Category: Major

LOCATION: Meridian Works, Units 4, 5, 6, 9 And 9A and adjacent land at Orbital Business Park, 5 Argon Road, Edmonton, N18 3BW

PROPOSAL: Change of use of buildings (units 4, 5, 6, 9 and 9a) and adjacent land to an events and entertainment space including use as a filming studio ('The Drumsheds') for a temporary period of five years and associated installation of hoarding, gates, lighting and two container offices.

Applicant Name & Address:

Broadwick Ventures Limited

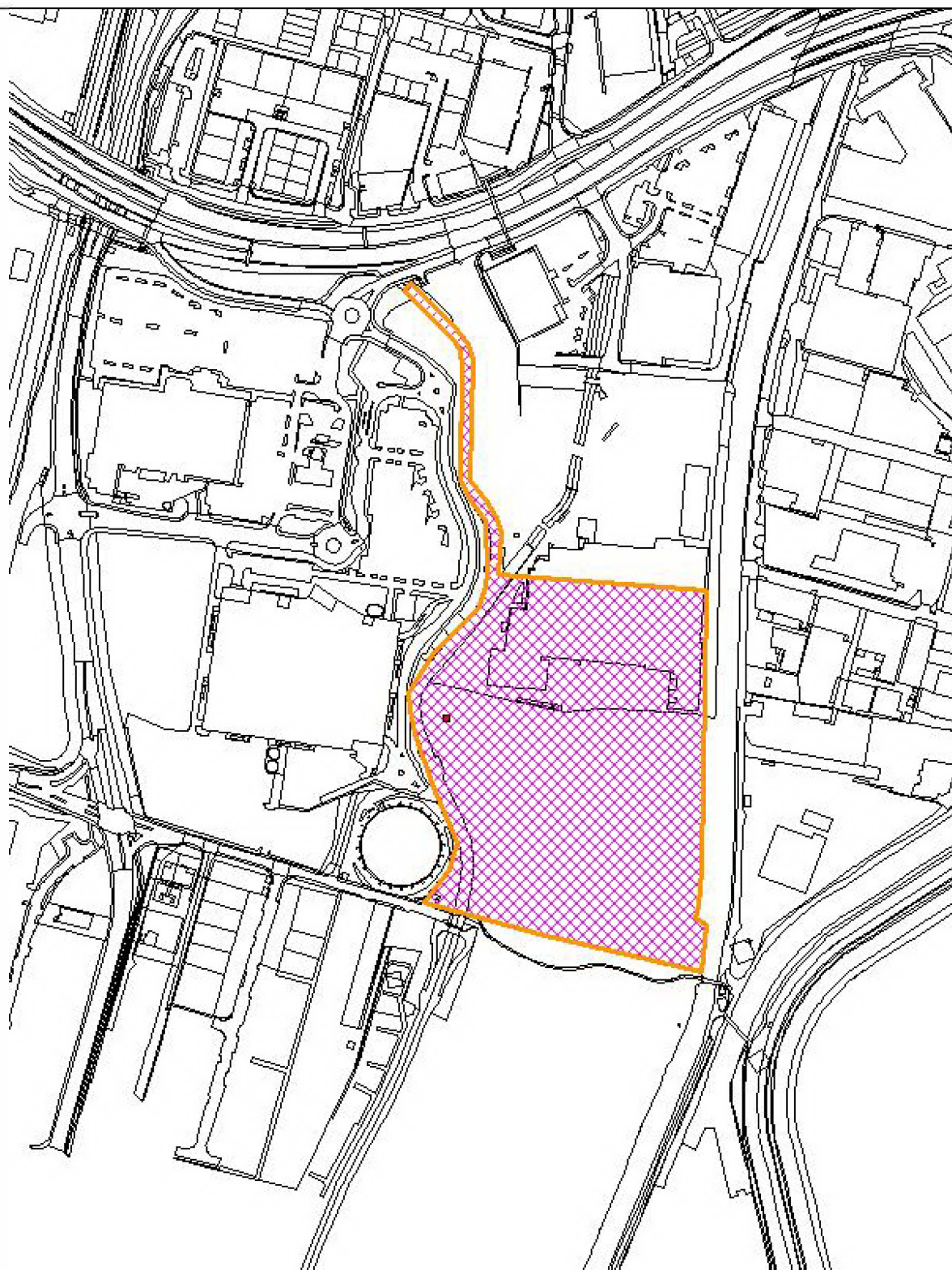
Agent Name & Address:

Knights plc
The Brampton
Newcastle-under-Lyme

RECOMMENDATION:

That, subject to referral of the application to the Greater London Authority, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to conditions

Ref: 19/02749/FUL LOCATION: Meridian Water, Meridian Works, Units 4, 5, 6, 9 And 9A And Adjacent Land At Orbital Business Park , 5 Argon Road, Edmonton



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Scale 1:5000

North



1.0 Note for Members

- 1.1 The application has been brought to the Planning Committee because the proposal is for a major development in the Meridian Water regeneration area and the site is in Council ownership.

2.0 Recommendation

- 2.1 That, subject to referral of the application to the Greater London Authority the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to conditions:

Time Limited Permission – 5 years

1. This permission is for a limited period, expiring 5 years after the date of permission, when the use hereby permitted shall be discontinued. The structures and works carried out under this permission shall be removed and the land to be returned to its previous state.

Reason: In granting this permission the local planning authority has had regard to the special circumstances of the case and wishes to have the opportunity of exercising control over any subsequent use and in order to ensure comprehensive redevelopment of the Strategic Site.

Drawing Numbers

2. The development hereby permitted shall be carried out in accordance with the approved plans:

Site Location Plan - BRO3194/2/001

Site Location Plan - BRO3194/2/002

Planning, Design and Access Statement, Knights Plc, August 2019, ref: BRO3194/2/PDAS

Boundary Site Plan

002 Rev A (Base Infrastructure)

BRO3194/2-001

BRO3194/2-002

BRO3194/2-003

Sheet Title: Small Stage inc. Sheds

Site Plan No.1 – Existing Site Plan

Site Plan No.2 _ Indoor Club & Live Shows

Site Plan No.3 – Indoor Club & live shows

Site Plan No.4 – Single Stage Outdoor only

Site Plan No.5 – Large Gig including Drumsheds

Site Plan No.6 – Small Gig including Drumsheds

Site Plan No.7 – Field Day

002 Rev A (Lighting Exclusion Zone – full site)

002 Rev A (Lighting Exclusion Zone – warehouse only)

Noise Management Plan dated 05/03/2019

Drumsheds – Traffic and Transport Management Assessment – Version 5

Traffic and Transport Management Plan Event Category: A

Traffic and Transport Management Plan Event Category: B

Traffic and Transport Management Plan Event Category: C

Traffic and Transport Management Plan Event Category: D

Traffic and Transport Management Plan Field Day Festival

Keltic Traffic Management

Level 2: Flood Risk Assessment, prepared for: Broadwick Venture Limited.

Emergency Flood Response, prepared for: Broadwick Venture Limited.

SLR letter ref: 425.09534.00001 dated 16 April 2020.

Site Waste Management Plan Version 1

Reason: For the avoidance of doubt and in the interests of proper planning.

Category E Events (30,000-person capacity)

3. No more than 3 Category E events (maximum 30,000-person capacity event) shall be held in any one calendar year.

Reason: to ensure no undue impacts on transport and road network and neighbouring amenity.

Hours of use

4. Any events held on a Sunday shall not operate outside the hours of 0800 (8am) to 2200 (10pm).

Events held Monday, Tuesday, Wednesday, Thursday, Friday and Saturday shall not operate outside the hours of 0800 (8am) and 0300 (3am).

Reason: To ensure no adverse impact on the transport network and neighbouring amenity.

Outdoor use of the field

5. No outdoor performances or events are permitted after 2230 (10.30pm) on any day.

Reason: To safeguard the amenities of nearby residents

Temporary equipment for an event

6. All equipment and paraphernalia installed on site associated with an event (Category A, B, C, D or E) shall be removed from the land no later than three weeks after an event has finished.

Reason: To ensure the activity does not have any adverse impacts the visual amenity of the area.

Contamination

7. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to and does not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site.

Infiltration

8. No drainage systems, diversion, or concentrations of surface water drainage followed by infiltration to the ground other than by virtue of the agreed capping surface contours is permitted other than with the written consent of the Local Planning Authority. Any proposals for surface water infiltration systems using structures such as soakaways, perforated pipes, French-drains, or infiltrations areas must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.

Breaking ground policy

9. Unless otherwise agreed in writing with the Local Planning Authority, the use of supports, including marquee pegs, using penetrative methods shall not be carried out other than strictly in accordance with the approved Breaking Ground Policy/Procedure (Appendix J of the Planning, Design and Access Statement, Knights Plc, August 2019, ref: BRO3194/2/PDAS).

Reason: To prevent the risk of mobilising contamination and creating preferential pathways.

Piling and penetrative methods

10. Piling, deep foundations and other intrusive groundworks using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any proposed piling, deep foundations and other intrusive groundworks does not harm groundwater resources.

Boreholes

11. Within one month of obtaining planning permission a scheme for managing any existing boreholes on the site installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall detail how the existing boreholes, that need to be retained for monitoring purposes, will be secured and protected during occupation of the site.

Reason: To ensure that existing boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies.

Japanese Knotweed

12. Within 3 months of the permission a Japanese Knotweed eradication strategy shall be submitted to and approved in writing by the Local Planning Authority.

The strategy shall include details of and timescales for knotweed eradication, and, if the knotweed has not been eradicated at the time of commencement of works, details of the measures to be put in place to ensure that works do not cause its spread. The eradication strategy shall be carried out in accordance with the approved details unless the local planning authority gives written approval for any variations.

Reason: Japanese knotweed, is an invasive weed that can have a significant adverse effect on biodiversity.

Biodiversity enhancements

13. Within 3 months of the permission, details of biodiversity enhancements, to include bird and bat boxes, tiles or bricks on and around the new buildings and native and wildlife friendly landscaping, shall be submitted to and approved in writing by the council. The biodiversity enhancements shall thereafter be installed as approved.

Reason: To incorporate biodiversity in and around developments.

Light Spill

14. There shall be no light spill from external artificial lighting into the watercourse or adjacent river corridor habitat. To achieve this, the specifications, location and direction of external artificial lights should be such that the lighting levels within 8 metres of the top of bank of the watercourse do not exceed a value of 1 lux.

Reason: To minimise light spill from the new development into the watercourse or adjacent river corridor habitat.

Waste Management

15. Within 3 months of the permission and before any event is held a Water and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Water and Waste Management Plan shall include a strategy for litter and plastic waste minimisation and shall detail how litter and waste will be cleared from the site and the adjoining watercourses during and after each event and include timescales within which the post-event clean-up will take place.

Reason: To minimise pollution from litter and to ensure the activity does not have any adverse impacts on the water quality of the Lee Navigation.

Upward Lighting

16. No upward lighting shall be used at the application site without prior agreement in writing of the Local Planning Authority.

Reason: to ensure no harm to habitats or ensure no harm to the character of the area.

Noise

17. Music noise levels from any event, measured 1 metre from the facade of any residential property, shall not exceed the sound pressure levels:
- Outdoor Events up to 23:00 – 75db LAeq,15 min/ 90 db LCeq,15
 - Indoor events up to 23:00 - Entertainment Noise Level (EN) Leq, 5 minute shall not increase the residual noise by more than +3dB (effective EN-WEN=0dB)
 - All events 23:00 to 03:00 - Entertainment Noise Level (EN) Leq, 5 minute shall not increase the residual noise by more than +1dB (effective EN-WEN=-5dB)

Reason: To safeguard the amenities of neighbouring residents and uses against noise and disturbance

Electric Charging Vehicles

18. Within 3 months of the grant of permission and before any event is held typical details, including siting and design of plugs, of electric vehicular charging points to be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be provided to the Local Planning Authority for approval in writing.

All electric charging points shall be installed in accordance with the approved details prior to first occupation of the relevant phase of the development approved and permanently maintained and retained.

Reason: To ensure that the development complies with the sustainable development policy requirements of the London Plan.

Service and Delivery Plan

19. Within 3 months of the date of permission and before any event is held a Service and Delivery Plan be submitted to the Local Planning Authority to be approved in writing.

Reason: to ensure no adverse transport impacts.

Ingress/Egress

20. Within 3 months of the date of permission and before any event is held evidence shall be submitted to demonstrate that suitable access to the site has been agreed with any third party landowners and such access arrangements provide for the protection and mitigation of any ecological assets.

Reason: To ensure suitable access to the site is provided.

21. *Event Management Plan*

Prior to the first Event, an updated Event Management Plan shall be submitted for Category Events A, B, C and E, to be approved in writing by the Local Planning Authority. This Event Management Plan should define what events are covered by the plan, and contain detail on the measures proposed by the Event Operator that apply in all cases and other measures that may vary for event type in accord with the following principles:

1. Provide Safe access to and from venue for all people
2. Event based cycle provision that supports cycling
3. Taxi provision pick-up/ drop off that is managed safely
4. Event timings based on actual availability of rail and London Underground services
5. When rail at Meridian Water is not sufficient, shuttle buses should be provided
6. Minimise impact on existing bus users

The Event Management Plan should include a communication strategy that covers event participants, local community, local authorities, transport providers and other stakeholders.

Reason: to reduce the impact on the surrounding transport network and local community, and to encourage walking, cycling, public transport and minimise private vehicle traffic.

Parking Surveys

22. Prior to Category E events details of the methodology for undertaking the parking surveys before and during the event and the extent of survey area shall be submitted to and approved in writing by the Local Planning Authority. The surveys shall be undertaken in accordance with the approved details and the results provided to the Local Planning Authority on completion.

Reason: To monitor the impacts of the use on local roads and on street parking.

Cycle Parking

23. Prior to the first event details of appropriate and secure cycle parking facilities shall be provided in a location and at a level agreed in writing with the Local Planning Authority. The facilities shall be provided in accordance with the approved details and maintained for the duration of the event.

Reason: To ensure appropriate facilities are provided and to ensure access is available for all modes.

3.0 Executive Summary

- 3.1 The application seeks temporary permission for the use of land and buildings for 5 years as a multi-event space including, live shows, concerts, festivals, street food, sporting, filming and brand and corporate events (sui generis). The proposed meanwhile use is to allow for buildings and land to be used until planned, future residential led development comes forward.
- 3.2 Events are proposed to be held in the former industrial buildings and adjoining land (directly to the south,). The site is non-designated employment land and the previous industrial uses have ceased. The land to the south of the buildings has recently been capped following the grant of planning permission reference 18/04914/RE4, to contain contaminants.
- 3.3 The site falls within the Meridian Water regeneration area, earmarked for redevelopment in Enfield's Local Plan; the Upper Lee Valley Opportunity Area Planning Framework; the Meridian Water Masterplan; and the Edmonton Leaside Area Action Plan. Members have recently resolved to grant outline planning permission (19/02718/RE3) for up to 2300 residential units on land that includes this site.
- 3.4 The reasons for recommending approval of this application are:
 - i) The proposed temporary use as a multi event space would not prejudice the existing uses in the vicinity of the site or the future use of the site for residential-led, mixed use purposes in line with the Enfield Core Strategy (2010) and Edmonton Leaside Area Action Plan (2020).

- ii) Proposed temporary structures and ancillary equipment including hoarding, containers and festoon lighting and other associated equipment used in association with events is not considered to harm the character and appearance of the surrounding townscape, considering the context and existing industrial vernacular.
- iii) The proposals for a meanwhile use would stimulate vibrancy and vitality by creating social and economic value from the vacant properties and land. The proposed meanwhile use would also help prevent blight in the local vicinity. The premises will provide new and interesting cultural (or similar) events and spaces, which can attract longer-term business investment with the potential to generate a short-term source of revenue for the local economy.
- iv) The measures to be put in place, and subject to condition, to manage the flow of people and traffic to and from events would ensure the proposal would be acceptable in terms of highway and pedestrian safety and traffic generation, notably in conjunction with other regulatory controls, including Licensing and Traffic Management Orders.
- v) The development would not result in demonstrable harm to the residential amenity of surrounding residents in terms of noise, loss of privacy or disturbance due to the movement of people, subject to the appropriate conditions.
- vi) The proposal is not considered to have an adverse impact on the ecology of the surrounding area, including Pymmes Brook or Lee Valley Regional Park subject to the appropriate conditions, nor would the development bring about an unacceptable flood risk to prospective users.

3.5 Members are also advised that the site is subject to premises licenses under the Licensing Act 2003.

4.0 Site and Surroundings

4.1 The site is in the south of the Borough, adjacent to the Borough boundary with the London Borough of Haringey (LBH). The application site lies within the Orbital Business Park. More widely, the area is dominated by industrial and retail uses.

4.2 To the north of site is big box retail within Ravenside Retail Park. Further north, beyond the A406 North Circular, is largely characterised by light industrial and storage uses. To the east, within the wider Stonehill Industrial Estate, are several industrial uses and the Edmonton Bus Garage, beyond which is Green Belt land and Banbury Reservoir. To the south, Mowlem Trading Estate is a Strategic Industrial location within Haringey, comprising a mix of light industrial uses, and Tottenham Marshes, a large expanse of publicly accessible grassland.

4.3 Argon Road runs parallel to the A406 (in part) and is located within the application site. The site is also bounded by the River Lee Navigation (and tow path) to the east, and Pymmes Brook to the west. Tesco Extra (with associated petrol filling station) and Ikea retail store and associated car parking also dominate the area to the west.

Further west beyond Meridian Way is the site of the first phase of the Meridian Water redevelopment and Meridian Water Railway station.

- 4.4 The application site includes units 4, 5, 6, 9 and 9a of the Business Park. These comprise purpose-built industrial buildings totalling approximately 8000sqm. Units 4, 5 and 6 comprise three rectangular buildings with a combined floor area of approximately 6,500sqm. Units 9 and 9a have a total floor area of approximately 1,500sqm. The adjoining warehouse buildings are currently occupied and in use, again for uses falling within B2 and B8 (Cos Freight, Unique Marble DCI & E Food), conducive to the industrial nature of the business park.
- 4.5 The site also includes the vacant land to the south of the buildings, known as 'IKEA Clear', which has an area of approximately 4.3 hectares. Works have been carried out to cap the site with a maximum of 400mm of material. A perimeter track and stage area have also been created, linked to the Field Day event held on the site in the summer of 2019.
- 4.6 Whilst the site is located within the Orbital Business Park, it does not fall within the Strategic Industrial Land designation but does comprise non-designated industrial land. The site itself lies predominately in Flood Zone 2, with the land to the north eastern corner of the site within Flood Zone 3. The site also falls within the Lea Valley West Bank Archaeological Priority Area. It is located next to the River Lea, which is a priority habitat, and at this location is part of the Lea Valley Site of Metropolitan Importance for Nature Conservation (SMINC).



Aerial: Capping works

5.0 Proposal

- 5.1 Full planning permission is sought for the temporary change of use of units 4, 5, 6, 9 and 9a and adjacent land, to an events and entertainment space (sui generis) for

a temporary period of five years. Four evening music events have been held within the Drumsheds to date.

- 5.2 Proposed activities include plays, filming, live shows, concerts, street food, music and sporting events, brand and corporate events. The applicant has forecast 54 events within the first year, 78 within the second year and 85 within the third year. Of the 85 events in the third year, approximately 82 events would be held at 10,000 capacity. Three events are proposed with a capacity of 30,000. The proposed opening hours for events are proposed to range from 0800 to 0300.
- 5.3 The planning application relates to events both within the 'Drumsheds' (the former industrial units) and open land to the south. The proposal seeks an internal capacity (within the Drumsheds) of:
 - Category A - 9,999 Capacity events finishing at 23.00 (club and live shows or similar).
 - Category B - 9,999 Capacity events finishing at 03.00 (club and live shows or similar).
 - Category C - 7,000 Capacity events finishing at 23.00 (brand/corporate events, club and live shows or similar);
 - Category D - 2,000 Capacity events finishing at 23.00 (filming, brand/corporate events, club and live shows or similar);
- 5.4 In the event both the Drumsheds and 'open field area' are used, the proposal seeks a combined capacity of:
 - Category E - the maximum capacity is proposed to accommodate 30,000 people (festival).
- 5.5 Structures and ancillary equipment have been erected to facilitate the use of the site as a multi-event space. These include containers (in use as offices), hoarding, gates and festoon lighting.
- 5.6 In addition, various temporary structures would be required in association with an event. These may include external stages, tents, portable toilets, fencing and lighting. Any structures for an event would be temporary and related to the nature of the event held. Any such structures would be removed from the site within a specified timeframe of an event finishing.
- 5.7 The principal point for vehicular access for events is from Argon Way to the north (Access B). Pedestrian and cycling entry and exit point (Access A) for attendees is along Leaside Road.



Figure 1. Pedestrian (Access A - Leaside Road) and Vehicular Access points (Access B - Argon Road).

6.0 Relevant Planning History

- 6.1 19/00632/FUL - Use of buildings and adjacent land to host the Field Day 2019 music festival on 7th-9th June 2019 for up to 25,000 visitors. Festival opening times 7th/8th June 12pm-3am, 8th/9th June 12pm-3am with no outdoor performances after 10.30pm on both days. Associated works to the adjacent land (Amended Description). Granted 24.05.2019
- 6.2 18/04914/RE4 – Capping of the site with a maximum of 400mm material across the existing ground levels of the site. Granted 20/03/19.
- 6.3 19/01067/CND – Details submitted pursuant to 18/04914/RE4 for the monitoring and maintenance plan (5) in relation to the capping of the site with a maximum of 400mm material across the existing ground levels of the site. Granted 28/03/19.
- 6.4 19/01068/CND – Details submitted pursuant to 18/04914/RE4 for the Sustainable Drainage Strategy (7) in relation to the capping of the site with a maximum of 400mm material across the existing ground levels of the site. Granted 03/04/19.

Wider Meridian Water Site

- 6.5 16/01197/RE3 – Development of Phase 1 of Meridian Water comprising up to 725 residential units, new station building, platforms and associated interchange and drop-off facilities including a pedestrian link across the railway, a maximum of 950 sqm retail (A1/A2/A3), floorspace, a maximum of 600 sqm of community (D1) floorspace, a maximum of 750 sqm of leisure (D2) floorspace, associated site infrastructure works including ground and remediation works, roads, cycle-ways and footpaths, utility works above and below ground, surface water drainage works,

energy centre and associated plant, public open space and childrens play areas, and various temporary meantime uses without structures (landscaping and open space). OUTLINE APPLICATION - ACCESS ONLY. An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations). – Granted 10/07/2017 – works have commenced on implementing the station which is expected to be complete in Summer 2019.

- 6.6 19/02717/RE3 - Full application for the redevelopment of the site to provide infrastructure works for the delivery of a mixed-use development comprising construction of an east-west link road between Glover Drive and Harbet Road (the Central Spine); alteration of access road between Argon Road and Glover Drive, construction of a link road between Leaside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leaside Road, the construction of 4 no. bridges across the Pymmes and Salmon Brooks and River Lee Navigation; alteration to the Pymmes Brook channel, associated landscaping and formation of new public open space. Enabling works, comprising earthworks; remediation; flood conveyance channel, flood alleviation, outfall and new public open space works; utilities infrastructure; demolition of existing buildings, formation of new access's and associated works, currently under consideration.
- 6.7 19/02718/RE3 - Development of Phase 2 of Meridian Water comprising up to 2,300 residential units (Class C3), Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living (Up to 18,000 sq m - Sui Generis); a hotel (Up to 16,000 sq m - Class C1), commercial development (Up to 26,500 sq m - Class B1a,b,c); retail (Up to 2,000 sq m - Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Up to 5,500 sq m - Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (Outline- all matters reserved) currently under consideration.

7.0 Consultation

7.1 External Consultees

Greater London Authority

- 7.1.1 The site is identified for redevelopment and the temporary use of the current vacant spaces within the site are acceptable. The land is considered suitable for large scale events given the distance to noise and light sensitive receptors. They support the use of vacant properties and land for meanwhile uses for cultural and creative activities during the day and at night-time to stimulate vibrancy and viability. The proposed temporary uses are considered acceptable subject to appropriate event day management and mitigation which should be secured by condition.

Officer Response: Officers have considered the responses, specially from Transport for London and recommend an Event Management condition to ensure no adverse impact on local highway network and transport hubs (see below).

Transport for London

- 7.1.2 The Revised Travel Assessment is in accordance with TfL guidance and takes account for all event categories. Temporary highway works are to be outlined within event management plans for each event. Protocol for taxi pick up and drop off should be included within event specific management plans and follow Taxi Management Protocol. The applicant has outlined a commitment to using a shuttle bus service depending on the availability of rail services and has confirmed that TfL spatial Planning will be consulted on these arrangements as part of the relevant event specific management plan. TfL accept that agreement for additional train services from Meridian Water will be agreed for each event as appropriate as part of Event Management Plan.

A condition ensuring Sunday events finish no later than 10pm should be secured by condition given limited availability of bus services. In accordance with draft London Plan, a Delivery and Servicing Plan (DSP) should be secured prior to the commencement of the meanwhile use on site.

The applicant has confirmed that vehicular access to the Northumberland Park Depot and Victoria Line Control Centre will be maintained at all times on event days which is welcomed.

Officer Response: Conditions are recommended in line with TfL suggested wording, to secure Event Management Plan for each event category, a Service and Delivery Plan, Cycle Parking and charging points for electric vehicles.

Environment Agency

- 7.1.3 No objection subject to suggested conditions. Conditions recommended relate to the identification of contaminated land, infiltration, breaking ground, piling and penetrative methods, and boreholes.

Officer Response: Conditions are recommended in line with EA suggested wording.

Canal and River Trust

- 7.1.4 The Trust operates permanent moorings at Stonebridge (1km south of the site, within Haringey). Consideration should be given to the impacts of noise on these boaters. Use of lighting can be secured through an appropriately worded condition. Site Waste Management Plan required by condition to ensure no litter.

Officer response: A revised Noise Assessment has been submitted. This demonstrates no undue harm to neighbouring residential occupiers including those who moor at Stonebridge in terms of noise (from events in the field). Conditions have been attached to ensure no harm to the river bank through light spill and a Site Waste Management Plan is required to ensure the site remains clear of litter.

Natural England

7.1.5 No comments received.

London Borough of Haringey

7.1.6 The proposal should only be permitted if adequate mitigation is in place in respect of a clash with a Tottenham Hotspur FC Major Event and mitigation is provided to protect the ecology of the Marshes and ensure public safety.

Officer response: A condition of the existing license requires notification of an event to Tottenham Hotspur in conjunction with the Met Police, British Transport, local train operators, Transport for London and licensing Authorities of Enfield, Waltham Forest and Haringey for any events over 5000 people. Large capacity events can only take place, following consultation, of the Designated Officer of local Metropolitan Police Service is satisfied the objectives of the license are fulfilled. A condition is recommended requiring details of ingress/egress to ensure no harm to the marshes.

7.1.7 London Brough of Waltham Forest: no comments received.

7.1.8 London Fire Brigade: no comments received.

7.1.8 Metropolitan Police: no comments received.

7.1.9 Lee Valley Regional Park Authority: no comments received.

Internal Consultees

7.2 SUDS Officer

Based on the submitted Emergency Flood Response Plan the proposal is considered acceptable. The implementation of the Flood Evacuation plan is recommended to be included within a condition.

Officer response: The Emergency Flood Response Plan forms part of the approved documents and therefore a separate condition is not considered necessary.

7.2.1 Traffic and Transport Officer

Based on a revised Travel Assessment for a range of events from 2,000 to 30,000, the proposals are acceptable in transport terms subject to conditions. A condition is required to require the applicant to undertake parking surveys in relation to Category E events.

Officer response: Conditions have been attached as per the Transport Officers recommendation to ensure no undue impact on the highway network and safety.

7.2.2 Environmental Health Officer

No objection to the application for planning permission as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality, noise or contaminated land.

Based on the Revised Acoustic Report, there is unlikely to be a negative environmental impact. The noise management plan within the Noise Assessment demonstrates noise from events at the Drumsheds is unlikely to be an issue at the nearest residential properties. There were no issues related to noise from the Drumsheds events in 2019. From the acoustic surveys and tests undertaken, noise should not cause harm to residents. Noise levels are also controlled via the License which exists for the site.

Officer response: Conditions have been attached as per the Environmental Health Officers recommendation to ensure no undue harm to residential occupiers.

7.2.3 Ecological Consultant

Subject to conditions the proposal is considered acceptable. The conditions relate to waste management of the site and adjoining river, prevention of the spread of Japanese Knotweed, addition of bat and bird boxes and restricted lighting to the river and river bank.

Officer response: Conditions have been attached as per the Biodiversity Officers recommendation to ensure no undue harm to the ecology or biodiversity to the site or the surrounding area.

7.3 Public:

7.3.1 Consultation letters were sent to 51 adjoining and nearby occupiers, including Tottenham Hotspur Football Club. Five site notices were posted on Meridian Way, Glover Drive, Argon Road and Riverside Park. A press notice was published. No responses were received from the public.

8.0 **Relevant Planning Policies**

8.1 London Plan (2016)

Policy 2.14 - Areas for regeneration
Policy 2.16 - Strategic outer London development centres
Policy 4.1 – Developing London’s economy
Policy 5.3 – Sustainable design and construction
Policy 5.12 - Flood Risk Management
Policy 5.21 - Contaminated Land
Policy 6.3 - Assessing Effects of Development on Transport Capacity
Policy 6.13 – Parking
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 - Trees and Woodland

8.2 Core Strategy (2010)

Core Policy 24 - The Road Network
Core Policy 27 – Freight
Core Policy 28 - Managing Flood Risk through Development
Core Policy 29 - Flood management infrastructure
Core Policy 31 - Built and landscape heritage
Core Policy 32 - Pollution
Core Policy 36 - Biodiversity
Core Policy 37 - Central Leaside
Core Policy 38 - Meridian Water

8.3 Development Management Document (2014)

DMD22 – Loss of Employment outside Designated Areas
DMD34 – Evening Economy
DMD47 - Access, New Roads and Servicing
DMD48 – Transport Assessments
DMD57 - Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD59 - Avoiding and Reducing Flood Risk
DMD61 - Managing Surface Water
DMD62 – Flood Control and Mitigation Measures
DMD63 - Protection and improvement of watercourses and flood defences
DMD64 - Pollution control and assessment
DMD66 - Land contamination and instability
DMD68 – Noise
DMD69 – Light Pollution
DMD75 – Waterways
DMD78 - Nature conservation
DMD79 - Ecological Enhancements
DMD80 - Trees on development sites
DMD81 – Landscaping

Edmonton Leaside Area Action Plan

- 8.5.1 The Edmonton Leaside Area Action Plan (ELAAP), was formerly adopted in January 2020. The Policies of relevance are:
Policy EL2: Economy and Employment in Meridian Water
Policy EL7: Rail and Bus Improvements
Policy EL8: Managing Flood Risk in Meridian Water

8.5 Draft New London Plan (2019)

- 8.5.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing

delivery. In the circumstances, it is only those policies of the Intend to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.

. 8.5.2 Draft policies of relevance are:

- Policy E4 Land for industry, logistics and services to support London's economic function.
- Policy E7 Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function
- Policy D1 London's form and characteristics
- Policy HC5 Supporting London's culture and creative industries
- Policy T3 Transport Capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car Parking
- Policy G1 Green infrastructure

8.6 Other Policy

National Planning Policy Framework 2018 (NPPF)
National Planning Practice Guidance 2016 (NPPG)
Upper Lee Valley Opportunity Area Planning Framework (July 2013)
Meridian Water Master Plan (July 2013)

9.0 Analysis

9.1 This report sets out an analysis of the issues that arise from the proposals in the light of adopted strategic and local planning policies. The main issues are considered as follows:

- Planning Background (and Licensing)
- Principle of development and land use
- Character and Appearance
- Impact on adjoining occupiers and neighbouring residents including noise
- Traffic, transport and access
- Biodiversity and nature conservation
- Contamination
- Flood risk
- Other Matters

Planning Background

9.2 The historic use of the land was for industrial purposes, as a chemicals site linked to gas manufacture. The site has been vacant for a considerable time. Works have been carried out to the cap the land to south, to enable the area to be used for meanwhile use (Field Day Festival, 2019). Planning approval for this work was consented under (18/04914/RE4) and has been undertaken. The vacant land has

been capped to enable safe use by attendees. The proposal also incorporated a perimeter track and stage area to the north west corner of the site.

- 9.3 The festival, known as Field Day (with a capacity of 22,661), was held on the site on the 7 June 2019 – 9 June 2019 (as granted under 19/00632/FUL). The festival operated both within the buildings and outside on the adjacent land to the south.
- 9.4 Minor works were proposed to the site to facilitate this event. These included the installation of natural turf over the capping layer and an area of the site, in the north east corner of the site adjoining the River Lee which lies in Flood Zone 3 (not previously subject to capping), was covered in a membrane. This was to prevent risk to human health, with a temporary deck above to enable access over part of the land. This was required for access between the buildings and the field.

Events permissible under General Permitted Development Order

- 9.5 Planning legislation (The Town and Country (General Permitted Development) (England) Order (2015)) allows for the temporary use of land for any purpose for not more than 28 days in total in any calendar year (with the exception of markets and motor racing). It also allows for the provision on the land of any moveable structures to be used in conjunction with this permitted use.
- 9.6 This piece of legislation is generally used by event organisers for fairs, festivals and other temporary events, allowing for the siting of moveable structures in connection with the use (e.g. portable toilets, tents, information booths).
- 9.7 The use of land alone for such an event would not normally require planning permission. However, as this application involves the use of the buildings and land, the aforementioned rights do not apply and planning permission is required.
- 9.8 Since the submission of the application, events (with a capacity of 7,000 people) have been held within the former industrial buildings (known as the Drumsheds) on Sunday 3rd November 2019, Saturday 30th November 2019, Saturday 14th December 2019 and Friday 7 February 2020.

Licensing

- 9.9 The site is currently subject to three Premises Licence under the Licensing Act 2003. These licenses are issued to Broadwick Venue Limited (the applicant). The licenses are:
 - Premises License Numbers LN/201900086 & LN/201900088 for 22,661 persons from 7 June 2019 – 9 June 2019 and 10 July 2020- 11 July 2020. The license has two reference numbers as one relates to the warehouse and the other the open land.

Condition 6 states, No field Day Festival or other licensable activities may take place under this license in 2020 or beyond, unless the Metropolitan Police, Tottenham Hotspur Football Club and London Borough of Haringey,

all give written permission for the festival or other licensable activities to take place.

- Premises License Number LN/201900943 & LN/201900944 for 9,999 excluding staff until 2024.
- Premises License Number LN/201900307 for 7000 persons until 01/01/2024.

9.10 The considerations under the Licencing Act are distinct from those under the Planning Act and promote four objectives related to public safety matters: prevention of crime and disorder, prevention of public nuisance, public safety, protection of children from harm.

9.11 An existing license for the site (LN/201900307) allows a capacity up to 7,000. Condition 2 of this license requires operational plans to be maintained, updated and reviewed for each event category. This includes traffic management plans, security operating plan, noise management plans, evacuation plan, crowd management plans for each event category. This license also has a condition (no. 38) that states no licensable activities shall take place if, an officer of the Metropolitan Police has concerns over a simultaneous event with Tottenham Hotspur, in consultation with TfL, local train operators and British Transport Police.

9.12 A License was issued on 9 March 2019 for 9,999 capacity excluding staff (LN/201900943 & LN/201900944). Condition 2 requires the premises license holder to maintain, update and review operational plans bespoke to each event category. These include Venue Operational Plan, Traffic Management Plans, Security Operating Plan and a plan showing temporary, non-fixed structures. Condition 29 of the License limits the number of events, per Category each year. In addition, Condition 38 a. of the License states, if an event exceeds 5,000 capacity are more ('large scale event'), the Licence Holder is required to notify the Local Metropolitan Police and both Licensing Authorities of Enfield, Haringey and Waltham Forest 6 to 12 weeks before the event is due to take place. A large-scale event may only take place subject to notification to the Metropolitan Police Service and Local Authority Licensing Teams. Condition 38.b (iii) states, a Large-Capacity event may only take place if the Designated Officer of the Metropolitan Police Service confirms in writing they are satisfied, following consultation, the license objectives (including the promotion of public safety on public transport in the locality) will be promoted.

9.13 Whereby events are planned at the application site (Drumsheds) and Tottenham Hotspur Stadium on the same day (simultaneous events), Condition 38 b. of the license (LN/201900943 & LN/201900944) stipulates, the Premise License Holder must notify Transport for London, local train operators, British Transport Police and Tottenham Hotspur Football Club as well as the Licensing Authorities of Haringey and Enfield. Where there are simultaneous events, an event may only take place if the Designated Officer (of the local Metropolitan Police Service) has confirmed in writing an event may take place.

- 9.14 The planning system and licensing regime are two separate regimes which involve consideration of different (albeit related) matters. The two regimes need to be properly separated to avoid duplication and inefficiency. They are two separate statutory systems with their own statutory rules, policies and guidance, looking at different aspects of similar proposals, where the Council is the decision-maker in both cases.
- 9.15 Planning deals with the use and development of land and the consequences of any proposed use or development on matters such as, neighbouring amenity, visual appearance, character of the locality, outlook and privacy, road safety, noise, disturbance or other harmful effects. Licensing must carry out its functions with a view to promoting the four licensing objectives as set out above.
- 9.16 Whilst it is proper to consider the effects of the use of the land for temporary events, the planning system should not seek to duplicate matters that are already controlled through other legislation. Through discussion with Transport for London and in agreement with the applicant, a condition is recommended which sets out an overarching Event Management Framework for each category of event in relation to safe access, cycle provision, taxi provision, event timings based on availability of rail and Underground services, provision of shuttle buses and mitigation on bus routes. This is considered necessary to ensure no undue impacts on the highway network and transport hubs. Public safety and people management during events is a matter for the licensing regime.
- 9.16 The NPPF at paragraph 42 recognises that “other consenting bodies” have a part to play in the control and regulation of development requiring planning permission. Planning conditions “should be kept to a minimum” (paragraph 55). Other legislation, through Premises Licensing, Safety at Sports Grounds Act, Traffic Management Orders and other processes such as Safety Advisory Groups, will support the control of the operation of events and planning permission should not duplicate these controls. Moreover, in the event planning permission is granted and other regulatory controls are not fulfilled, an event cannot take place. The applicant will be reminded of the need to obtain or comply with further relevant consents.
- 9.19 Therefore it is considered appropriate to rely on other regulatory regimes, notably Licensing, in collaboration with other authorities including the Metropolitan police, Transport for London, train operators and any other major stakeholder to support and assess the suitability of event management arrangements for individual events which is a requirement of the current licenses.

Principle and Land Use

Meridian Water Master Plan

- 9.20 Meridian Water is a major regeneration area within the Upper Lee Valley Opportunity Area as identified in the London Plan, Enfield Core Strategy and Edmonton Leaside Area Action Plan. The area (including the application site) is expected to undergo transformational change to deliver up to 5000 new homes,

3,000 jobs as well as a mix of other uses and infrastructure (CP 37 and 38 of the Enfield Core Strategy).

- 9.21 Phase 1 (725 homes) has been granted planning approval (16/01197/RE3). Members have resolved to grant planning permission for the outline 'Phase 2' application and strategic infrastructure works as set out in the para 6.7 and 6.8 (above). The Meridian Water regeneration area is therefore undergoing appreciable change, now, and into the future.
- 9.22 This change is readily apparent based on the extant permissions and those proposed for the area. The proposed temporary use for 5 years, given its transitional nature, is not considered to prejudice the longer-term aspirations for the regeneration of the site or wider area. Regeneration will take the form of incremental improvements over several years. Therefore, the proposal would be in accordance with Local Plan policies CP37 and CP38 of the Enfield Core Strategy and The Edmonton Leaside Area Action Plan (2020).

Loss of Non-designated Industrial Land

- 9.23 The site is classified as non-designated employment land, surrounded by a mix of industrial uses falling within B1c, B2 and B8 uses. It is found within an established industrial estate and area of brownfield land.
- 9.24 Local Policy (DMD22) and London Plan Policy (4.4) seeks to safeguard the stock of industrial land. These policies resist the loss or reduction of undesignated employment land unless it can be demonstrated that the site is no longer suitable and viable for continued employment use. Proposals which meet these exceptions will only be acceptable, if they do not compromise the operating conditions for other employment uses of neighbouring employment sites.
- 9.25 Given the sites designation as part of a wider regeneration area, the buildings within the application site have been vacant for a considerable time. Remedial works have already purposed the land for temporary meanwhile events so the site can be put to some beneficial use, pending wholesale redevelopment in line with the Development Plan ambitions for Meridian Water and the schemes which Members have resolved to approve.
- 9.26 Given the above factors, it is considered unlikely industrial uses akin to those formerly on site are likely to re-emerge. and the site therefore lends itself to a temporary use until permanent redevelopment takes place.
- 9.27 The adjoining warehouse buildings on Orbital Business Park are in use. These are largely used for storage, freight goods and warehouse goods. There is also a construction training facility within Unit 2 and there are offices and a public access gym in Units 7 and 7a. The commercial activities of the existing uses are considered compatible with those commercial events proposed as part of the application. The proposed temporary change of use to units 4, 5, 6, 9 and 9a would not, in policy terms lead to a conflict in land use. Matters in relation to servicing, highway matters and neighbouring amenity are discussed in further detail below.

Meanwhile Uses

- 9.28 The application proposes day and evening events within the 'Drumsheds' (former industrial units) and adjoining land to the south. The majority of events are planned to be held within the warehouse buildings (The Drumsheds), with a minority of events combining the use of the warehouses and the open field. Events could include, plays, filming, live shows, music and sporting events and brand and corporate events and therefore can be considered cultural activities, with reference to the London Plan.
- 9.29 London Plan Policy 2.7 supports leisure, arts and cultural contribution that similar facilities can make, including through the promotion of the night time economy. Policy 4.6 seeks to support arts, culture and entertainment enterprises and the cultural social and economic benefits these bring, especially in outer London, where they can contribute to regeneration whilst minimising the impact on other land uses.
- 9.30 Policy HC5 of the Draft New London Plan encourages Boroughs to support opportunities to use vacant buildings and land for temporary 'meanwhile uses' or 'pop-ups,' especially for alternative cultural day and night-time uses. Policy recognises cultural events are not always dependent on using a dedicated cultural venue and can make use of a range of vacant building and other outdoor spaces.
- 9.31 The Draft New London Plan recognises that often regeneration will take the form of incremental improvements over several years, as is the case with Meridian Water. ELAAP (2020) states the use of temporary buildings and spaces for cultural and creative uses can stimulate vibrancy and accelerate regeneration efforts. Meanwhile uses can also help prevent blight.
- 9.32 Policy recognises temporary uses can offer a source of revenue for the local economy. The proposed temporary use would bring a degree of employment, to the vacant site with staffing, including security personnel, stewards, bar staff and event management freelancers. It is acknowledged staffing levels and job types would vary depending on the nature of the event, however it is recognised the use of the site for temporary events would deliver jobs and economic benefit from a vacant site. This would represent an improvement above the existing situation and a benefit of the scheme in its assessment overall. In addition, a multi event space can provide new and interesting shops, cultural and other events and spaces, which can attract longer-term business investment.
- 9.33 In summary, the development would deliver benefits in terms of new employment opportunities and would enliven the area, providing activities and a multi-use events space. The proposal is therefore broadly considered consistent with the strategic parts of the development plan and the emerging plan. The proposal would be in accordance with London Plan Policy 2.7 and Policy 4.6 The Edmonton Leaside Area Action Plan (2020), the Meridian Water Master Plan (2013), the Draft New London Plan, Policy HC5 and the NPPF.

Character and appearance

- 9.34 The National Planning Policy Framework attaches great importance to the design of the built environment, Local Policy DMD37 seeks to ensure development is of a high-quality design, and Policy DMD38 has regards to the design of business premises.
- 9.35 Meridian Water comprises a large area of underused and brownfield regeneration land, with large areas of derelict land alongside industrial accommodation of varying age and quality. The site was previously used as a gasworks. The buildings on site are substantial in footprint and height and sit within an area which has a strong industrial character.
- 9.36 The proposals seek to re-use these existing buildings with minor physical alterations and ancillary equipment to facilitate the site for events. These include:
- Timber hoarding and gates in the external areas to the north of units 4, 5 and 6 and south/south west of units 4, 5 and 9 (total length of hoarding/gates approx. 200m);
 - Two temporary container offices (created by modification of metal storage containers). One container is positioned at the visitor entrance at the south west corner of the site (for staff use in connection with managing attendees entering and leaving the site when events take place). The second container is proposed to be situated immediately to the north of unit 4 (for use by staff/events management/performers during events, that is inaccessible by members of the public/attendees).
 - Installation of festoon lighting along the full length (approx. 300m) of the pedestrian access route from the south west visitor entrance to the site (where the southern temporary container office is proposed) to the warehouses.
- 9.37 Further temporary structures would be erected in association with an event. These would comprise stages, toilets, marquees stalls and tents. A plan has been submitted that identifies the zone within which such buildings can be erected. Such structures would be required for a temporary period and a condition is recommended for these to be removed within a specified timeframe, post event.
- 9.38 In the context of the site, the proposed development is considered to have limited impact on the physical appearance of the site and would not be harmful to the character of the area. As such, the proposal would comply with Policy & 7.4 of the London Plan, CS30 of the Core Strategy and DMD23 of the Development Management Policies.

Impact on Neighbouring Occupiers

- 9.39 London Plan policy 7.6 (part B) states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings. Policy 7.15 (part B) states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals; separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation.

- 9.40 The nearest residential units are located approximately 500m to the west of the site on Kimberley Road. Ikea, Tesco, Meridian Way and the railway line are situated between the application site and the nearest residential units. To the south east of the site across Banbury Reservoir lie residential properties in the London Borough of Waltham Forest and to the south industrial premises within the London Borough of Haringey. The Rivers and Canals Trust highlighted there is a permanent mooring approximately 1km away at Stonebridge (in Haringey).



Figure 2. Adjoining uses

- 9.41 The application site is surrounded by existing commercial/industrial uses and close to major road and rail routes with residential properties beyond. The acoustic environment is therefore dominated by transportation noise from road vehicles and passenger trains, as well as local traffic and commercial premises related noise which limits the impact of noise from events to sensitive receptors.

Noise

- 9.42 The main potential impacts on residents, from the use of the buildings and land for events are likely to be from noise outbreak (from events held outside) and general disruption from the number of people using local roads and public transport to attend the event.
- 9.43 The applicant has submitted a revised Acoustic Report. It is anticipated there may be 217 events (over the initial first three-years of the five-year period). The majority of events are proposed to be held within the Drumsheds with a small number of events (6) to be held within the Drumsheds and the open field. Of the planned events, approximately 16 are to take place after 23:00.
- 9.44 The Acoustic Report demonstrates that noise generated from events at the Drumsheds does not negatively impact upon the nearest residents. The noise is below that generated by traffic on the local road network at the residential properties; in Section 9 of the applicants Acoustic Report there are monitoring results, which, demonstrate that noise from the Drumsheds was inaudible at residential properties during the day and at night. Based on the information provided, there would be no adverse noise impacts from internal events within the Drumsheds.

- 9.45 With regard to external events, in residential gardens to Kimberley Road, the noise during the daytime period is likely to be audible, but not at a level that would cause a loss of amenity. At further distances this would be inaudible against traffic noise. The Environmental Health Officer has confirmed, in houses, the music noise is unlikely to be audible. In addition, the Environmental Health Officer has confirmed, the event in the summer of 2019 for Field Day generated very few complaints and there were no nuisance issues. The Acoustic Report shows after 23:00 the allowable sound level is significantly reduced, and noise will be suitably controlled.
- 9.46 Planning Policy does not seek to protect industrial warehouse uses from adverse noise impacts in the same way as residential use. As such the proposed use would not conflict with planning policy and would not prejudice the adjoining commercial uses.
- 9.47 The Environmental Health Officer has assessed the revised Acoustic Report and is satisfied that the details provided demonstrate there would be no significant harm to residential amenity. Furthermore, a condition is recommended to ensure noise is kept within acceptable levels and terminal hour has been set for the use of the field and the Drumsheds to ensure no undue impact on residential amenity. With these controls and measures in place, the proposal is not considered to have a significant adverse impact on neighbouring residents in terms of noise and as such the proposal is acceptable in this regard.

Material Intensification

- 9.48 Patrons have the ability to cause some disruption given the intensification of activity on the site at certain periods, notably, moving from and to local transport hubs and local roads to access the site.
- 9.49 However, this area is predominantly commercial and has a low population density. The site therefore lends itself to a multiuse events space, as supported by the Greater London Authority.

Pedestrians

- 9.50 Impact will be limited to the duration of events (which for large events would be limited throughout the year). As shown by the planned routes to site from the main stations, the ingress and egress routes are not set along residential streets and run along main thoroughfares (A roads). Therefore, the pedestrian routes are not considered to unduly impact the residential streets to the west.



Figure 3. Pedestrian Travel routes from Underground and Overground stations

- 9.51 The Travel Assessment also sets out mitigation measures to control impacts from crowds entering and leaving the site with the main pedestrian access point to Leaside Road (to the south of the site), a cul-de-sac which is not used for significant commercial traffic. In addition, the TA outlines event management measures to limit intensification from ingress and egress to the site by routing to avoid ingress/egress past residential areas where practicable, marshalling of audiences to ensure quick ingress and egress, marshals to ensure appropriate good behaviour. The TA demonstrates suitable pedestrian access can be provided that would not cause nuisance or disturbance to residential properties. The details of site access for each Category of event would be secured by condition through an Event Management Plan. Overall therefore, the pedestrian activity is not considered to cause harm to neighbouring residential occupiers, nor existing commercial premises.

Vehicular Movements

- 9.52 The Travel Assessment projects a low proportion of staff using cars, with 30 parking spaces on site. In addition, the application site has three possible servicing areas.
- 9.53 There is the potential issue of overspill parking from events taking place which could have an impact on the local highway network and the adjoining businesses. To mitigate this, during an event, Argon Road would be limited to taxis, staff, disabled attendees and service and delivery only, with no visitor parking available. For public-facing events, a vehicle checkpoint at the entrance to Orbital Business Park (Access B) is to operate, with only the tenants and permitted event traffic allowed on site. This is to prevent members of the public from entering Argon Road and attempting to park within Orbital Business Park. For vehicles which pass the entry point, there are double yellow lines on Argon Road which prevents obstructive parking.
- 9.54 The commercial units adjacent to the application site have their own servicing areas. Traffic flow to an event would be limited to staff, taxis and servicing vehicles only and a degree of vehicular movements would be anticipated for a commercial

activity of this nature. Moreover, the mode share shows the majority of people will arrive via train and walk to the venue and therefore use Access Point A, mitigating the potential for congestion within Orbital Business Park.

- 9.55 Overall, taking into account the restricted access for vehicles to Argon Road to enter into Orbital Business Park and existing traffic restrictions to Argon Road, with commercial premises maintaining direct access to their premises, the existing businesses should not be materially impacted. None of the adjoining occupiers have raised an objection in this regard. It is considered therefore there will be no undue impact to the operation of adjoining businesses.
- 9.56 In summary, whilst there would be some daytime noise from the use of the field, these events would be limited to three per year (by condition) and the noise levels would not be significantly harmful to residents during the day and would be curtailed at night. The event management plans for the various category of events would control ingress/egress routes, diverted along main thoroughfares and away from residential areas. As set out in the Travel Assessment, these routes would be marshalled to assist with pedestrian flow and crowd control. In addition, controls through the licensing process would ensure these routes were suitably secure and managed from a public safety perspective. As such the proposal would accord with the policies in the development plan that seek to protect amenity and to prevent noise nuisance.
- 9.57 Overall, the use of the land for a multi event space is not considered to have a significant adverse impact on the living conditions of nearby residents in terms of noise, disturbance or material intensification. The proposal would therefore be in accordance with 7.6 and 7.15 of the London Plan and the NPPF.

Traffic, Transport and Access

- 9.58 The applicant has submitted a Transport Assessment which sets out the general approach to dealing with the safe ingress and egress of support staff and equipment, as well as the actual event attendees. These are then tailored to five different event capacities up to and including 30,000 people and relate to the following scenarios:
- Category A - 9,999 Capacity events finishing at 23.00
 - Category B - 9,999 Capacity events finishing at 03.00
 - Category C - 7,000 Capacity events finishing at 23.00
 - Category D - 2,000 Capacity events finishing at 23.00
 - Category E - 30,000 Capacity Events finishing at 03.00
- 9.59 The site is served by rail and Underground stations at Meridian Water Station, 0.4 miles from the venue, Northumberland Park Station, 0.7 miles from the venue and Tottenham Hale Station, 1.5 miles from the venue. There are also bus stops in the vicinity of the site providing links to surrounding areas and alternative rail and Underground stations.
- 9.60 The site has vehicular access via Argon Road. This section of Argon Road is publicly assessable but does not comprise public highway. Double yellow lines are also present which restrict on street parking and prevent waiting at any time.

- 9.61 Field Day (a festival) was held in the summer of 2019 over a three-day period. Four events have been held since the submission of the application which have comprised music concerts, with attendance ranging from 5,570 to 6,442 people.

Transport Assessment

- 9.62 The updated information submitted within the Transport Assessment (TA) is in accordance with TfL guidance and considers all event categories, notably the largest event (Category E). The appendices to the TA document provide template plans for the various event categories, which demonstrate a framework for the level of provision for each type of event and have informed the assessment of the application. The mode share projections are included within the TA. These include taxi, cycles, walk, bus, train and private vehicles. It is forecast that the majority of visitors will utilise public transport for the main part of their journey. Based on events which have already taken place, the TA demonstrates that there is sufficient capacity for this.
- 9.63 Specifically, the TA mode share shows the majority of people will arrive via train and walk to the venue. The Active Travel Zone (ATZ) shows the key pedestrian access routes to and from the site from the main rail and underground stations. The TA outlines for Category A, B, C and D events, attendees will be encouraged to use Greater Anglia services from Tottenham Hale to Meridian Water, reducing the number of people needing to enter Tottenham Hale station. This also reduces the distance from the venue for attendees and assists with provisions required to facilitate a safe walking route.
- 9.64 The TA indicates routes to the venue from Meridian Water station is via the signal-controlled crossing of Meridian Way and Glover Drive, the footway of Meridian Way and Leaside Road. In order to facilitate increased footfall during category A, B, C and E events (7,000 plus attendees), traffic management provisions will:
- facilitate a safe crossing point and allow increased time for pedestrians to cross the highway.
 - allow increased footway space on Meridian Way.
 - allow increased space for dispersal on Leaside Road during the egress phase of events.
- 9.64 For the largest event (Category E) the mode share shows this likely to place a strain on existing infrastructure, in particular Tottenham Hale Underground Station. The main concern is egress from the site. It is predicted 60% of attendees would leave the site and travel to Tottenham Hale Station by 22.30 (the license limits operations within the field until 22.30). 7000 patrons are permitted to remain within the Drumsheds.
- 9.66 The TA outlines it is an approximate 30minute walk to Tottenham Hale station. To prevent overcrowding on the event egress routes and at the station, attendees leaving the event site are proposed to be managed at the exit gates from the event site. Provisions will be put in place to facilitate a safe walking route to and from

Tottenham Hale. Watermead Way is proposed to be closed to cater for pedestrians. Various 'pulse points' will be in operation to prevent overcrowding on the egress routes towards key transport hubs, notably Tottenham Hale. Details of the pulse points for crowds leaving the event site are to be detailed in Appendix O of the Travel Assessment. Queuing systems will be in place to control access to the station.

- 9.67 The TA demonstrates suitable access and methods to control access to and from the site. An Event Management Plan is recommended to secure access for each category of event. Part 1 of the recommended condition requires details of suitable access to and from the site for each category of event. Through the Event Management arrangements to be secured and the requirement for event licensing, any impacts should be mitigated. As such Transport for London and the Local Highway Authority are generally satisfied with the information provided.
- 9.68 In terms of the highway network, the TA outlines temporary traffic management arrangements that would be required depending on the event category. The details of these will be dealt with through the licencing process in agreement with the Council's Highway Services Team. Whilst it is noted that for the largest events there will be highway network impacts, overall the approaches set out in the TA and the use of the licensing process mean that these should be effectively managed. In addition, the largest scale events are recommended to be limited to three per year.

Access to the site

- 9.69 The applicant has set out their general provision for access to the site within the Travel Assessment which is supported by Appendices based on each category of event. In all scenarios, pedestrian access is from the south west, via the bridge over Pymmes brook that connects to Leaside Road. This separates the vehicular and pedestrian access points which prevents conflict and therefore mitigates against highway safety in this respect. For categories A, B, C and D, Meridian Water Station is to be actively encouraged as the main public transport access point, given its walking distance to the site. During events, an access only road closure and traffic marshals are proposed at Leaside Rd (for all categories other than capacity of 2,000 people) to facilitate pedestrian access.
- 9.70 Vehicular access is proposed via Argon Road/Orbital Business Park to the North of the site. Vehicular access to the site is for staff, event production related traffic, taxi pick-ups and drop offs and disabled attendees only. Two emergency access routes will be in operation for the venue at Point A and B. Emergency vehicles will be able to enter the site from access B.
- 9.71 The proposed vehicular access point is acceptable because it utilises the existing accesses which are sized for the type of vehicles servicing the site. The specifics of any temporary highway network changes to facilitate access would be outlined in Event Management Plans for each Category of event (secured by condition). These are a requirement of the Licensing Authority in conjunction with the Local

Highways Authority. In addition, the applicant has agreed to consult TfL on any proposed updates to the traffic management arrangements.

- 9.72 Overall, the principles of access to the site are considered acceptable and to be secured via condition. In addition, there will be the ongoing involvement of the Licensing Authority, in conjunction with the Local Highways Authority, to determine appropriate access arrangements for specific large scale event and ensure public safety.
- 9.73 Haringey have objected to the use of Tottenham Marshes as a through route to the application site. For Category E events, the applicant has indicated ingress (only) to a festival via the marshes. The applicants Active Travel Zones indicates that from Tottenham Hale Station, Watermead Road would form the principle route. An ingress/egress plan is recommended to be secured via condition to ensure no harm to the habitat or safety within Tottenham Marshes. Overall the access arrangements to the site for both vehicular and pedestrians, subject to condition, is considered suitable and as such the proposal is considered acceptable in this regard.

Cycle and Car Parking

- 9.74 London Plan Policy 6.13 seeks to promote new development and prevent excessive parking. DMD policy 45 (Parking Standards and Layout) and 47 (Access, New Roads and Servicing) states that operational parking for maintenance, servicing and deliveries is required to enable a development to function. All developments must be fully accessible to pedestrians and cyclists.
- 9.75 The applicant has proposed cycle parking provision will be made available on site for every event. It is proposed to provide 50 cycle spaces for both staff and event attendees. This could accommodate only 0.5% of attendees at a 10,000-capacity event. This would not encourage active travel and not accord with draft New London Plan policy T5.
- 9.76 In comparison the Field Day festival provided enough cycle spaces for up to a 4% mode share (1,000 spaces). The equivalent for a 10,000-capacity event would equate to 400 cycle spaces.
- 9.77 The capacity of the cycle parking area will be based on the mode share assessment for each event type and scale, with surveys of usage to take place during initial events at the venue. Cycle use will be encouraged for events at the venue. It is acknowledged that cycle parking facilities built on the event site will be of a temporary nature and that their position and size will likely vary on an event by event basis. However, to ensure a minimum number of cycle parking and to encourage active travel, it is recommended a condition is attached, through the Event Management Plan to provide event based cycling provision, given the low number currently proposed.
- 9.77 There are service yards to the front and rear of the Drumsheds. 30 car parking spaces are proposed for staff and disabled attendees only, which is considered

reasonable and could be accommodated on site. There is no visitor/attendee parking proposed on site. Beyond the site parking is restricted within Orbital Business Park. In relation to the large-scale Field Day event, the Highways Officer required parking surveys to be undertaken during the event. These showed that there was no detrimental impact on residential areas to the west of the site. However, it is proposed that similar surveys should be undertaken as a condition of future Category E events to provide effective monitoring and, if required, information to inform the provision of mitigation.

- 9.78 In line with draft London Plan policy T6, where car parking is provided, provision should be made for infrastructure for electric vehicles. This is recommended to be secured by condition.
- 9.79 Subject to conditions, the development is considered acceptable and to comply with the aims of Policies 6.9, 6.12 and 6.13 of the London Plan Policies DMD 45, DMD 47 and DMD 48 of the Development Management Policies and Policies T5, T6 and T7 of the Draft New London Plan.

Adjoining uses and Edmonton Bus Garage

- 9.8-0 During an event, Argon Road is to be limited to taxis, staff, disabled attendees and service and delivery only, with no visitor parking available. For public-facing events, a vehicle checkpoint at the entrance to Orbital Business Park (Access B) is to operate, with only the above tenants and permitted event traffic allowed on site. This is to prevent members of the public from parking within Orbital Business Park.
- 9.81 For vehicles which pass the entry point, there are double yellow lines on Argon Road which restrict parking. Furthermore, the commercial units adjacent to the application site have their own service areas. Given restriction in access, parking and ability to adequity service, it is not considered proposed vehicular traffic generated as a result of an event, would prejudice the ongoing operation and servicing of those adjoining businesses.
- 9.82 Edmonton bus garage is located approximately 400 metres east of the site. TfL have stated the safe operation of the garage must be maintained, (as per draft London Plan policy T3B1 and E) without obstructions by parked cars or people travelling to and from the venue. Transport for London has pointed out parking should be restricted along Towpath Road using access only closure points and signage. Warning of the bus garage operation should also be installed along the pedestrian footway east of Leaside Road. As part of the TA Road closure signs are to be placed to discourage access and parking that might restrict access to bus depots accessed via Marsh Lane and Hawley Rd / Towpath Rd.
- 9.83 The applicant has confirmed within the Travel Assessment that access only road closures to be in place to safeguard access and that vehicular access to the Northumberland Park Depot and Victoria Line Control Centre will be maintained at all times on event days which is welcomed. The Travel Assessment also states

during events prohibitions of waiting and loading and localised event day parking restrictions will be in place. As such it is considered there would be no adverse impact on the operation of the bus depot.

Taxi pick-up and drop off

- 9.84 For category A, B, C and E events, a suitable pick up and drop off point would be required given the number of attendees and predicted modes of travel. The mode share has been provided, which TfL accept. The details of the suitable pick up and drop off have been indicated within the Travel Assessment. These are primarily located in the Ikea overflow car park. Directional signs 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. Through a condition for an Event Management Framework, details of taxi pick up and drop off for each Category of event are to be provided.
- 9.85 Whilst the application is reliant on third party land, the applicant has confirmed that alterations to the location and layout of taxi drop-off/ pick-up will also be provided to Enfield Licensing Authority and TfL Taxi and Private Hire (TPH) for approval in relation to the event management required through the licensing process. Taxi marshals are also to be deployed to ensure safe operation access. Although the specific event management is to be controlled via the licensing regime, it is recommended taxi provision is secured via an Event Management Plan framework to ensure safe provision for all taxi users in conjunction with each category of events.

Network Impact: Rail and London Underground Demand

- 9.86 The methodology used to produce mode share projections and trip generation numbers for all categories of events has been provided. These have been accepted by TfL. Victoria Line services reduce in frequency and stop running earlier on a Sunday so an event finishing time of no later than 10pm on Sunday is recommended to be secured by condition. This is to ensure there are no practical concerns for egressing an event given the last southbound Victoria Line train leaves Tottenham Hale at 23.33.
- 9.87 For events over 5,000 (large capacity events) the existing license requires the applicant to contact the Met Police and Licensing Authorities. As part of this process communication would be made with TfL and Greater Anglia to, if necessary, provide extra staff to manage crowds safely within the station. In the event rail services are disrupted the applicant has outlined a commitment to using a shuttle bus service depending on the availability of rail services. The arrangements for these, in conjunction with details of events and availability of rail and Underground services are to be secured through an Event Management Plan based on each Category of event.

Bus Network Impact

- 9.88 Given the existing bus provision within the area, notably at night, concerns were raised by TfL that existing services may not be able to cope with increased demand. Analysis of the origin of event attendees suggests that demand for buses will not be significant. However, as a form of mitigation, within the Travel Assessment the applicant has confirmed the use of buses will not be promoted and mitigation on bus services are to be set out in an Event Management Plan.

Build-up /break down of events, production vehicles, deliveries and traders

- 9.89 There will be vehicle access to the site to facilitate the set up and dismantling of an event. Access to the site for deliveries and servicing related vehicles is via access B, Argon Rd, then through Orbital Business Park. Plans indicate there is sufficient turning space on site for HGVs. The applicant has stated that a booking system will be put in place and deliveries avoided during peak period, with any abnormal loads to be co-ordinated with relevant stake holders including TfL and Enfield Highways Authority. It is considered necessary to secure these provisions via the submission of details within a Service and Delivery Plan. It is also considered necessary to attach a condition to ensure removal of structures once an event has finished.

Large-Capacity Event and Simultaneous events

- 9.90 Concern has been raised by the London Borough of Haringey regarding simultaneous events occurring at Tottenham Hotspur Stadium and the Drumsheds. There are existing licensing controls where by the applicant is required to notify Transport for London, local train operators, British Transport Police and Tottenham Football Club. An event can only proceed on the basis those consultees are satisfied the objectives of the license will be satisfied. Given the existing levels on control and review mechanisms it is considered that there are appropriate controls in place to prevent overcrowding, public nuisance or adverse traffic impacts to the road or rail or underground network.
- 9.91 Appendix 5 of the Transport Assessment specifically covers Category E events. The assessment has taken account of the Field Day Festival. Category E events would also be subject to a full Safety Advisory Group process. It is important to note an event, Field Day, was held in the summer of 2019 and therefore demonstrates the site can stage such an event without undue impact on the transport infrastructure.
- 9.92 Overall, the proposal is not considered to cause harm to the transport network and would comply with the aims Draft London Plan Policies T4, T5, and T7, Policies 6.9, 6.12, 6.13 of the London Plan (2017) DMD 45, DMD 47, DMD 48 of the Development Management Policies (2014) and the NPPF.

Biodiversity and Nature Conservation

- 9.93 The site is in close proximity to the Pymmes Brook and the River Lee Navigation which are important ecological corridors and are "Priority Habitats" as defined in the NPPF. The Lee Navigation is part of the Lea Valley Site of Metropolitan

Importance for Nature Conservation (SMINC). Policy DMD78 states that development that has a direct or indirect negative impact upon important ecological assets will only be permitted where the harm cannot reasonably be avoided, and it has been demonstrated that appropriate mitigation can address the harm caused.

- 9.94 The applicant has submitted an ecological assessment with the current application [Adonis Ecology Ltd. - Preliminary Ecological Appraisal and Ecological Management Plan for the "Drumsheds" Site. This identifies the site itself of low ecological value. In addition, bird survey visits were undertaken in April and May 2019 concluded that no black redstarts were breeding on the site, but that a low number of birds were nesting in and on the buildings as well as in vegetation surrounding the field. The temporary noise is unlikely to cause birds to abandon any nest given the regular noise in the area and in the warehouses until recently. In addition, no roosting bats were detected.
- 9.95 The site is located directly adjacent to the River Lea. In order to ensure that the proposal does not have any adverse impacts on the ecological value or character of the SMINC or of the ecological corridor of Pymmes Brook lighting levels will need to be carefully controlled. The applicant has confirmed a non-lighting zone adjacent to the river to avoid light spillage onto these sensitive areas and a condition has been imposed stating the direction and lux levels to prevent any harm.
- 9.96 In order to reduce the risks waste and litter pollution to the watercourse a condition is recommended to require a waste minimisation strategy be provided and adhered to.
- 9.97 Overall, with the conditions recommended the development should not have an undue impact on local ecology.

Contamination

- 9.98 The NPPF (2019) states planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination and responsibility for safe development rests with the developer and/or landowner
- 9.99 Paragraph 180 states that these policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions, and the natural environment. Core Strategy Policy 32 seeks to ensure water quality is not compromised and Policy DMD70 seeks to ensure new development does not affect water quality.
- 9.100 The previous use of the site, as a chemicals site linked to gas manufacture, presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within Source Protection Zone 2, and directly located above a Secondary Aquifer (Kempton Park Gravels).

- 9.101 Given the site has a complex industrial history and is subject to contamination which may pose a potential risk to human health the field to the south of the buildings has been capped (19/01992/CND) to facilitate its use for the Field Day event in summer 2019. This capping was the subject of planning permission reference 18/04914/RE4. The capping installed remains acceptable for the use of the site for events as proposed under this application. It remains the position that this is an interim solution linked to a meanwhile use of the site and further remediation of the site would need to be addressed linked to the longer-term redevelopment proposals for the site.
- 9.102 The application has been amended to include the installation of two temporary container offices (converted metal containers), hoarding fence and gates. The production/security office sits directly on the concrete in the courtyard, and the box office sits on small concrete blocks in each corner for levelling, therefore no foundations or drainage were installed. The drawings show the installation of the fence and gates required holes to be dug for the foundations. The applicant has confirmed small holes were dug in which to locate the fence-posts for the hoarding line. The material removed from beneath the layer of concrete floor was mixed hard-core and sand. The EA has reviewed the applicant's response and confirmed they are satisfied this would not cause risk to controlled waters via increased infiltration or increased rate into the current drainage system. Overall, subject to conditions recommended, the Environment Agency raise no objection to the use of the site for the intended purpose.
- 9.103 The Council's Environmental Health Officer has confirmed that the approved capping scheme is sufficient to protect human health and ensure no source pathway receptor linkages.
- 9.104 With the attachment of the suggested conditions, the proposal would be in accordance with policy.

Flood Risk and SuDS

- 9.105 Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risk elsewhere. Policy DMD61 states that a Drainage Strategy will be required for all development to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan.
- 9.106 The application site falls within Flood Zones 2 and 3 and is therefore considered to have a high to medium probability of flooding. The site is also at risk of surface water flooding.
- 9.107 The site currently consists of made ground. However, as previously outlined, the land has been capped to ensure existing contaminants do not pose a risk to human health. The approved capping material is free draining with infiltration characteristics similar to or more permeable than the former made ground on the site. These details were considered as part of capping application where it was demonstrated that surface water run-off would continue to infiltrate into the ground with no uplift in the rates of storm water runoff. The supporting information also

stated that even during the most severe event modelled, the proportion of the capped area that could be inundated is very small and maximum flood depths would be shallow.

- 9.108 Natural turf has been added to the capping material to make the use of the site more amenable to visitors. This will not impact on the drainage properties discussed above and will not increase surface flooding at the site.
- 9.109 An Emergency Flood Response Plan has been submitted in support of the application. This is deemed acceptable as it provides adequate, safe evacuation route that can be implemented during a flood event .
- 9.110 Overall therefore the proposal is considered in accordance with Development Management Policies DMD 60 and DMD 62 of the Development Management Policies.

Community Infrastructure Levy

- 9.111 Reference to paragraph 9(1) of The Community Infrastructure Levy Regulations 2010 (as amended) confirms that "chargeable development is the development for which planning permission is granted". However, reference to paragraph 5(2) of the CIL Regulations 2010 (as amended) confirms that the meaning of planning permission does not include planning permission granted for a limited period. Furthermore, reference to Schedule 1, paragraph 10 of the CIL Regulations confirms that 'building' does not include a building for which planning permission was granted for a limited period.

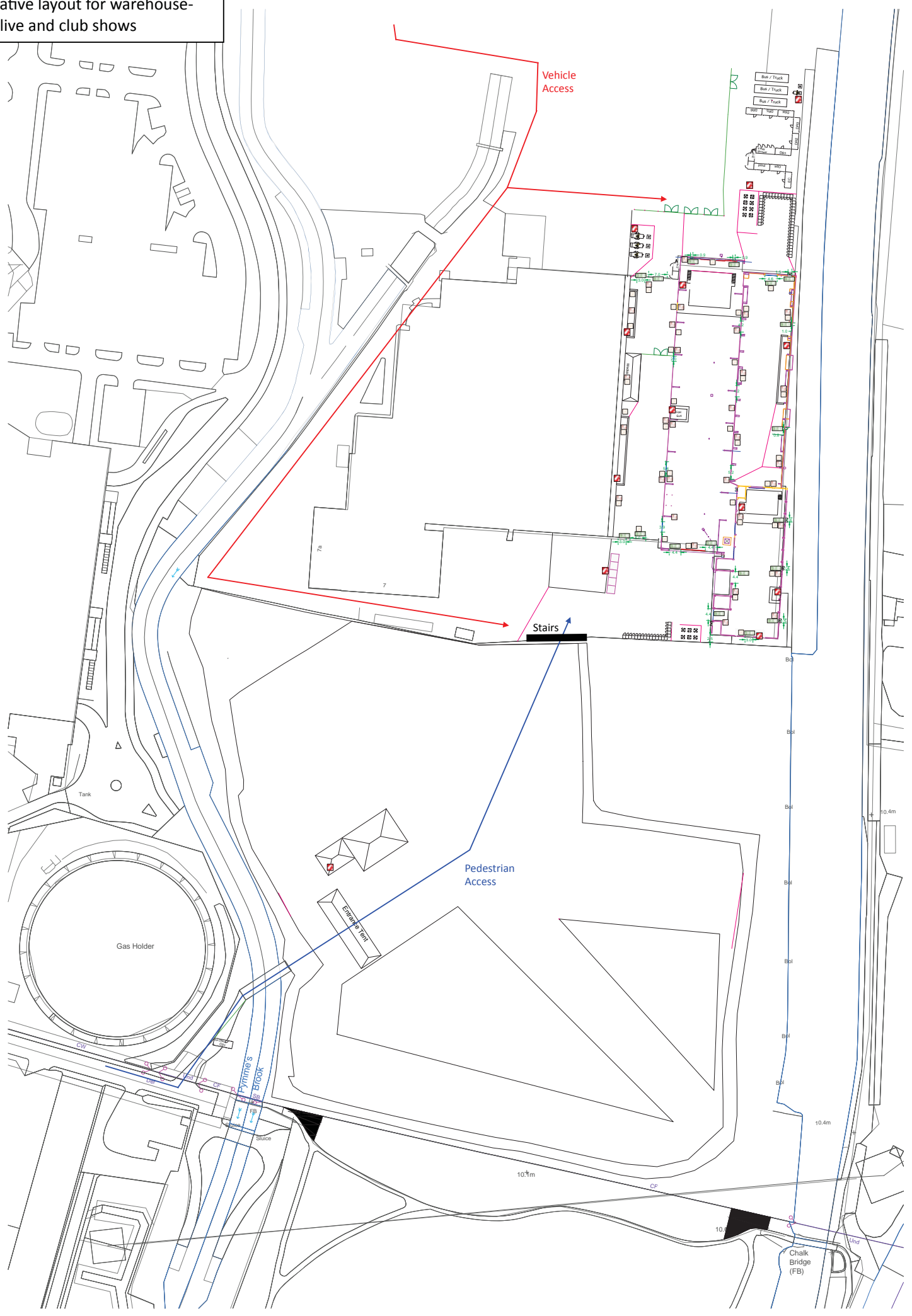
10.0 Conclusion

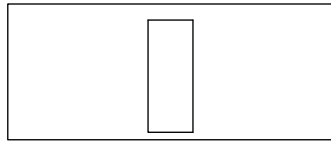
- 10.1. The starting point in the assessment of planning applications is to assess them against all relevant development plan policies and other material considerations, then to determine them in accordance with the plan as a whole unless material considerations indicate otherwise.
- 10.2 The benefits of the proposed development must be noted. These include the use of vacant buildings and land for flexible meanwhile uses that include cultural day and night time uses. This can stimulate vibrancy and vitality by creating social economic value from vacant properties and prevent blight. The short-term benefits include new cultural and other events and spaces and revenue for the local economy. The use of the site for the purposes proposed will not undermine the longer-term regeneration proposals for the area and in the meantime will provide a beneficial and employment generating use of the site.
- 10.3 The benefits must, be weighed against the potential impacts of the proposed development. It is recognised that the use could have some short-term disruptive impacts on the local area in terms of noise, material intensification and impacts on the transport network. These are to be managed and mitigated through the use of planning conditions. In addition, the licensing process, which deals with issues largely related to public safety and people management before/during and immediately after events is considered to serve to ensure events are held that do

not have a significant impact. It is also important to note the site has been granted planning permission for large scale events in the recent past which demonstrated its capacity for such events. Accordingly, it is considered that the use of the site for the purposes proposed can be supported, given the appropriate mitigation measures outlined.

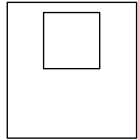
Site Plan No. 3 - Indoor Club & Live Shows

Indicative layout for warehouse-only live and club shows

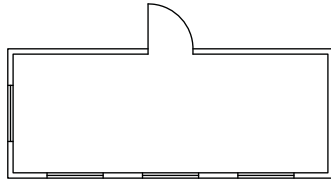




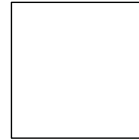
Front Elevation



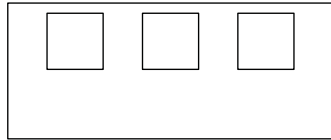
Side Elevation



Floor Plan



Side Elevation

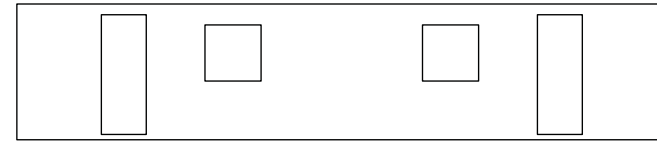


Rear Elevation

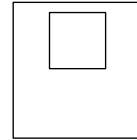
Container Office 1 (north of unit 4)



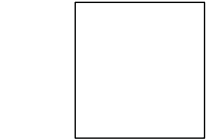
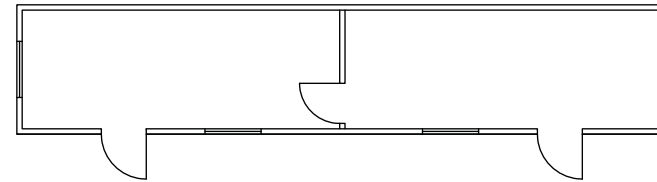
o



Front Elevation



Side Elevation



Side Elevation



Rear Elevation

Container Office 2 (south west pedestrian entrance)

Drawing Title:
Proposed Office Cabins

Printed to Scale at A3

Planning Application Dwn AK Scale 1:100 Ckd CC Date 24/01/2020

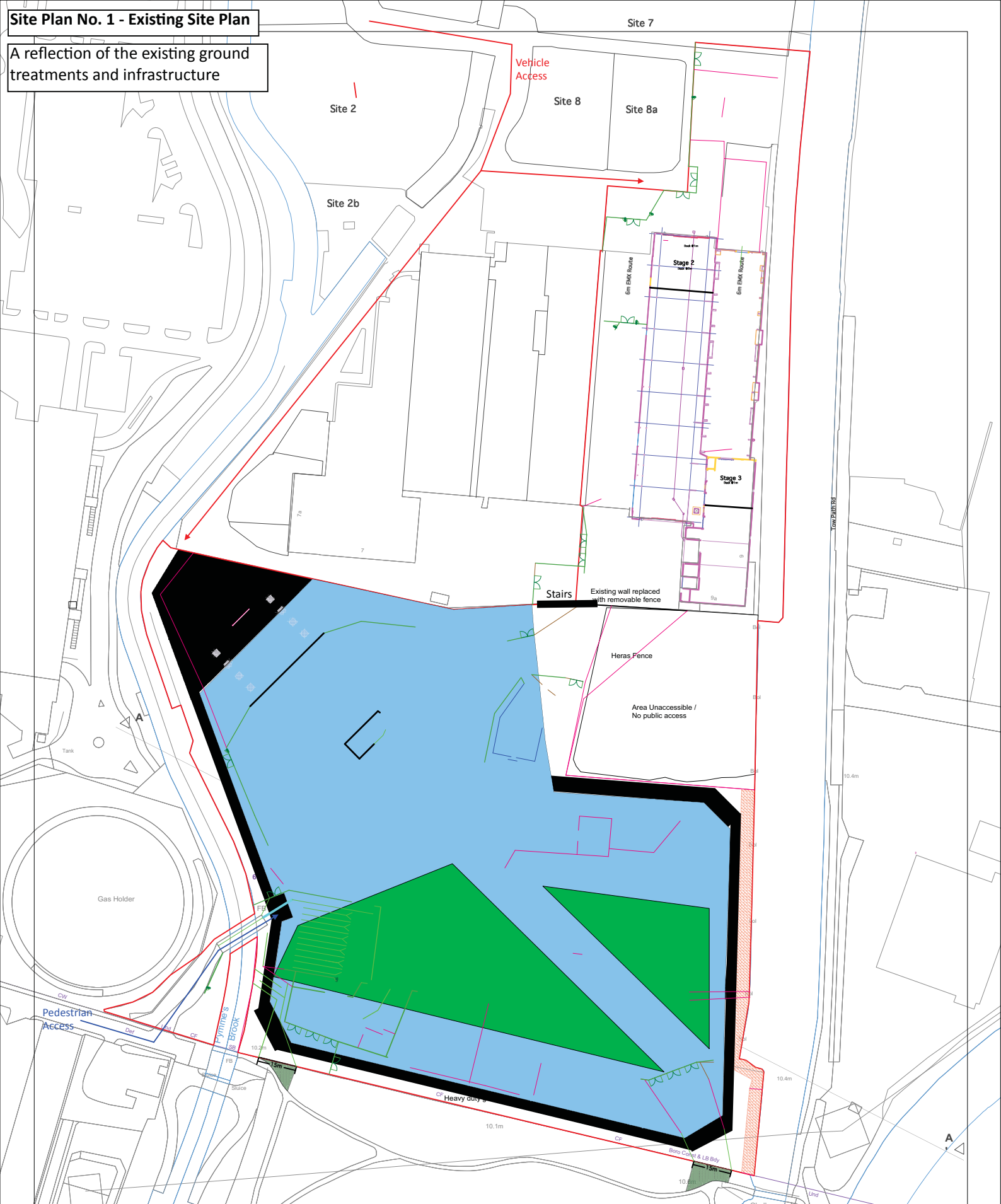
Project:
Proposed Entertainment Space,
Meridian Works, Enfield
Client:
Broadwick Venues Limited

Dwg No. BRO3194/2-003 Rev.



Site Plan No. 1 - Existing Site Plan

A reflection of the existing ground treatments and infrastructure



Issue Number	Project ID
v2.8	FD19
Issue Date	Drawn By
12/04/19	Tom Wilkinson
Scale	Project Manager
1:1300 @ A3	James Dutton
Sheet Title	
Field Day - Full Site	

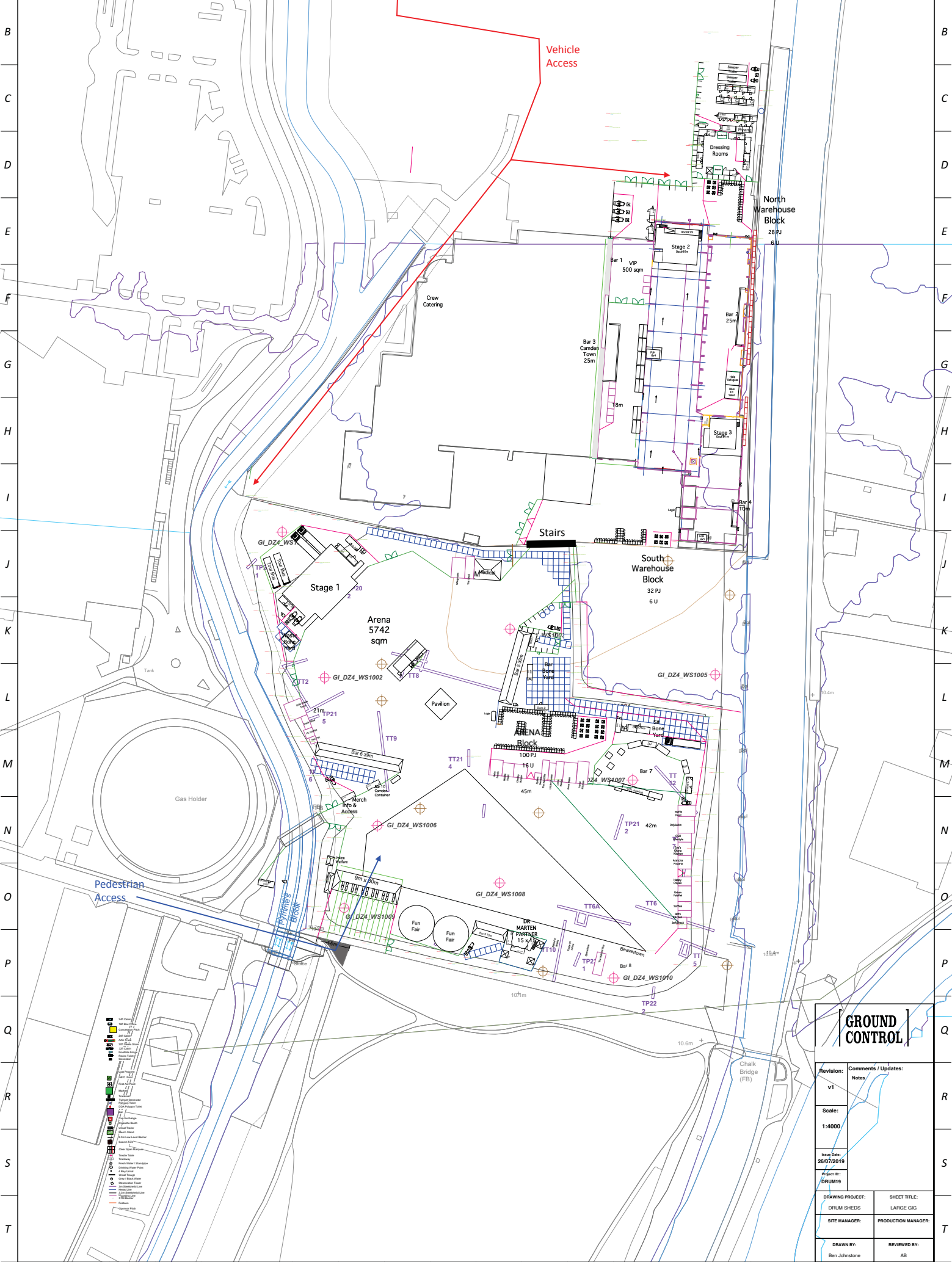
No.	Date	Revision Notes

Key: FENCE - HERAS FENCE - MET BARRIER FENCE - STAGE BARRIER FENCE - PEDESTRIAN BARRIER FENCE - SMART HOARD FENCE - HI-HOARD TRAKWAY TRACKMATT AREA - OUT OF BOUNDS SURFACE - Grass SURFACE - Gravel SURFACE - Road	Client Field Day 2019 Site Address The Drum Shed Orbital Business Park Argon Rd London N18 3BW
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GROUNDCONTROL

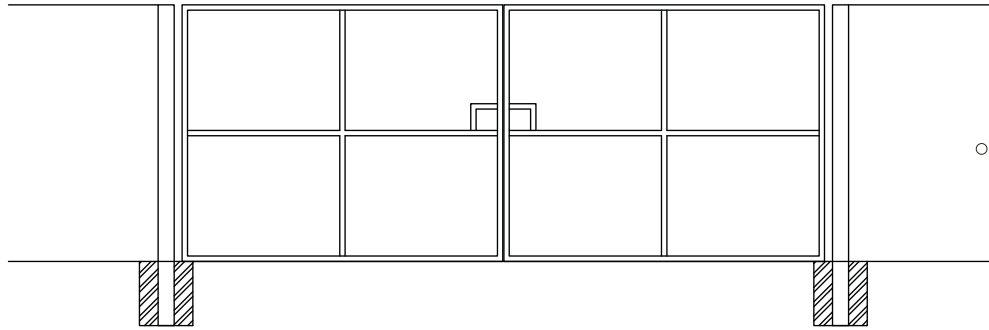
Site Plan No. 5 - Large Gig Including Drumsheds

A large, multi-stage event using the field and warehouse spaces

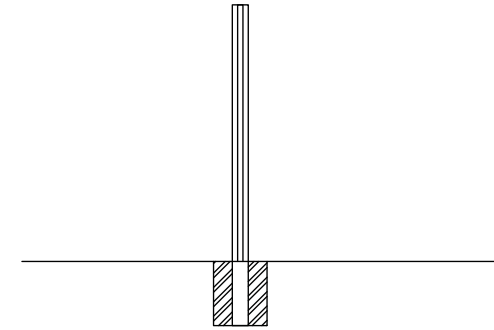


GROUND CONTROL

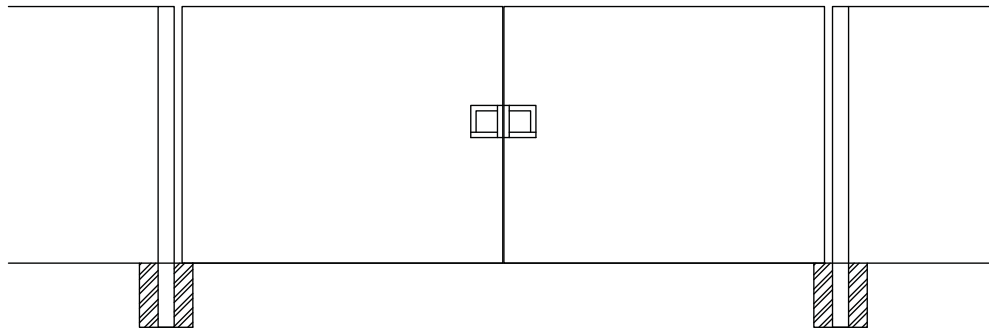
Revision:	Comments / Updates:
v1	
Scale:	Notes:
1:4000	
Issue Date:	
26/07/2019	
Project ID:	
DRUM19	
DRAWING PROJECT:	SHEET TITLE:
DRUM SHEDS	LARGE GIG
SITE MANAGER:	PRODUCTION MANAGER:
DRAWN BY:	REVIEWED BY:
Ben Johnstone	AB



Proposed Hoarding - Typical Rear Elevation



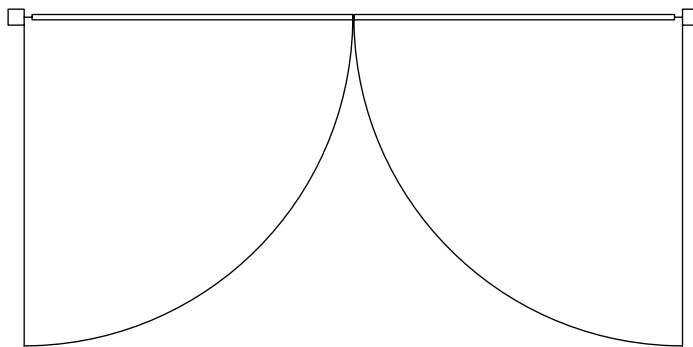
Proposed Hoarding Gate Post Side Profile



Proposed Hoarding Gate - Typical Front Elevation

Proposed Materials / Finish

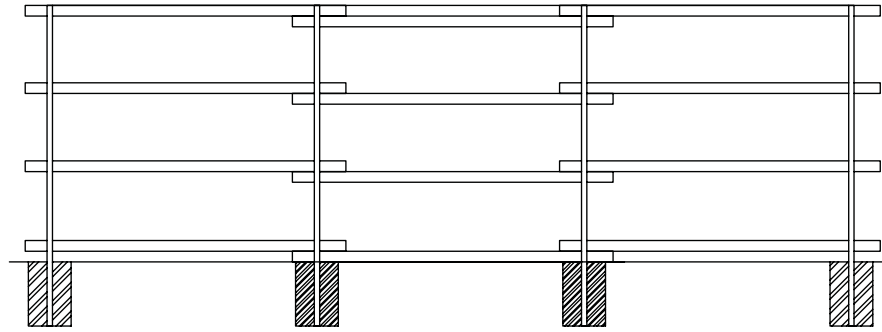
50mm x 50mm box section black steel frame gate hung on 150mm x 150mm steel posts
Gates faced at the front with Wisma-Spruce sheeting painted with primer undercoat and black gloss top coat.



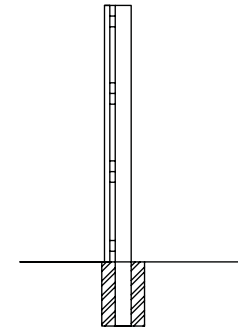
Proposed Hoarding Gates - Typical Plan View



Drawing Title: Hoarding Gate Plan					Project: Proposed Entertainment Space, Meridian Works, Enfield		
Printed to Scale at A3					Client: Broadwick Venues Limited		
Planning Application	Dwn AK	Scale 1:50	Ckd CC	Date 24/01/2020	Dwg No. BRO3194/2-001	Rev.	



Proposed Hoarding - Typical Rear Elevation



Proposed Hoarding
Side Profile

Proposed Materials / Finish

Front - Wisu-Spruce sheeting painted with undercoat and black gloss top coat
Rear - 50mm x 150mm x 3m posts set 600mm into the ground
Rear - 50mm x 100mm back support rails

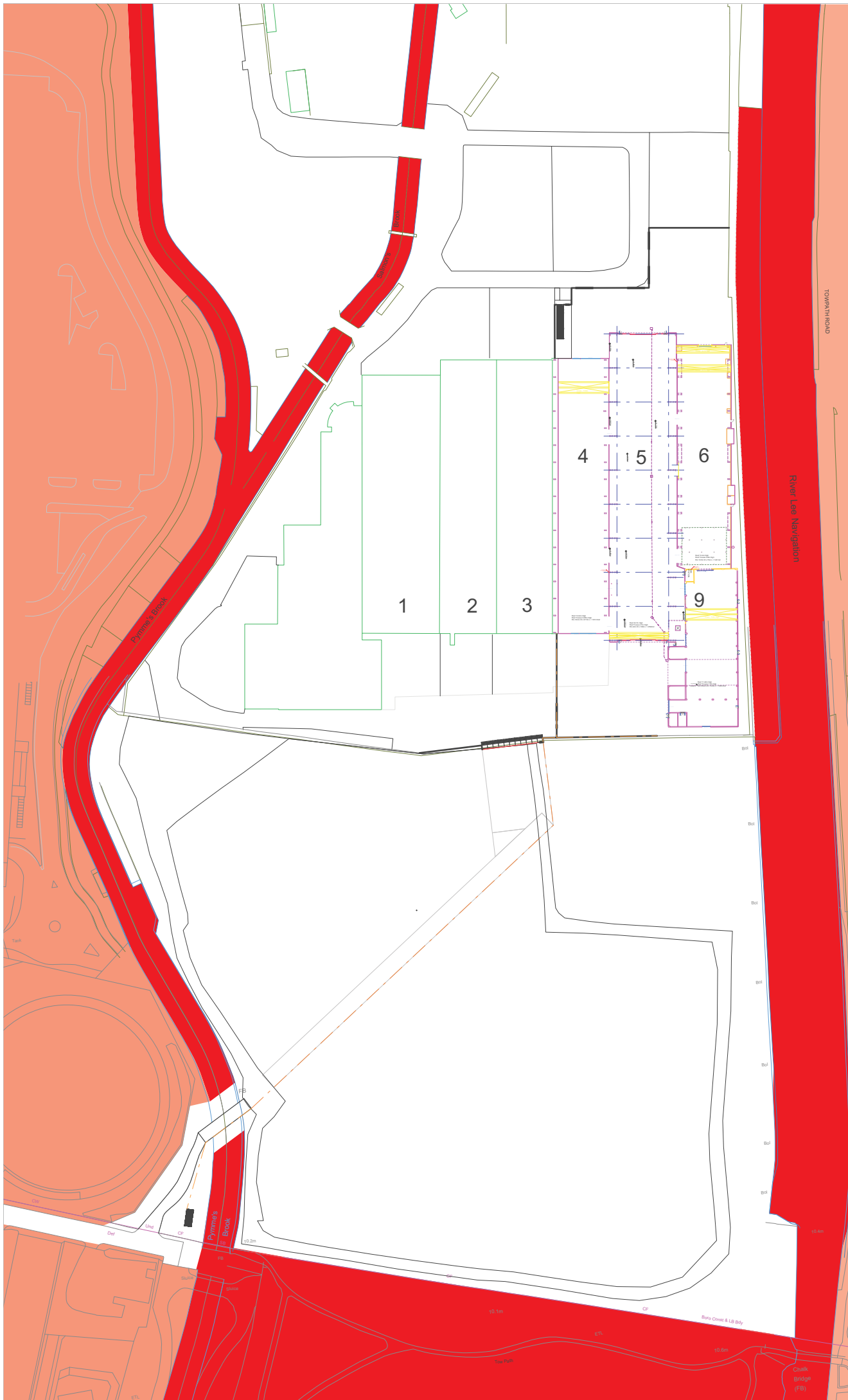


Proposed Hoarding - Typical Front Elevation



Proposed Hoarding - Typical Plan View

Drawing Title: Hoarding Fence Plan				Project: Proposed Entertainment Space, Meridian Works, Enfield	
Printed to Scale at A3				Client: Broadwick Venues Limited	
Planning Application	Dwn AK	Scale 1:50	Ckd CC	Date 24/01/2020	Dwg No. BRO3194/2-002
					Rev.



TITLE
The Drumsheds
(Lighting Exclusion
Zones Warehouse
Only)

DESIGNED BY
Will Holdoway, James Dutton

DRAWN BY
Will Holdoway

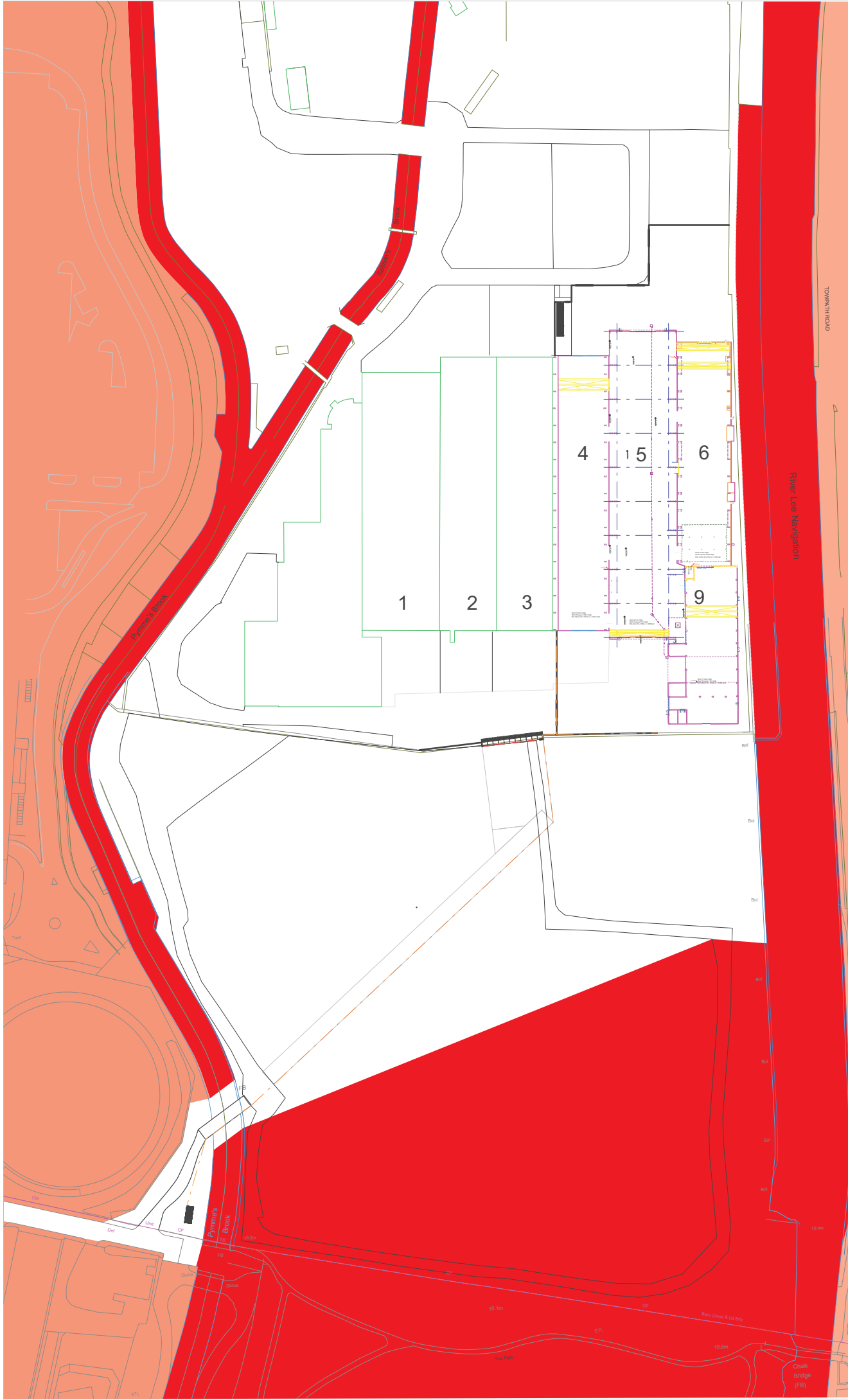
CHECKED BY
James Dutton

APPROVED BY
Broadwick Venues

OTHER APPROVALS

CAD FILE NAME
Show Infrastructure v31.vwx

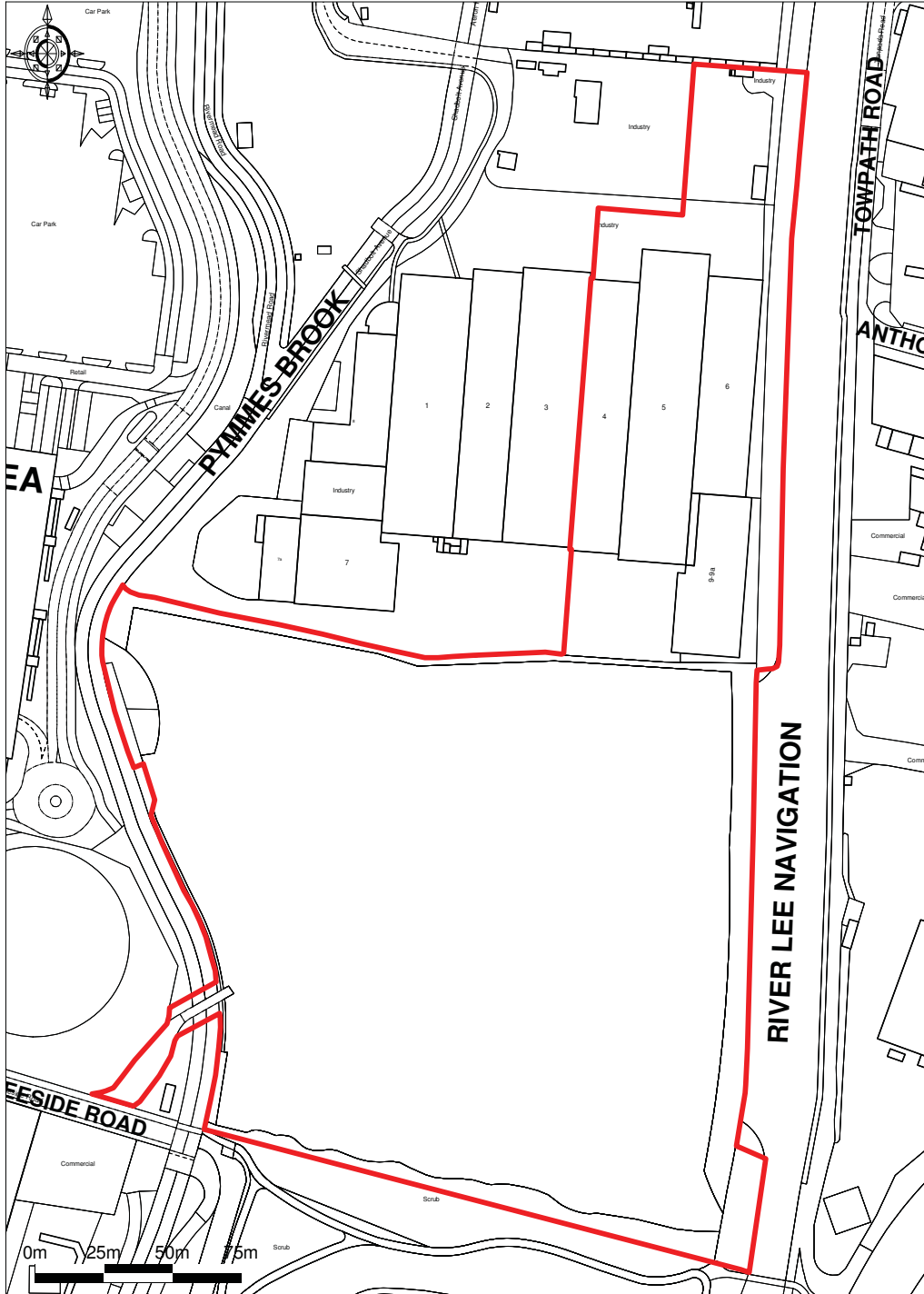
REV



ROUTES TO AND FROM THE SITE FROM MERIDIAN WATER AND TOTTENHAM HALE



DRAWING NO. BRO3194/2/001 LOCATION PLAN



DESIGNED BY
Will Holdaway, James Dutton

DRAWN BY
Will Holdaway

CHECKED BY
James Dutton

APPROVED BY
Broadwick Venues

OTHER APPROVALS

CAD FILE NAME
Drumsheds Full Plan v34.wvx

- KEY
- Temporary Container Office
 - Festoon 296m
 - Hoarding 202m (2.4m high)
 - Hoarding Gates (2.4m high)
 - Palisade (2.2m high)
 - Palisade Gates (2.2m high)
 - Concrete Fence (2.8m high)
 - Grass
 - Tar and Chip Pathway
 - Perimeter Track Road

