Barking & Dagenham

SUPPLEMENTARY AGENDA 1

LICENSING SUB-COMMITTEE

Wednesday, 21 February 2024

Agenda Item 3. **Licensing Act 2003 - Application for a Premises Licence: Percolate Entertainment LTD, Barking Park, Barking IG11 8TE (Pages 1 - 60)**

Contact Officer: Lois Taylor
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Dear Rachel

This brief submission is aimed at assisting the London Borough of Barking and Dagenham Council licensing sub-committee and the local resident objector, who are party to the above matter, now listed for determination on 21 February. In essence, it summarises the submissions that the applicant will make to the licensing committee and introduces the documents that will be before the committee.

Application Appendix A
The committee will note that the application is to permit activities on Friday, Saturday and Sunday between 1 May and 30 September across two consecutive weeks for three consecutive days. Entertainment hours are proposed until 10.30pm on Fridays and Saturdays and 10pm on Sundays. Alcohol hours are proposed until 10.15pm on Fridays and Saturdays and 9.45pm on Sundays. The application incorporates a departure window concluding no later than 11.30pm Friday and Saturday and 11pm on Sunday.

Applicant
This is an experienced licensee. They have held licenses in Hackney and Tower Hamlets since 2016, with events such as Queen's Yard Summer Party, Body Movements (both with a 5,000 capacity), Percolate Open Air was held, capacity of 7,500 in Tower Hamlets in 2017. Since 2021, in Hounslow, the Waterworks Festival has been held with a 15,000 capacity. Licensing officers' details, those responsible for these events were provided to Owen Dunn the police licensing officer in order that he could undertake suitable enquiries.

Pre-application consultation
The applicant undertook significant pre-application consultation prior to the submission of the application. As the LBBD licensing policy advises, there was engagement with the licensing authority and the Metropolitan Police prior to submission of the application. Copies of the draft application, operating schedule and an introduction to the proposed event all featured in those discussions.

Appendix B is a developed introduction to the proposals. This document was produced and circulated to the licensing authority and Metropolitan Police prior to submission of the application.

Appendix A1 – This is the plan disclosing the site proposed to be used. The committee will note that the area proposed to be used is a portion only of Barking Park itself.

Resident engagement
The applicant also engaged with the neighbouring residents in advance of the submission of the application. We have set out in an email sent across on 15 February 2024 the highlights of that engagement, now contained within the Licensing committee papers. In essence there was contact established before and during the application process so as to explain a little bit about the proposals. The letter drop was directed toward 5000 neighbours and is set out on the map plan included within the licensing committee paperwork, no objections have been received from those residents.

Appendix C is the summary flyer disclosed to 5,000 local residents. Appendix D is a copy of the correspondence that was circulated to local residents, and is self-explanatory. Appendix J discloses the local residential properties where the leaflet drop outlining the proposals was undertaken.

Neighbours. It is of some import that the representor lives, we understand, some three miles from the park itself. Whilst of course there is no vicinity test for those who may wish to serve objections, it is of significance that no one who lives in the immediate vicinity of the park has objected to the proposals.

Environmental health officer
Conditions are proposed within the application and confirmation from the environmental health officer as to his satisfaction is set out within the committee papers, attending to the issues of noise, nuisance. An expert acoustic consultant, Pete Nash from Joynes Nash Acoustics, with significant national experience in managing events of this type, has been appointed and has been in liaison with

the environmental health officer for some months. A draft noise management plan and conditions for these activities have been provided and are proposed within the application.

Appendix H discloses the dialogue and discussion undertaken with and the agreement of the environmental health officer, specifically setting out the conditions, 1 and 2, on pages 2 and 3 of that appendix. A noise management plan is contained within the licensing committee papers for consideration.

Noise management plan. It is not proposed to detail here all of the considerations that are incorporated within the noise management plan. However, a summary of that noise management plan is incorporated within the agenda papers and, we trust, neatly sets out the primary considerations. These include monitoring, control, communications, engagement, dialogue and a debrief.

Metropolitan Police
The Metropolitan Police were fully consulted before the application was submitted and an extensive dialogue with the licensing officer (Owen Dunn) was undertaken both before and during the consultation period. A copy of additional conditions that have been agreed with the police are contained within the licensing committee papers.

Police conditions. Additional police conditions concerning SIA staff, dedicated managers of each bar, incident and refusals books, emergency vehicle access maintenance, suitable and sufficient lighting, contact details for residents, subversion of queueing, adoption of Ask Angela (or similar scheme), a water safety anti drink spiking awareness policy (as well as protection of the war memorial) all help to deliver a comprehensive package of measures attending to all relevant issues.

National Guidance
The licensing committee will be familiar with section 9:12 of the national guidance issued under section 182 of the Licensing Act 2003. This states… "*Each responsible authority will be an expert in their respective field, and in some cases, it is likely that a particular responsible authority will be the licensing authority's main source of advice in relation to a particular licensing objective. For example, the police have a key role in managing the night time economy and should have good working relationships with those operating in their local area. The police should usually therefore be the licensing authority's main source of advice on matters relating to the promotion of the crime and disorder licensing objective."*

That none of the responsible authorities have seen fit to submit or maintain a representation to this application is a matter of some significance.

Safety Advisory Group (SAG)
It is worthy of observation that the engagement of the Safety Advisory Group in Barking and Dagenham provides a secondary lockstep to ensure compliance with conditions and delivery of a safe and secure event. Officers will be engaged and effectively overseeing all of the planning and work that will go into the delivery of the event hereafter. The licence is proposed to be conditioned accordingly. Documents, policies and procedures for the planning and conduct of the proposed activities will be discussed and considered by the relevant officers in the months hereafter leading to the event itself.

Conditions
There is a significant schedule of conditions included within the committee papers at Appendix A. Both those that were incorporated within the original application, those agreed with the environmental health officer and those agreed with the Metropolitan Police.

Matters that are attended to include event management planning, Safety Advisory Group engagement, music programme disclosure, SIA stewarding, debrief meetings, ACT and SCAN training, alcohol management planning, a prohibition on glass, a search policy, an ejection procedure, counter terrorism or crime specific intelligence actions, a noise management plan, a noise management consultant engagement, waste removal, consultation meetings with residents, a traffic and transport management plan, lavatory provisions, customers being 18+, a child welfare and vulnerable person procedure, a challenge 25 scheme, appropriate training, a safeguarding policy.

Event Safety Management Plan (ESMP)
The committee's attention is invited to the table of contents and appendices list provided within the applicant's paperwork. This sets out the policies and procedures that will go into the organisation of any activities permitted under this licence. This is a comprehensive index disclosing two dozen or more policies and procedures and 20-odd areas of particular consideration. This document is a living document shared with the responsible authorities and Safety Advisory Group throughout the planning and development period.

Objection
Appendix E is the representation from the resident. Appendix F discloses dialogue that the applicants have sought to engage in with the residential objector. No response has yet been received to the email of 1 February.

The licensing committee will note that the original representation, served on Tuesday 30 January at 5.50pm raises a number of issues that do not attend to the licensing objectives. The applicants are sensitive to the environmental and flora and fauna considerations that are raised and have undertaken significant work in terms of ecology and protections for the park. The park itself will not be "out of bounds" as is suggested in the representation, a part of the park will be out of bounds for a limited period.

It is also right to highlight that the contractual terms with the applicants, for occupation of the space, oblige the land to be put back into an appropriate state following the event itself.

Following the enquiry by the licensing team as to which of the licensing objectives are under consideration the resident (which in and of itself says something significant) has raised three issues.

Crime and disorder - it is said that the sale of alcohol would give rise to disorder and possible crimes being committed. This is not accepted. The management of the sale of alcohol and the customers consuming it is touched on both within the event safety management plan and the licensing conditions. It will be extensively addressed in the alcohol management plan, and it is not accepted that the mere existence of alcohol is in and of itself something that undermines the licensing objectives (perhaps self-evidently as it is a licensable activity).

Public safety - it is suggested that access and use of the park as normal could be compromised. Whilst as touched on above there will be some compromise as to the extent to which the whole of Barking Park may be accessible during the event, this does not attend to the licensing objectives. It cannot fairly be described as public safety or for that matter public nuisance.

Public nuisance - it is finally suggested that those living in the immediate area and homes which back onto the park and those unable to use the park as normal may be adversely impacted by public nuisance. Inconvenience is not public nuisance. None of the residents who live in proximity to the site suggest similar.

A traffic management plan is contained within the licensing committee papers which attends to all issues of access and egress. It is not proposed to address here all of the detail contained within the traffic management plan. However, the traffic management plan itself is significant and detailed and fairly discloses significant considerations having been attended to by the applicants in order to ensure that the events themselves have very limited adverse impact.

Documents
The various documents that form a comprehensive evidence bundle, disclose real consideration having been given to the issues that the representation seeks to raise, and the applicant's submission is, firmly, that no undermining of the Licensing Objectives can fairly be likely anticipated from the proposed licence being granted.

Licensing Policy – the following paragraphs will likely be of import to the committee in determining the application
Executive summary – *The council recognises the important role that our diverse and vibrant range of hospitality, entertainment and leisure facilities play within the local community. Aside from providing*

important economic, employment and leisure opportunities, such facilities provide opportunities for relaxation; for people to meet and build relationships to promote cultural activities and support community cohesion.

Executive summary - It is this council's intention to promote a broad and varied leisure opportunity and to support responsible businesses and event management wherever possible.

52- A representation can only be considered "relevant" if it relates to the effect of the grant of the licence and the promotion of one or more of the four licensing objectives.

56- Conciliation – Where relevant representations are received, the council offers a conciliation service intended to bring the applicant and objectors together to discuss the application and concerns raised in more detail.

101 – This council welcomes applications for licenses and consents that support the borough manifesto/corporate plan. This will not, however, outweigh the need to promote the licensing objectives.

104 – Pre-application discussions with the relevant responsible authorities are also encouraged to assist applicants in developing their operating schedules.

151 – It is expected applicants will take account of public transport provision when deciding on the detail of their applications particularly in relation to the arrival and dispersal of large capacity events and venues.

Conclusion
This is an excellent application. The application, event safety management plan, supporting documentation all attest to the fact that this is a well planned and well though through proposal. This application strikes the right balance between a proportionate, appropriate, sustainable proposal that promotes the licensing objectives, whilst ensuring that the impact upon residents, neighbours and others is managed and manageable in an appropriate fashion.

We will be in attendance before the licensing committee to develop these points. If you have any queries in the interim, please do not hesitate to contact me.

Best wishes

Matthew Phipps
Partner
Head of Licensing England and Wales
for TLT LLP

The below a summary of the consultation undertaken with neighbours and residents before and during submission of the application

November 2023:

A2+A3 Posters in park
- Detail regarding upcoming event application
- Invitation to pre-application consultation online / in person

Letter drop
- 5000 flyers to local area
- Invitation to pre-application consultation online / in person

Stakeholder email
- email to all below stakeholders
- Invitation to pre-application consultation online / in person

- Eastbrook United
- Dagenham Rangers
- Barking Colts
- Aztecs CC
- Barking Cricket Club
- Splash Park/Boating
- Café
- Company Drinks
- Indoor Bowls Blub
- Nursery
- Allotment

December 2023:

Online Pre-Application Consultation: Tuesday 12th December
- Online meeting hosted on open link
- Around 4 attendees

In person Pre-Application Consultation: Wednesday 13th December
- In person meeting hosted at the park cafe
- No attendees

January 2024:

A4 Posters in park
- Second round of posters to accompany licence application, further details on the event provided
- Invitation to pre-application consultation online / in person

Stakeholder email
- email to all below stakeholders informing of submission of license application
- Invitation to pre-application consultation online / in person

- Eastbrook United
- Dagenham Rangers
- Barking Colts
- Aztecs CC
- Barking Cricket Club
- Splash Park/Boating

- Café
- Company Drinks
- Indoor Bowls Blub
- Nursery
- Allotment

Online Consultation: Tuesday 23rd January
- Online meeting hosted on open link
- Around 3 attendees

In person Consultation: Wednesday 24th January
- In person meeting hosted at the Spotted Dog function room
- No attendees

LOUDER PERCOLATE

HIGH LIGHTS
BARKING PARK

2024

EVENT SAFETY MANAGEMENT PLAN

Draft Version 1.1 – JANUARY 2024

Event Safety Management Plan

Document Title	Event Management Plan
Event	High Lights 2024
Date	31.05.24 – 02.06.24
Venue	Barking Park
Event Director	Fred Letts
Event Manager	Dave McCalmont
Event Management Co-ordinator	Kitty Bartlett
Production Manager	Alex Anderson
Site Manager	tbc
Security Manager	Paul Legge
Medical Manager	tbc
Safety Manager	tbc
Overnight Manager	tbc
Markets Manager	tbc
Designated Premises Supervisor	Fred Letts
Issue Date	16.01.24
Version #	1.1

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Noise Management Strategy

Highlights

Barking Park, Barking

31st May – 2nd June 2024

JOYNES NASH
ACOUSTIC CONSULTANTS

Client	Percolate
Date:	31st January 2024
Author:	Peter Nash
Status:	Client Draft
Version:	1.1

Signature:

DISCLAIMER

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The opinions and interpretations presented in this report represent our reasonable technical interpretation of the data made available to us. However, due to the uncertainty inherent in the estimation of all parameters, we cannot, and do not guarantee the accuracy or correctness of any interpretation and we shall not, except in the case of gross or wilful negligence on our part, be liable or responsible for any loss, cost damages or expenses incurred or sustained by anyone resulting from any interpretation made by any of our officers, agents or employees. Joynes Nash accepts no responsibility for data provided by others.

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About The Team

Peter Nash BSc(Hons), MSc, CEnvH, MCIEH, MIOA, TechIOSH

Peter Nash has 16 years' experience as a Local Authority Environmental Health Officer, up to Technical Manager Level and has 15 years of Professional Practice within the Environment Industry. He holds a BSc(Hons) in Environmental Health, the IOA Diploma in Acoustics and Noise Control and an MSc in Applied Acoustics. He is a Chartered Environmental Health Practitioner and registered with the Environmental Health Registration Board. Peter is a Member of the Chartered Institute of Environmental Health, and a Member of the Institute of Acoustics. He has appeared as an expert witness in a number of significant noise nuisance and planning cases, public inquiries and appeals.

Simon Joynes BSc(Hons), MSc, CEnvH, MCIEH, AMILM, AMIOA

Simon Joynes has over 20 years' experience in both Private Sector and Local Government. He has acted as a senior advisor and has significant experience in the technical aspects and practical application of environmental law, including acting as an expert witness in courts and planning enquiries and the preparation and reviewing of environmental reports and mitigation strategies. (Air Quality, Land Contamination, Acoustics, Water Quality, Odour Management & Industry Regulation). He holds a BSc (Hons) Environmental Health, MSc in Contaminated Land Remediation, the IOA Diploma in Acoustics and Noise Control, Certificates of Competence Environmental Impact Assessments. He also holds affiliations with the Chartered Institute of Environmental Health, the Institute of Acoustics and is an Associate Member of the Institute of Leadership and Management.

An introduction to Joynes Nash

Joynes Nash is a leading consultancy for the live events industry. We have extensive experience of live music events and a proven track record of working with event organisers to enhance the audience's experience, whilst preserving the image of events and venues.

Our consultants experience has ranged from relatively small scale to major events staged both in urban and residential environments, providing for tens of thousands of people. Projects and clients have included Junction 2, Carfest (North and South), Garage Nation Festival, BBC Introducing, Guards Polo Club, Tramlines Festival, Liverpool Sound City, Red Bull Music Academy. We are also responsible for looking after the interests of venues such as Donington Park Racing Circuit, Saracens Rugby Club and Tobacco Dock with respect to live events.

We consider despite the many technical challenges that events bring, that relationships between all interested parties are of paramount importance and that each and every one of these understands situations clearly. We therefore approach each event not in isolation, but carefully consider the public image of events, the venues and the thoughts of the wider community to make events successful and to secure venues for future years.

Contents

1. Introduction

Joynes Nash has been tasked to consider the approach to noise management, for a High Lights Festival at Barking Park, Barking in 2024.

2. About the Noise Management Strategy

The event promoters and their advisors are committed to proactively manage noise and have successfully held events of a similar nature for many years throughout the UK. This Strategy looks to consider the feasibility of the venue, outline mechanisms for the control of noise during any event, ensure that any event accords with relevant guidance, does not cause a Public Nuisance and ensure that mechanisms are in place to effectively manage complaints.

3. Event Outline

Highlights is a 7,000 capacity two stage electronic dance music festival, looking to be held for the first time in 2024. The event will run from the 31st May – 2nd June 2024. The operating hours for Regulated Entertainment will be 12:00 – 22:30 (22:00 on Sunday).

The event is a Percolate Event, Percolate have run music events across London over the last 10 years in a number of the largest dance music venues within the city with their own dedicated festival previously taking place at 3 Mills.

4. Site Context

Barking Park is a large park consisting of some 30 Hectares in the London Borough of Barking and Dagenham. Like many urban parks it is managed and owned by the borough council and presents many challenges in terms of receptors, mainly in the form of residential premises around the site.

To our knowledge the venue has held several events but has not held an event of this scale previously and it is expected that 2024 will in fact be a trial year for the venue. It is accepted that residents and the Local Authorities will remain nervous ahead of the event. However, it is not uncommon to hold such events in urban parks with similar challenges and providing that appropriate management is in place there is no reason that such events cannot successfully take place.

The map extract below identifies the main residential areas and the critical isolated properties.

5. Premises Licences

It is understood that the organisers are intending to apply for the appropriate licences and this strategy looks to fulfil part of the agreed conditions with the Environmental Health Team at Dagenham and Barking.

6. Permitted Noise Levels

The agreed noise conditions with set limits are shown below:-

1. Amplified Music/Entertainment Noise Control

The level of amplified music sound energy emitted from the festival site during any individual 15-minute period, and that arises at the compliance assessment locations detailed below (and on the attached plan for illustrative purposes) or other representative locations, shall not exceed 75dB LAeq,15 minutes and 90dB LCeq,15minutes for up to six event days per year and thereafter shall not exceed the 2 representative background level LA90,15minute and LC90,15minute by more than 15dB(A) and 15dB(C) or 85dB(C) whichever is the lower value.

Measurements shall be made at a height of 1.2 – _1.5 metres above the adjacent ground level and at least 3.5 metres from any sound reflecting surfaces other than the ground or the measurement value adjusted to remove the additional sound energy contribution from reflected surfaces other than from the ground.

Noise Monitoring shall include, but maybe not limited to the following locations,

1. MP1 Longbridge Rd Junction Shirley Gardens
2. MP2 Longbridge Rd Junction Wilmington Gardens
3. MP3 Park Ave rear gardens facing onto Park
4. MP4 Alder Walk Junction Buttsbury Road
5. MP5 15 Alder Walk
6. MP6 Brixham Gardens

In addition to the listed monitoring locations it has been requested through the SAG process that Buttsbury Road in the London Borough of Redbridge is included within the monitoring locations, which the event are happy to do.

2. Noise Management Plan

A Noise Management Plan (NMP) shall be submitted for approval by the Local Responsible Authority (Environmental Health & Public Protection) 6 weeks prior to the event. The NMP shall include as a minimum, written details of the following information.

1. Organisational responsibility for noise control
2. Event information, hours of operation, numbers of stages, capacity, type of music, cultural significance etc.
3. Imposed or proposed music limits and Premises Licence conditions related to noise control.
4. Noise predictions and site viability and impact assessment including noise modelling of both A Weighted and C Weighted predicted noise levels.
5. Details of background sound levels around the site, if required by condition 1 above.
6. Physical and managerial noise controls processes and procedures including propagation testing, internal stage sound system design and external residential/business noise monitoring.
7. Details of how compliance with control limits will be achieved and procedure to address non-compliance.
8. Details of community liaison and complaints logging and investigation including Telephone contact number for residents and businesses and communication procedures to share complaint information and responses with Local Authority.
9. Details of review of NMP.

7. Predicted Noise Levels.

The PA specification for the event is yet to be confirmed. Once this is known the modelling required as part of the licence condition will be undertaken and the NMP updated to include this.

A feasibility assessment looking at the two most impacted residential areas of Alder Walk and Park Avenue and is based on a simple line array system.

The following assumptions have been made in predicting noise levels.

- An orientation correction of between 0db and 15dB is assumed for noise sensitive properties depending on the location relative to the stage location.

- Distance attenuation is based on progressive attenuation under neutral meteorological conditions

- Where appropriate, attenuation has been considered for the effect of barriers between the noise sources and noise sensitive premises. BS5228 Code of Practice for noise and vibration control of construction and open sites (2009) gives a working approximation of the effect of a barrier or other topographical features. An attenuation of 10dB is assumed when the noise screen completely hides the source from the receiver.

Predicted Receiver Levels

The predicted receiver levels have been determined using a distance attenuation correction of (L2=L1-20log (r2/r1). The source levels utilised are based on experience from similar events.

The results of the feasibility assessment were:-

Stage 1

Based on 95dB @ 30m from speakers with main stage and 2 delay stacks, low barrier obscuring delays not main stage.

Alder Walk

Speakers	Distance to receptor (m)	Distance reduction (dB)	Directionality reduction (dB)	Barrier Reduction (dB)	Level at receptor (dB)
Main stage	201	16	8	0	71
Delay 1	201	16	8	5	66
Delay 2	206	16	8	5	66

Total level at receptor = 73dB

Park Avenue

Speakers	Distance to receptor (m)	Distance reduction (dB)	Directionality reduction (dB)	Barrier Reduction (dB)	Level at receptor (dB)
Main stage	160	14	15	0	66
Delay 1	180	15	15	0	65
Delay 2	210	16	15	0	64

Total level at receptor = 70dB

For the LC levels a level of 115dB @30m was utilized with barrier reductions as per BS7445.

With a low barrier reduction

Alder Walk

Speakers	Distance to receptor (m)	Distance reduction (dB)	Directionality reduction (dB)	Barrier Reduction (dB)	Level at receptor (dB)
Main stage	201	16	6	5	88
Delay 1	201	16	6	5	88
Delay 2	206	16	6	5	88

Total level at receptors = 93dB

And for a high barrier completely obscuring the subs
Alder Walk

Speakers	Distance to receptor (m)	Distance reduction (dB)	Directionality reduction (dB)	Barrier Reduction (dB)	Level at receptor (dB)
Main stage	201	16	6	10	83
Delay 1	201	16	6	10	83
Delay 2	206	16	6	10	83

Total level at receptors = 88dB

Park Avenue

Speakers	Distance to receptor (m)	Distance reduction (dB)	Directionality reduction (dB)	Barrier Reduction (dB)	Level at receptor (dB)
Main stage	160	14	12	5	84
Delay 1	180	15	12	5	83
Delay 2	210	16	12	5	82

Total level at receptors = 88dB

Stage 2

Based on 95dB @ 30m from speakers

Impact on Park Ave

Speakers	Distance to receptor (m)	Distance reduction (dB)	Directionality reduction (dB)	Barrier Reduction (dB)	Level at receptor (dB)
Main stage	92	9	12	0	74

Impact on Alder Walk

Speakers	Distance to receptor (m)	Distance reduction (dB)	Directionality reduction (dB)	Barrier Reduction (dB)	Level at receptor (dB)
Main stage	140	13	15	0	67

For the LC levels a level of 115dB @30m was utilized

Impact on Park Ave

Speakers	Distance to receptor (m)	Distance reduction (dB)	Directionality reduction (dB)	Barrier Reduction (dB)	Level at receptor (dB)
Main stage	92	9	8	5	93

Impact on Alder Walk

Speakers	Distance to receptor (m)	Distance reduction (dB)	Directionality reduction (dB)	Barrier Reduction (dB)	Level at receptor (dB)
Main stage	140	13	12	5	85

The outcome of this exercise shows that the event is feasible in its current layout. The slight exceedances predicted will be worked on as part of the PA design exercise and compliance with the licence limits should be readily achievable at all locations.

8. Sound System Design and Setup

There is significant variation in the directivity of different sound systems provided by the various manufacturers, largely around the horizontal dispersion of the loudspeaker.

Therefore, the sound systems would be designed and set up in such a way as to minimise noise impact at noise sensitive properties. Sound systems would be flown to focus the noise into the audience area, with a requirement for array style systems. There configuration would also aim to minimise horizontal and vertical dispersion to reduce overspill from the intended coverage areas. To achieve this any hung system would be positioned as low as possible to achieve full audience cover. Given the long thin layout of the main stage area then a number of delay speakers will be used to achieve satisfactory audience cover, whilst not using excessive sound power from the stage.

Sub bass systems will also be set up to provide a cardioid dispersion patterns to maximise the directivity of sound systems and minimise low frequency noise levels behind the stages.

During the event any guest engineers or individual acts would have only limited control over the main PA system in their area. The maximum level at sound sites would be directly under the control of the Festival Organiser or its contractors and adjusted only by them.

9. Sound Check and Rehearsals

Sound propagation checks will be conducted immediately before the event. Typically they last for no more than 2hrs but at times dependant on artist they may be longer. Such will not start before 09.00hrs. These will be used to calibrate levels both internally within the event site and externally at receiver positions. Such levels will then be used as a guide throughout the event and will be established using music of a similar type. System checks may also take place. Technical checks may take place at other times but shall be restricted from 09.00 to 20.00hrs.

10. Noise Control Monitoring

Prior to any stage running, the stage manager and sound engineers would be briefed by Joynes Nash on the importance of limiting any off-site disturbance and compliance restrictions.

The engineers would be encouraged to leave some "headroom" early in the event to provide a safety margin to allow for some upward movement of levels, should that be necessary to maintain audience satisfaction or permit headline acts.

The intention would be to initially run the systems at an anticipated audience satisfaction level), based on the audience levels of 95 - 98dB(A) and to modify them should that be necessary following off-site level monitoring throughout the event. Likewise, on site levels would always reflect audience size and dynamics (for example earlier in the day overall levels may be lower to reflect smaller audience size).

Provision would be made for a fixed monitoring position at an appropriate position, either at a mid-way point between the event and receptors or at front of house position(s). This position would be used to continually monitor levels throughout the event and provide a visual reference of levels to engineers and/or consultants. Arrangements will also be made to ensure that front of house levels at each of the individual stages will be periodically monitored during the event.

Throughout the event consultants would remain responsible for proactively monitoring noise. This would be done through conducting measurements at predetermined locations both internally and externally of the arena. Such positions would be dependent on final site layout, weather conditions etc.

Typically, we'd expect measurements to be conducted over a 15 minute period, albeit shorter measurement periods may be undertaken to determine compliance in line with the code of practice (i.e. it is typical that 5 minute measurements give a good indication of compliance over 15 minutes). All measurements would be recorded and be available for inspection at any time by the local Authority during the course of any event.

The sound monitoring team will be in contact with event control should any action need to be taken during the event and have authority to instruct the sound engineers to adjust sound levels.

11. Procedure for Responding to and Dealing with complaints

Good Public relations is a key pre-requisite of any work conducted by either Joynes Nash or the organisers as it has been repeatedly proven that prior awareness of a festival is important in managing resident's expectations and allaying concerns. Research by DEFRA supports the fact that as prior awareness of an event increases, the likelihood of being annoyed by noise falls.

The promoters would therefore ensure that an appropriate form of communication will be made with local residents, such as by letter or newspaper advertisement prior to the event; informing them of the details and including start and finish times of both the event and any sound checks. The form of communication will also include a dedicated number for noise complaints.

A telephone complaints line would be available for the duration of the event. Should any noise complaints be received, a consultant would investigate the complaint and if noise levels are deemed unacceptable, immediate action would be taken to reduce the levels of the noise source.

A complaints log would be maintained throughout the event, detailing addresses of complaints, times and actions. Such would also be available to the Local Authority on request along with actions taken, etc. The consultant would be contactable by officers of the Local Authority and available to deal with any matters arising at all times throughout the event.

12. Noise Management Resource

The size of any team deployed would allow for sufficient persons to conduct off-site measurements and on-site measurements to facilitate any reduction in noise levels.

All sound level meters used for the purposes of environmental monitoring would be integrating meters to Class 1 specification and subject to current calibration. At least one meter will be capable of real-time octave and/or one third octave band analyses.

Measurements within the sound sites would be made from fixed datum locations to provide representative levels against which changes can be made and measured. Where practical, meters and displays will be set up at Front of House positions with A weighted rolling 5 min $L_{Eq's}$ as well as SPL to provide a reference points for sound engineers. All measurements will be logged.

13. Local Authority Liaison

The Local Authority will be provided with contact details of those responsible.

Acoustic Consultants would work closely with the Local Authority, agreeing any changes to off-site monitoring positions, sharing noise data observations and other information wherever possible. The role performed by consultants is to ensure that any requests by the Local Authority are actioned by the festival organisers. All requests relating to noise would be routed through them to ensure that any noise issues are properly managed and dealt with as soon as possible. Results of any investigations and actions will be fed back to the Local Authority as soon as practicable or as agreed.

References to contact with Local Authority Officers are obviously dependent upon whether they wish to attend the event and does not infer any commitment on the part of any Authority.

14. Post Event Reporting

Following completion of the event, a report would be made available to the Local Authority, detailing the findings during the event and any recommendations for future events.

15. Setting Up, Dismantling of Venues

During any event set up and dismantling, all works which would be likely to cause disturbance at residential properties would be conducted between the hours of 08:00 and 20.00hrs. Within these times and as so far as reasonably practicable, all measures to minimise noise would be undertaken to ensure that no undue noise disturbance is caused to residential premises.

Deliveries if goods and equipment will only be carried out between 08.00 and 20.00hrs.

16. People and Crowd Noise

Whilst there is no formal mechanism for evaluating or controlling crowd noise, consideration would be given to minimising such as critical points such as during arrival and dispersal from the event. This would generally be done by ensuring that queueing where possible would be conducted internally rather than externally of the venue. Likewise, appropriate mechanisms to stagger arrival and departure, temporary screening, marshalling and signage etc. would be considered for any event.

Marshals would marshal and monitor the entrance and egress from the premises including the behaviour of those within the vicinity of the premises. This would help achieve orderly arrival and departure of persons and will reduce the risk of nuisance occurring.

17. Conclusion

The United Kingdom has a diverse and vibrant music festival sector, which has been established for many years at numerous sites throughout the Country. The team behind this proposal have chosen to fulfil their ambitions to bring this event to a new venue and accept all the challenges that go with such.

The key as always is to also engage with all stakeholders throughout the lifecycle of the event, manage their expectations and listen and learn for future years. The team are committed to making this work and would engage in a P.R campaign prior to the event and conduct a review process after the event to review the outcomes.

The noise management plan presented above aims to address all the challenges and look to ensure that an acceptable balance is maintained between the needs of the event organisers and the local residents.

Finally, well organised festivals and events are recognised for their ability to produce benefits for the local economy, bring life to an area and create interest in an area. It is hoped that in principle that the controls stated in this strategy can be agreed with the Local Authority.

Appendix A – Site Plan

PERCOLATE

LOUDER

EVENT:
HIGH LIGHTS 2024

EVENT DATES:
31.05.24 - 02.06.24

VENUE:
BARKING PARK

KEY:

1 INSTALLATION STAGE
2 LIVE STAGE
3 MAIN ENTRANCE
4 ACCESSIBLE ENTRANCE
5 SEARCH
6 MEDICAL MARQUEE
7 DRESSING ROOMS
8 OFFICES
9 TOILETS
10 PUBLIC BAR
11 FOOD STALL
12 PUDO

SYMBOLS USED:

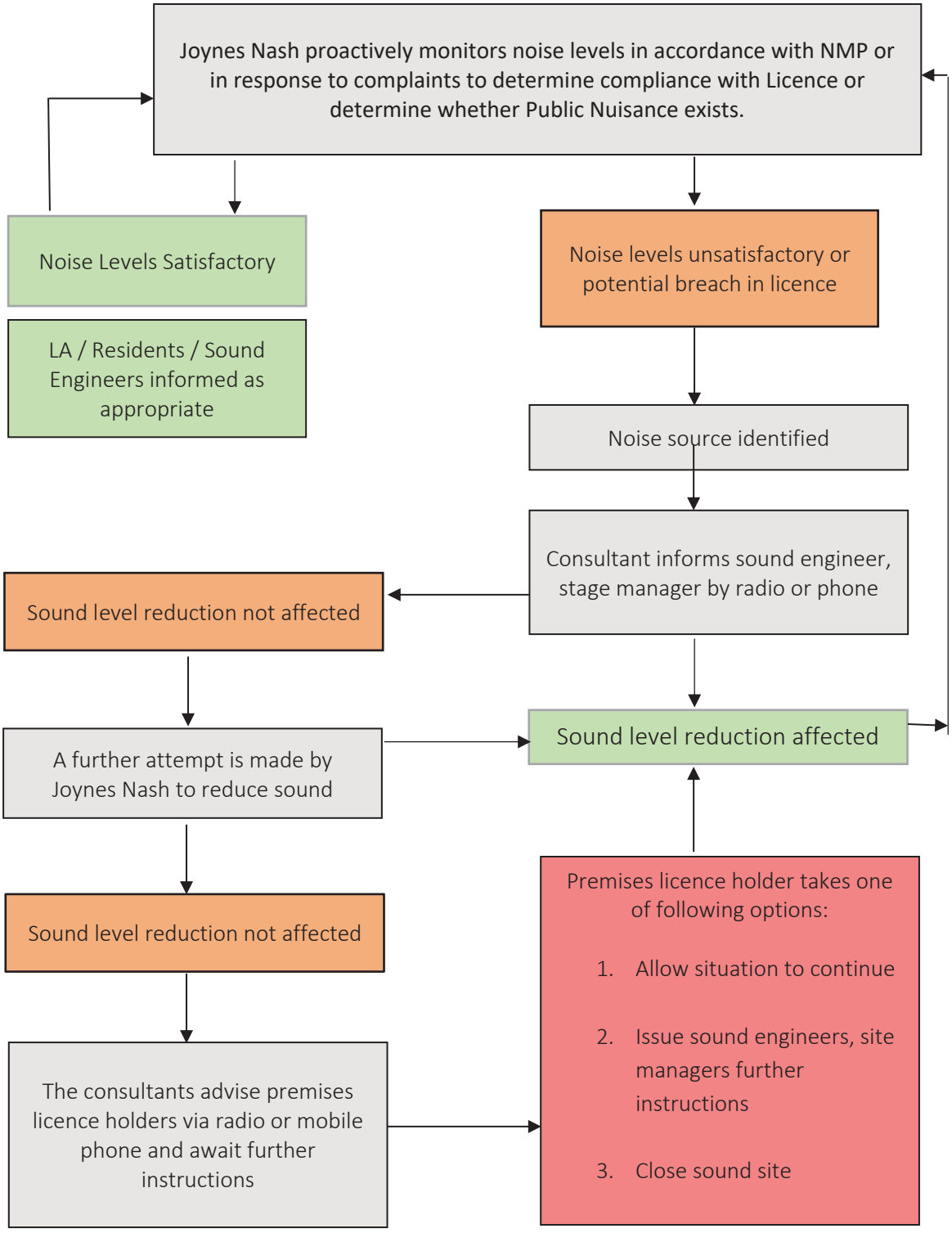
PEDESTRIAN BARRIER
HERAS FENCE
STEELSHIELD FENCE
STAGE BARRIER
BAR MARQUEE
MEDICAL MARQUEE
FOOD TRADER
TOILET UNIT
STAGING
TRACKWAY
GATES
X1 GATE LABEL

DRAWN BY: **D McC**
DATE: **16.01.24**

DRAWING TITLE: **BP-HL-SITE004**
REV: **01**

SCALE:
DO NOT SCALE

Appendix B –Indicative Noise Response Flowchart



Appendix C - Contact Numbers and Responsibilities

Event Hotline Number

TBC

Licence Holders

TBC

Event Management

TBC

Noise Consultants

Simon Joynes	Director	Joynes Nash	07870 508492
Peter Nash	Director	Joynes Nash	07769 202073

Appendix D – Noise Units

1. Noise is defined as unwanted sound. The range of audible sound is from 0 dB to 140 dB. The frequency response of the ear is usually taken to be about 18 Hz (number of oscillations per second) to 18000 Hz. The ear does not respond equally to different frequencies at the same level. It is more sensitive in the mid-frequency range than the lower and higher frequencies and because of this, the low and high frequency components of a sound are reduced in importance by applying a weighting (filtering) circuit to the noise measuring instrument. The weighting which is most widely used and which correlates best with subjective response to noise is the dB(A) weighting. This is an internationally accepted standard for noise measurements.

2. For variable noise sources such as traffic, a difference of 3 dB(A) is just distinguishable. In addition, a doubling of a noise source would increase the overall noise by 3 dB(A). For example, if one item of machinery results in noise levels of 30 dB(A) at 10 m, then two identical items of machinery adjacent to one another would result in noise levels of 33 dB(A) at 10 m. The 'loudness' of a noise is a purely subjective parameter but it is generally accepted that an increase/decrease of 10 dB(A) corresponds to a doubling/halving in perceived loudness.

3. External noise levels are rarely steady but rise and fall according to activities within an area. In an attempt to produce a figure that relates this variable noise level to subjective response, a number of noise metrics have been developed. These include:

   LAeq noise level - This is the 'equivalent continuous A-weighted sound pressure level, in decibels' and is defined in BS 7445 [1] as the 'value of the A-weighted sound pressure level of a continuous, steady sound that, within a specified time interval, T, has the same mean square sound pressure as a sound under consideration whose level varies with time'. It is a unit commonly used to describe community response plus, construction noise and noise from industrial premises and is the most suitable unit for the description of other forms of environmental noise. In more straightforward terms, it is a measure of energy within the varying noise.

   LA90 noise level - This is the noise level that is exceeded for 90% of the measurement period and gives an indication of the noise level during quieter periods. It is often referred to as the background noise level and issued in the assessment of disturbance from industrial noise.

   LA10 noise level - This is the noise level that is exceeded for 10% of the measurement period and gives an indication of the noisier levels. It is a unit that has been used over many years for the measurement and assessment of road traffic noise.

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Noise Management Notes

The noise limits have been agreed with the EH team, these are based on nationally recognised standards and are appropriate to the venue.

There will be a noise disturbance to local residents from the event, however it will be managed and controlled.

Team working onsite and offsite to control levels, monitoring both the source levels for each stage and the levels offsite at the agreed monitoring locations. Constant dialogue on group wattsapp between noise team, PA supplier and management as to current levels on and off-site, where things are likely to go in the near future and if and where reductions will be made if needed.

Request from the noise team for reduction to levels will generally be made via the wattsapp to the PA team, with request for confirmation when actioned. May be made in person by onsite team with update given on wattsapp.

Complainants can call the noise line which will be advertised before the event given to the Local Authorities (as very close to boundary will be two LA's impacted) and included in the letter drop to residents.

Call taken by event control, logged and details passed to noise team.

Depending on the nature of the call and the wishes of the complainant then the call will be:-

- Noted (simple I can hear noise, don't want events etc complaint),
- The area will be visited and readings taken (complainant wont give address and/or doesn't want a visit)
- The complainant will be visited in person and readings taken

If levels are above the limit immediate action will be taken to reduce them, if not then if close to the limit in that area then it may be revisited more frequently or the complainant advised of the result of the monitoring and there will be no further action.

There will be a post event report submitted to the Local Authority with all the monitoring data from the event.

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Traffic & Transport Management Plan

High Lights Festival 2024

Barking Park

Document Reference: BPTTLM24

Document Version: 1

Document Status: **ISSUED**

Date of Issue: 13/02/2024

Document prepared by
Last Mile Services Limited
contact@thelastmile.uk

DOCUMENT INFORMATION

Document Details

Document Reference	Author	Email
BPTTLM24	Holly Hoban	contact@thelastmile.uk

Version Control

Version	Date Issued	Status	Checked By	Status
1	13/02/2024	**ISSUED**	Ben Jones	For client review and consultation

Document Scope

This document provides details of the traffic and transport management arrangements to be implemented for the High Lights event in Barking Park. This document should be read in conjunction with the Event Safety Management Plan.

Notes

All traffic management detailed in this plan will be delivered in accordance with the code of practice for safety at street works and road works following approval from the relevant highway authority.

CONTENTS

STAKEHOLDERS

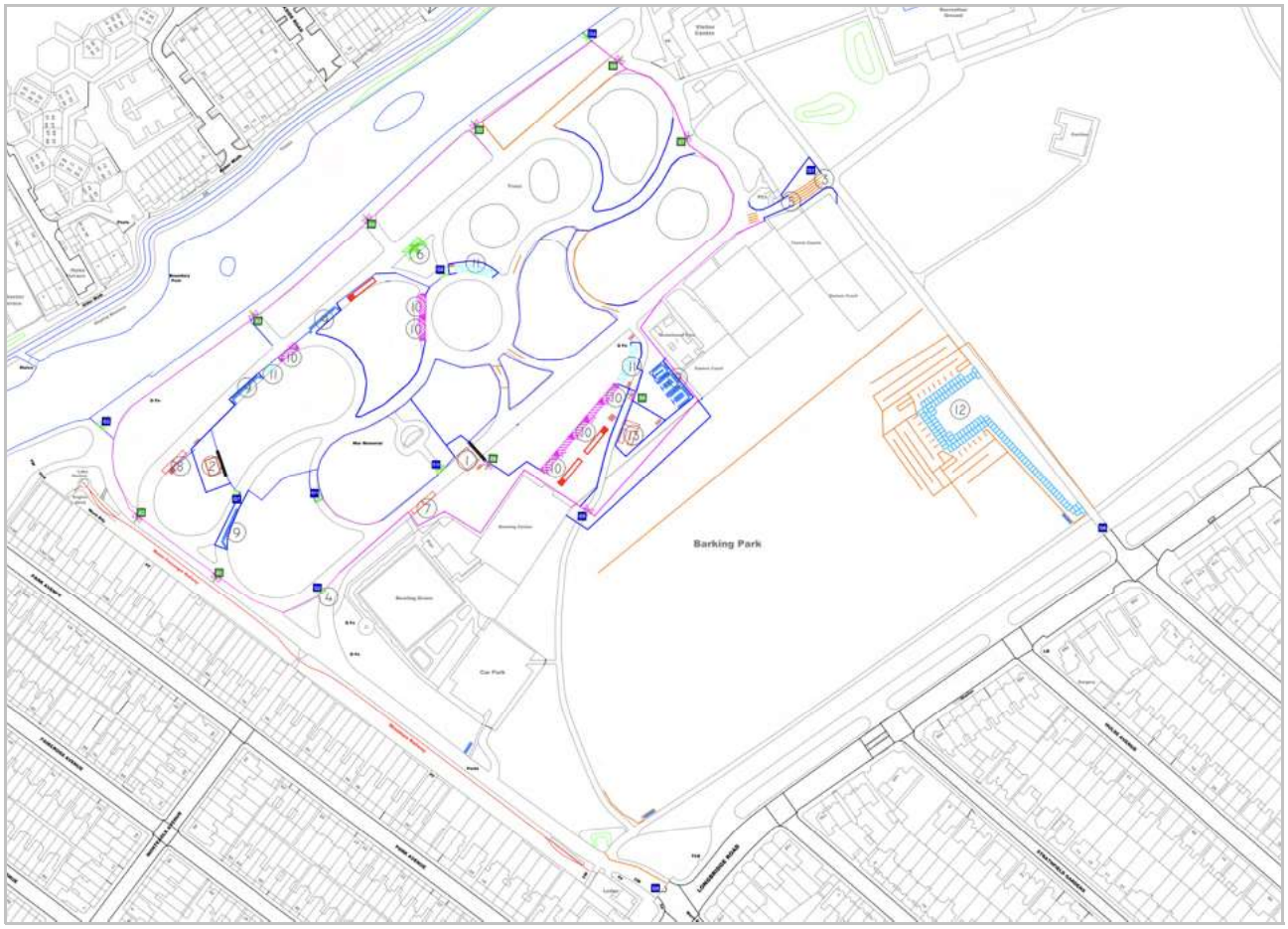
TABLE 1 : STAKEHOLDERS		
Agency	**Role**	**Representative**
The Last Mile	Traffic and Transport Management Consultant and Contractor	Holly Hoban Ben Jones
Percolate	Event Producer	David McCalmont Fred Letts Kitty Bartlett
LB Barking & Dagenham	Highway Authority	David Naggs
Transport for London (TfL)	Buses	Stephen Phillips
Transport for London (TfL)	Surface Events Team Transport for London Road Network	Surface Events Team
Transport for London (TfL)	Taxis and Private Hire	Nicole Harris
Transport for London	London Underground	Trevor Jenner
C2C	Train Operating Company	Lisa Hayter

OVERVIEW

TABLE 2 : EVENT OVERVIEW	
Item	**Information**
Venue	Barking Park Barking IG11 8TA
	
Event Name	High Lights
Construction / Deconstruction	Construction Starts: 24th May 2024 Deconstruction Ends: 7th June 2024 Operational Hours: 0800-2000 per day
Expected Event Attendance	Up to 7000 attendees per day
Event Dates & Timings ** *** Subject to change*	Event Day 1 : Friday 31st May 2024: 1400-2230 Event Day 2 : Saturday 1st June 2024: 1200-2230 Event Day 3 : Sunday 2nd June 2024: 1200-2200

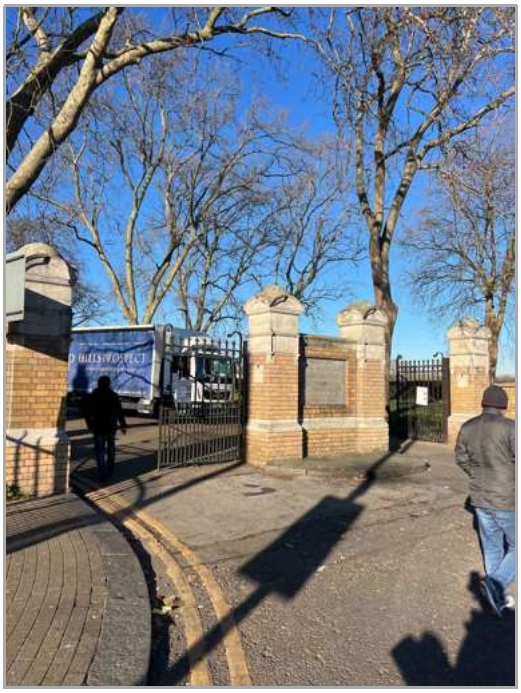
SITE LAYOUT AND ACCESS

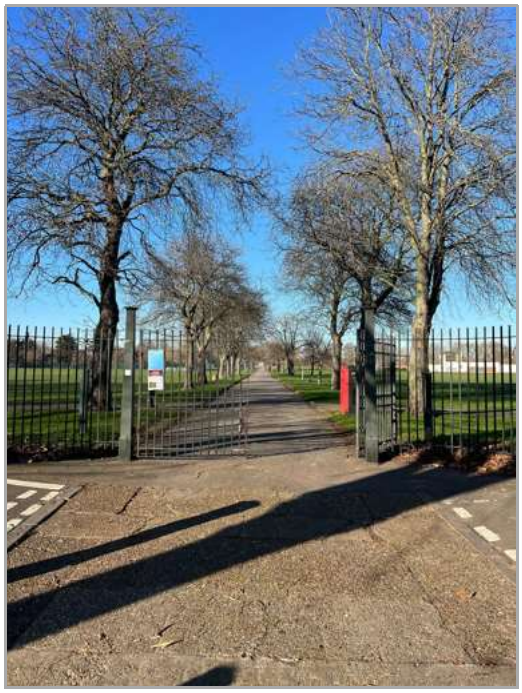
Site Layout - *Refer to ESMP for details*



Site Access

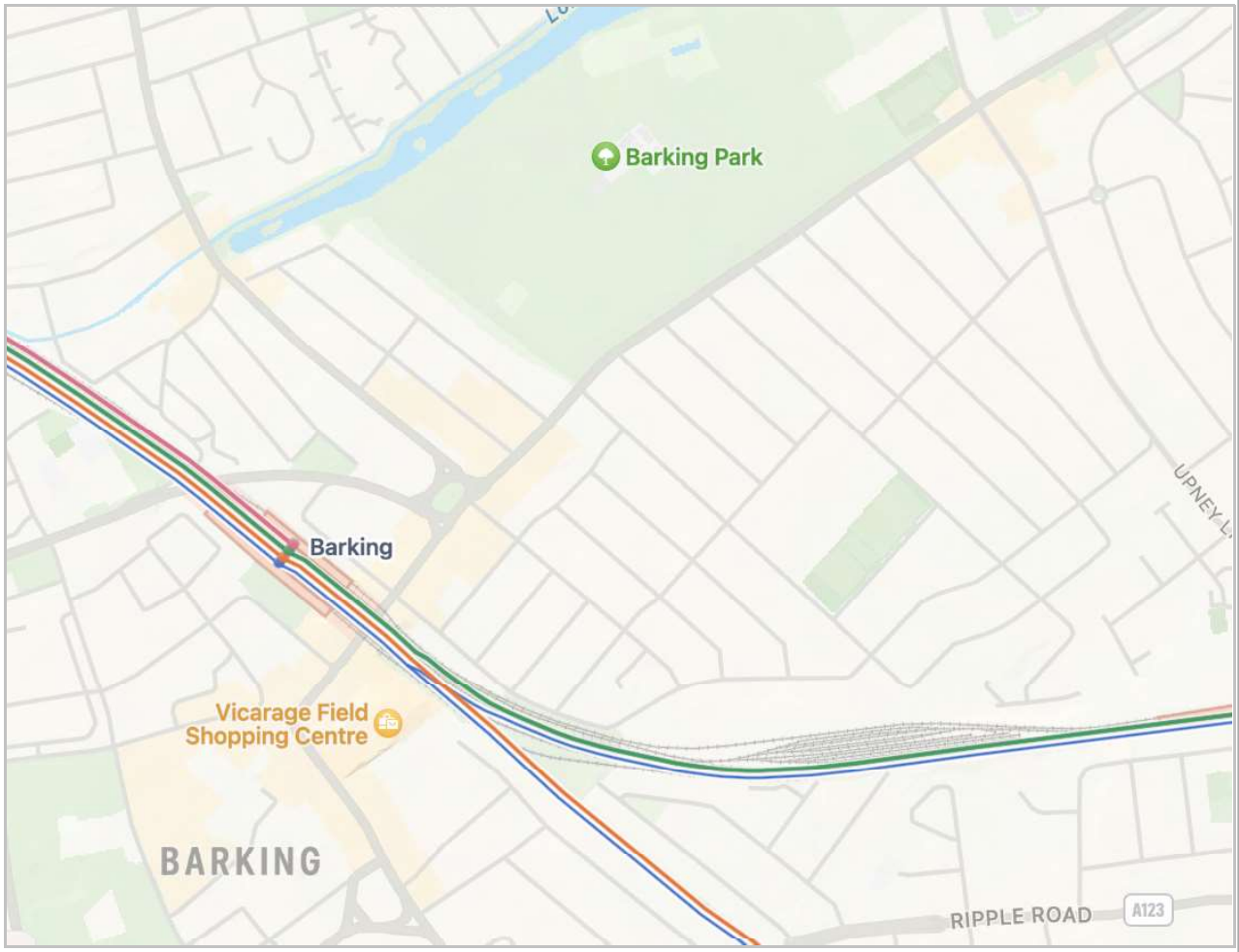
TABLE 3 : SITE GATES AND USAGE

Access	Image	Road Access	Usage
Production/ Artist/Blue Badge Access & Pedestrian Gates		Road Access: Longbridge Road Postcode: IG11 8TA	Right Gate: Construction and deconstruction phase: Vehicle exit for production traffic Live event phase: Vehicle access and exit for: - Production traffic - Artist traffic - Accessible parking Left Gate: Construction and deconstruction phase: Vehicle access for production traffic Live event phase: Access and exit for: - Pedestrians

Pick-Up Area Access Gate		Road Access: Longbridge Road Postcode: IG11 8ST	Construction and deconstruction phase: Not in use Live event phase: Vehicle access and exit for: - Pick-up traffic

TRANSPORT NETWORK

TABLE 3 : RAIL HUBS



Station	Service Details	Distance from venue (approx)	Walking time (@ 1.33mps)
Barking	C2c LU - Hammersmith & City LU - District London Overground	470m	6 minutes

TfL Bus Network

TABLE 4 : TfL BUS SERVICES	
Bus Number	**Route Information**
5	Romford Market - Canning Town Station
62	Marks Gate/Billet Road - Gascoigne Estate
287	Barking Station - Abbey Wood Lane
368	Wangey Road - Harts Lane Estate
687	Barking Station - Ridgewell Close
EL1	Ilford Hill - Northgate Road
EL2	Becontree Heath Leisure Centre - Dagenham Dock Terminus
EL3	Chadwell Heath Lane - Northgate Road
N15	Romford Market - Oxford Circus

TRANSPORT USE FORECAST

The transport use forecast contained within this section of the document is indicative and subject to change following a review of postcode ticket sales data.

TABLE 5 : TRANSPORT USE FORECAST		
Transport Type	**Mode Share Forecast**	**Number of Persons**
Rail - Barking	70%	4,900
Taxi / Drop-Off & Pick-Up	10%	700
TfL Bus	10%	700
Other (Walk, Drive, Cycle)	10%	700
Totals	**100%**	**7,000**

Overview

Rail: Barking - 70% of the audience are expected to utilise rail services via Barking Station.

Taxi: 10% of the audience are expected to use taxi services to access and exit the area.

TfL Bus: 10% of the audience are expected to use TfL bus services to access and exit the area.

Other (Walk / Drive / Cycle): 10% of the audience are expected to use other forms of transport to access and exit the area.

Travel Management

Communications:

Ticket holders will receive travel advice via email which will:

- Promote the use of Barking Station
- Inform attendees of the best way to access and exit the event
- Provide event specific travel advice, considering any planned engineering works that may impact customer travel
- Inform attendees of the location for drop off and pick ups
- Discourage attendees from attempting to park around the venue

Social media may also be used to promote the use of rail services via Barking station.

Last Entry Times:

The event organiser may advertise a last entry time in order to influence the time that customers arrive at the venue.

Managed Exit Widths:

In order to ensure that available transport systems are not overwhelmed, the flow rate of persons leaving the venue will be managed by constraining the available exit capacity in line with the capacity of off-site pedestrian routes.

INGRESS AND EGRESS FORECASTS

Ingress Forecast

The ingress phase of the events is projected to be dispersed between 14.00 - 17.00 on Friday 31 May and 12.00 - 17.00 on Saturday 1 June and Sunday 2 June. Due to the staggered nature of arrivals, the impact on the transport network during the ingress phase of the events is anticipated to be less significant than during the egress phase, with sufficient capacity available to transport attendees to the area.

TABLE 6 : INGRESS FORECAST		
Time	**Friday 31 May % Arrival**	**Saturday 1 June & Sunday 2 June % Arrival**
12.00 - 13.00	-	5%
13.00 - 14.00	5%	10%
14.00 - 15.00	25%	20%
15.00 - 16.00	35%	35%
16.00 - 17.00	25%	25%
After 17.00	10%	5%
Totals	***100%***	***100%***

Egress Forecasts

Friday 31st May & Saturday 1st June - 22:30 Curfew

TABLE 7: FRIDAY 31 MAY & SATURDAY 1 JUNE EGRESS FORECAST					
Time	**% Egress**	**Rail - Barking**	**Taxi**	**TfL Bus**	**Other (Walk, Drive, Cycle)**
Mode Share Forecast		***70%***	***10%***	***10.00%***	***10.00%***
Before 21:30	***5%***	245	35	35	35
21:30 - 22:00	***5%***	245	35	35	35
22:00 - 22:30	***10%***	490	70	70	70
After 22:30	***80%***	3920	560	560	560
Totals	***100%***	***4900***	***700***	***700***	***700***

Sunday 2nd June - 22:00 Curfew

TABLE 8: SUNDAY 2 JUNE EGRESS FORECAST					
Time	**% Egress**	**Rail - Barking**	**Taxi**	**TfL Bus**	**Other (Walk, Drive, Cycle)**
Mode Share Forecast		***70%***	***10%***	***10.00%***	***10.00%***
Before 21:00	***5%***	245	35	35	35
21:00 - 21:30	***5%***	245	35	35	35
21:30 - 22:00	***10%***	490	70	70	70
After 22:00	***80%***	3920	560	560	560
Totals	***100%***	***4900***	***700***	***700***	***700***

TABLE 9 : LAST TRAIN TIMES - BARKING STATION			
Line	**Last Train Time - Fridays**	**Last Train Time - Saturdays**	**Last Train Time - Sundays**
LU - District	Last Westbound service: 00:00 Last Eastbound service: 01:17	Last Westbound service: 00:00 Last Eastbound service: 01:17	Last Westbound service: 23:26 Last Eastbound service: 00:43
LU - Hammersmith and City	Last Westbound Service: 23:54	Last Westbound Service: 23:54	Last Westbound Service: 23:04
London Overground	Last Westbound service: 23:49 Last Eastbound service: 00:03	Last Westbound service: 23:47 Last Eastbound service: 00:03	Last Westbound service: 23:30 Last Eastbound service: 23:43
C2C	Last Westbound service: 00:16 Last Eastbound service: 00:49	Last Westbound service: 00:20 Last Eastbound service: 00:56	Last Westbound service: 23:30 Last Eastbound service: 00:26

-

BUILD AND BREAK PHASE - TRAFFIC MANAGEMENT

Overview

During the build and breakdown phase of the event, vehicles associated with the construction and deconstruction of the site will access and egress via the Barking Park Gates, accessing via Longbridge Road.

Traffic Management Measures

TABLE 10 : BUILD AND BREAK PHASE TRAFFIC MANAGEMENT
The images in the table below are for illustrative purposes only and should be viewed in conjunction with Appendix 1

Advance Warning Signage and Route Management
Insert 1

Details
Chapter 8 compliant directional road signs will be installed to influence the routing of construction traffic to the park. Advance warning signage will be installed in order to inform road users of the event.

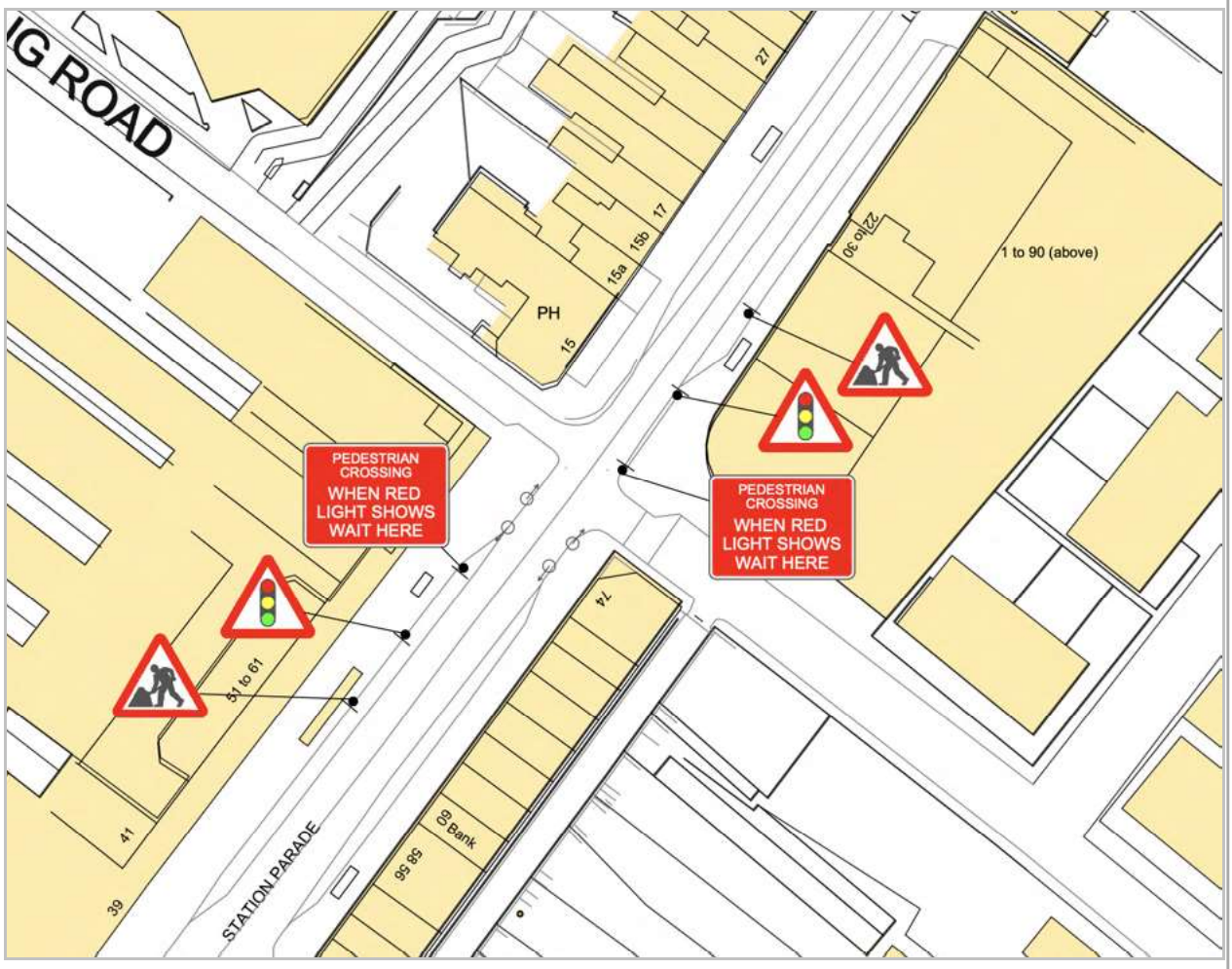
Scheduling of Construction Traffic
A coordinated construction management plan will be implemented by the event production company in order to stagger the arrival and departure of construction traffic from the venue.

LIVE EVENT PHASE - TRAFFIC MANAGEMENT

TABLE 11 : LIVE EVENT PHASE - TRAFFIC MANAGEMENT

The images in the table below are for illustrative purposes only and should be viewed in conjunction with: Appendix 2

Insert 1 - Barking Station

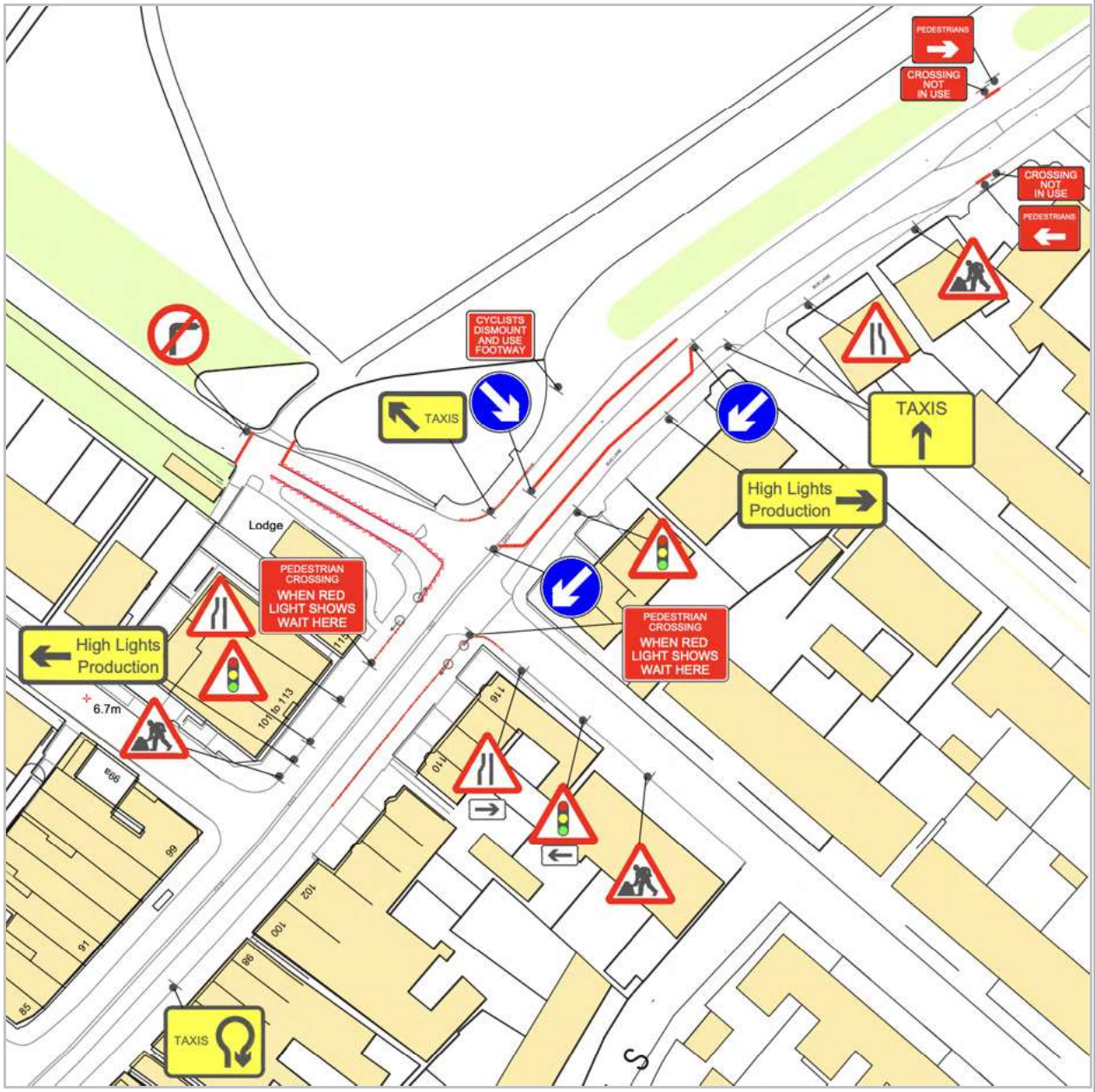


Details

- Temporary traffic signals which will be manually controlled during peak times will be installed on Station Parade in order to ensure a safe, controlled crossing point for attendees arriving and departing via Barking Station. The existing traffic signals will be switched off in order to allow for the temporary lights to be installed.

Reference image of location of temporary lights:

Insert 2 - Longbridge Road / Site Access (Ingress Phase)

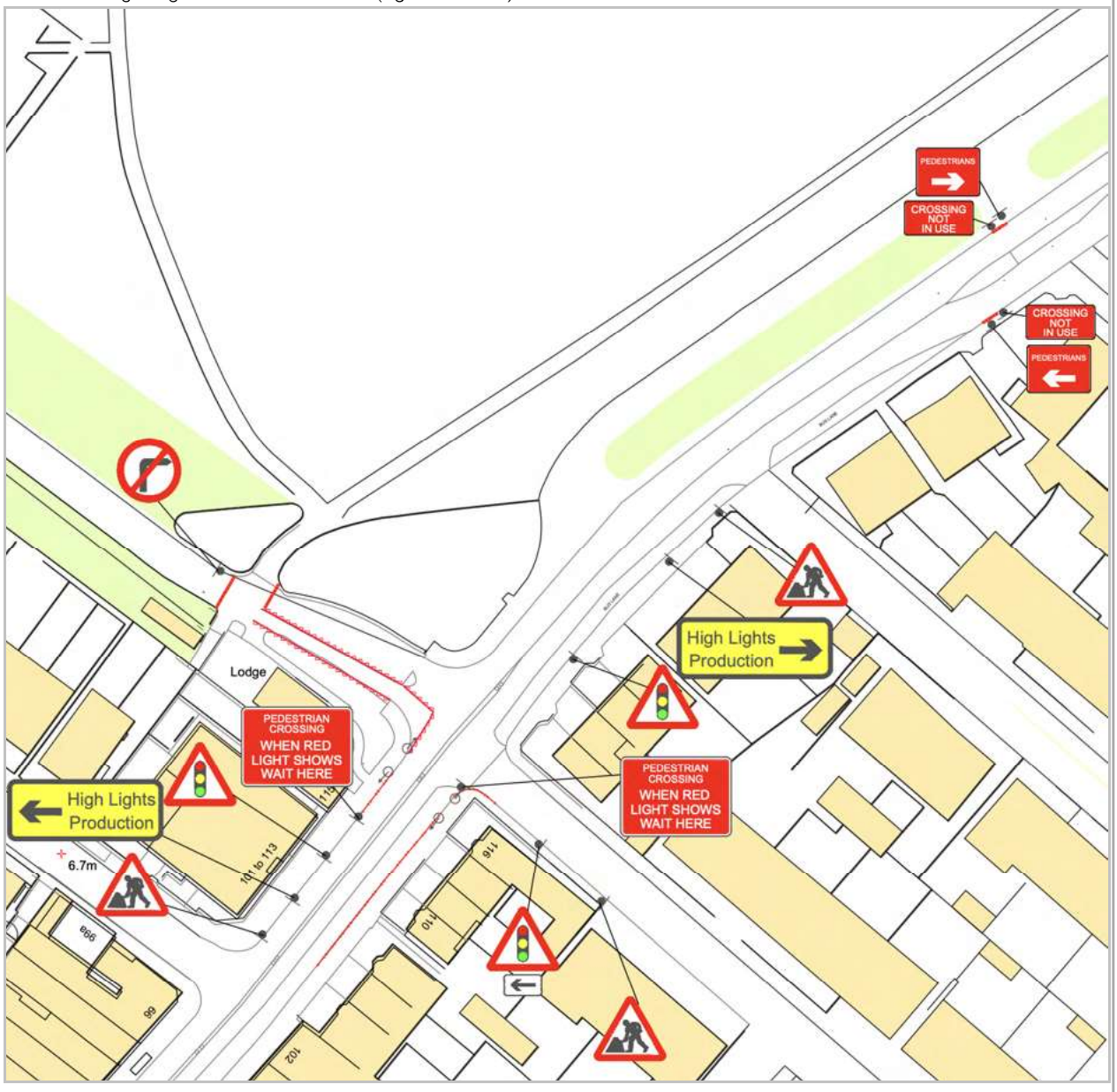


Details

- Temporary traffic signals, which will be manually controlled at peak times, will be installed to ensure a safe, controlled crossing point for attendees crossing Longbridge Road
- Crowd control barriers will be installed along the footways of Longbridge road in order to encourage pedestrians to use the managed crossing point.
- A taxi drop-off point will be facilitated in the parking bays on the northern side of Longbridge Road in close proximity to the site access point. The drop-off point will be operational during the ingress period of the events only. In order to ensure a safe area for taxis to drop-off guests, a Chapter 8 compliant barrier system will be installed in order to segregate the drop-off lane from passing traffic. The westbound bus lane will be temporarily suspended in order to allow for all westbound traffic to utilise the lane.
- The permanent signal controlled crossing point located on Longbridge Road near to the junction with Strathfield Gardens will be switched out in order to reduce traffic congestion, with pedestrians directed to use the temporary traffic signals detailed above.

Temporary Crossing Location:

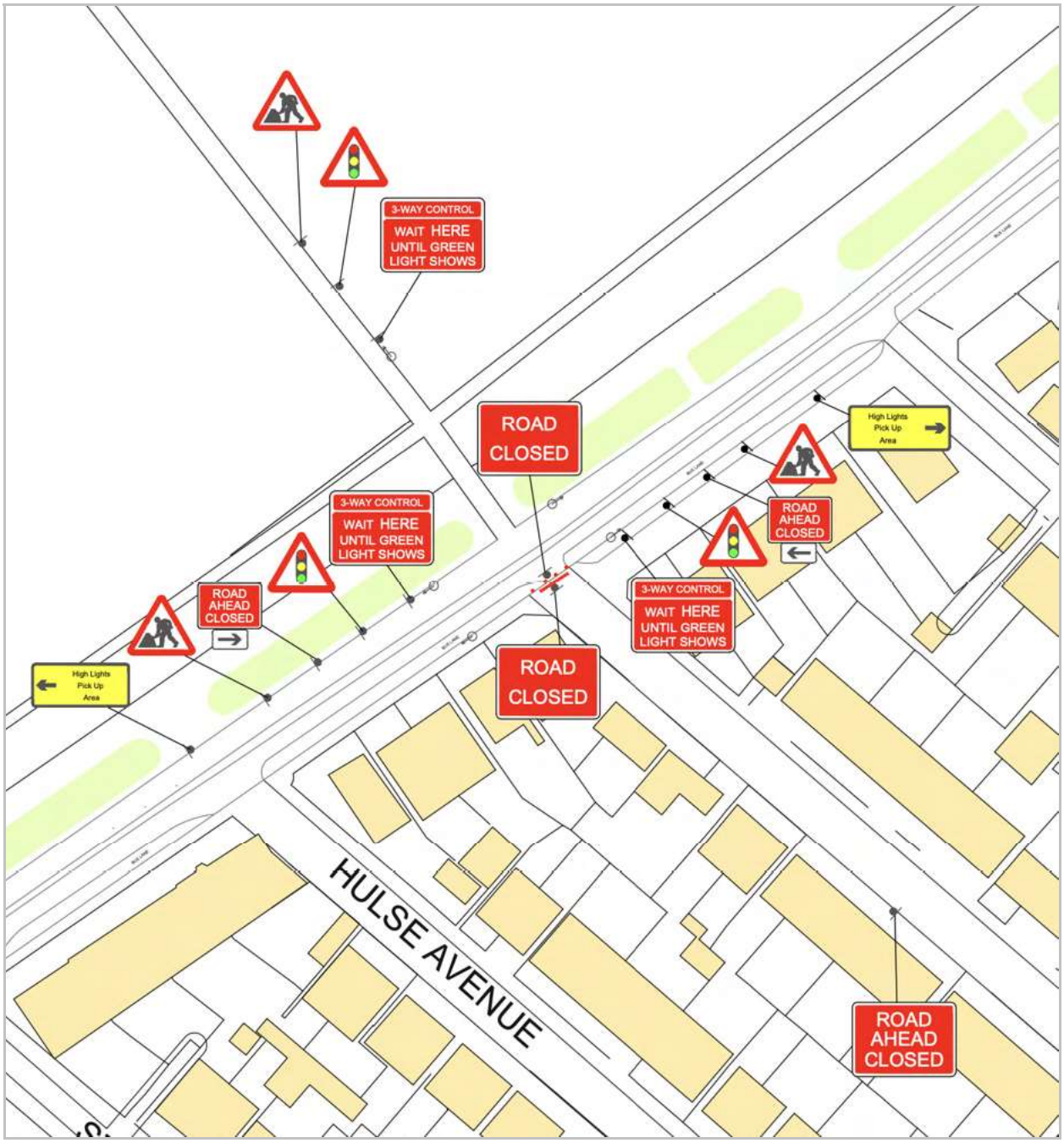
Insert 3 - Longbridge Road / Site Access (Egress Phase)



Details

- The infrastructure used to create the drop-off area will be removed during the egress phase of the events.
- Crowd management personnel will be deployed in order to pulse the flow of pedestrians leaving the event site in accordance with the processing capacity of the temporary pedestrian crossing facility.

Insert 4 - Pick-Up Area Access (Egress Only)

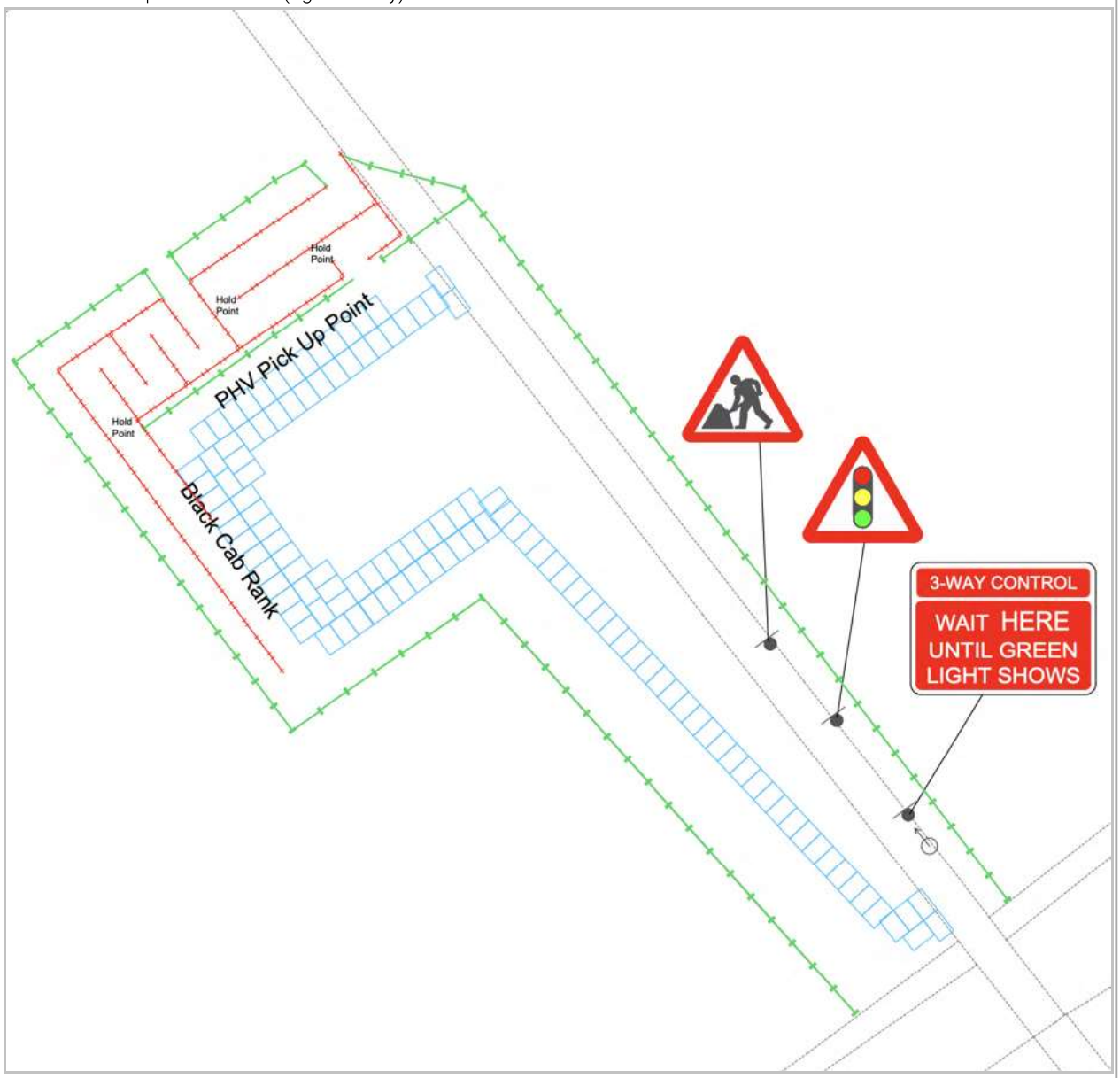


Details

- 3-way traffic signals will be installed on Longbridge Road to facilitate the flow of vehicles into the Pick Up Point located within the park. The traffic signals will be manually controlled at all times, with traffic flow on Longbridge Road promoted should congestion occur that extends beyond the junctions of Ventor Gardens and / or Wilmington Road.
- Hurstbourne Gardens will be closed at the junction with Longbridge Road in order to reduce congestion which may form should 4-way traffic signals be used.
- Directional signage will be installed to route taxis to the on-site Pick Up Area

Temporary Signals Location:

Insert 5 - Pick-Up Area Access (Egress Only)



Details

- A dedicated pick-up area will be facilitated within the park. Ground protection will be used to ensure the area is available for use in all weathers. Temporary lighting arrangements will also be in place.
- Within the pick-up area, separate loading points will be established for 'black cabs' and private-hire vehicles.
- Queuing systems will be established in order to facilitate an area for pedestrians to wait prior to their vehicle arriving.

CSAS

Police accredited traffic staff will be deployed at the following locations in order to assist with the safe crossing of pedestrians:

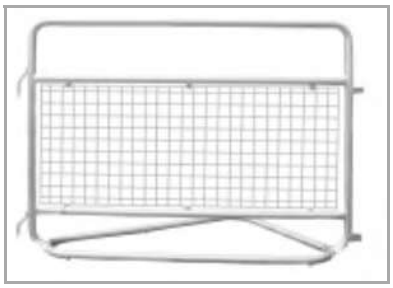
- Station Parade Crossing
- Cecil Avenue Crossing
- Longbridge Road Crossing

BARRIER SYSTEMS

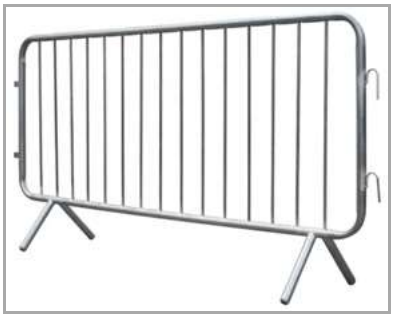
Metal crowd control barriers will be deployed on the footways outside of the venue.

Example Barrier Types:

Heavy duty crowd control barrier:



Standard crowd control barrier:



Chapter 8 Barrier will be used to delineate the drop-off area:

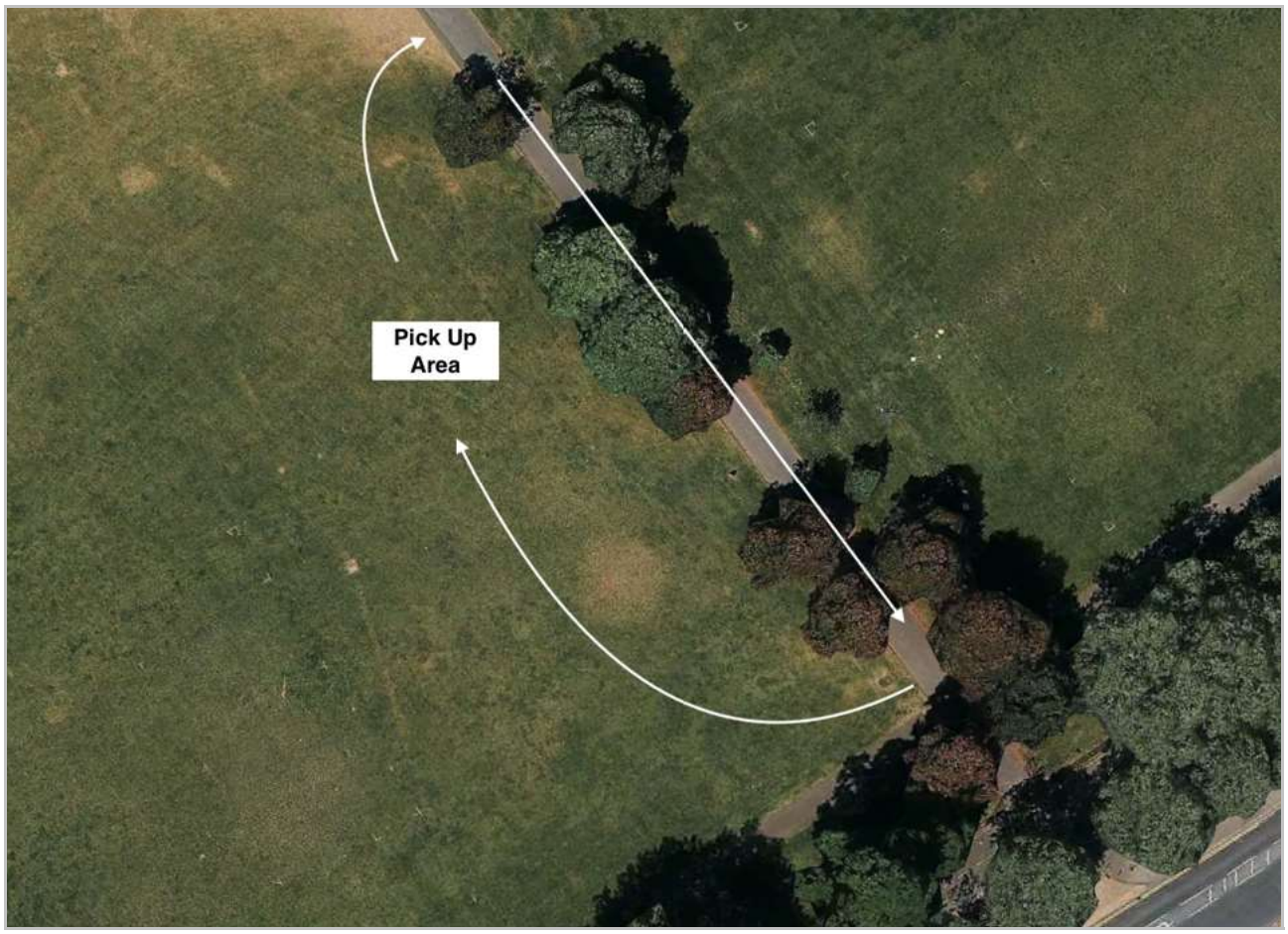
Maintenance - Personnel will be available to maintain the barrier systems shown in the table above. In the event of a barrier being moved out of position or causing an obstruction, personnel will be on-hand to rectify the arrangements promptly.

TAXI MANAGEMENT

Drop-Off Area

A 'Drop & Go' airport style drop-off point will be installed on Longbridge Road.

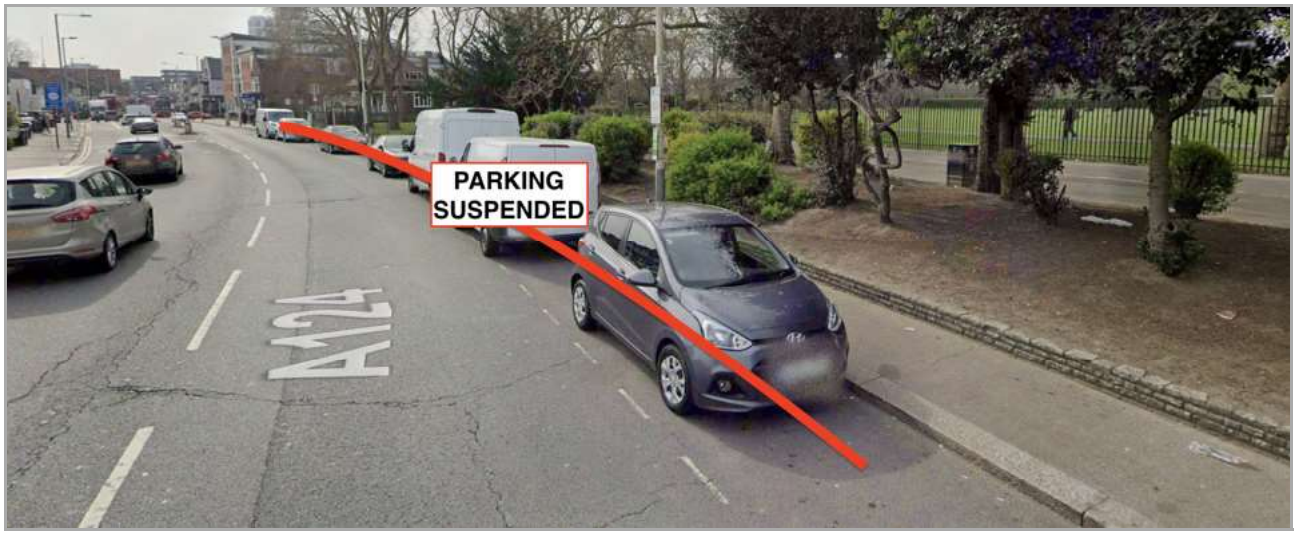
Pick-Up Area



A blackout and event pick-up area will be requested from app-based taxi companies. Taxi marshals will be used to manage the safe loading of customers, with separate areas for 'black-cabs' and private hire vehicles in operation.

PARKING SUSPENSIONS

The parking bays located to the East of the Park Gates will be suspended on event days in order to enable the spaces to be used for taxi-drop-offs. Parking will be suspended at the location shown in the image below:



Parking may also be restricted within the bus lane on Longbridge Road between Shirley Gardens and Cecil Avenue outside of the hours covered by existing restrictions.

EMERGENCY ACCESS

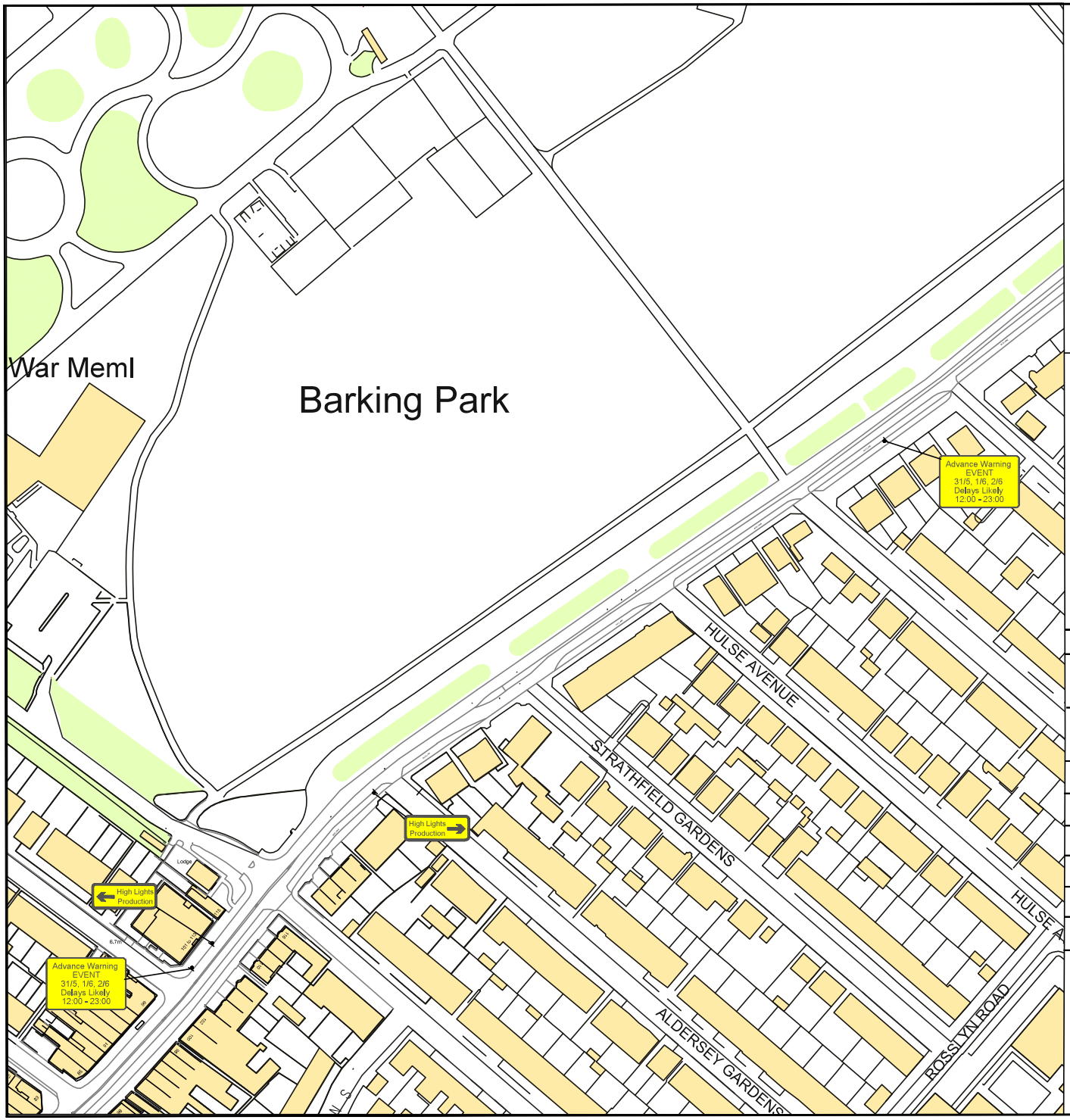
The address for emergency vehicle access to the site is:

Address: Barking Park Gates, Longbridge Road, IG11 8TA

What Three Words : ///logo.prompting.universally

APPENDICES

TABLE 12 : APPENDICES	
Number	**Description**
1	Build and Break Phase Traffic Management Overview
2	Live Event Phase - Barking Station Traffic Management
3	Live Event Phase - Barking Park Gates Ingress Traffic Management
4	Live Event Phase - Barking Park Gates Egress Traffic Management
5	Live Event Phase - Longbridge Road 3-Way Traffic Management
6	Live Event Phase - Onsite Pick Up Area



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM THE LAST MILE
- ONSITE PLANS TO BE INCLUDED IN SITE MAP

KEY

- TRAFFIC SIGN
- SIGNAL HEAD
- PED BARRIER
- MET BARRIER
- CHAPTER 8 BARRIER

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	09-02-24	ADVANCED WARNING SIGNS	HH	BJ

CLIENT: PERCOLATE

PROJECT TITLE: HIGH LIGHTS BARKING PARK

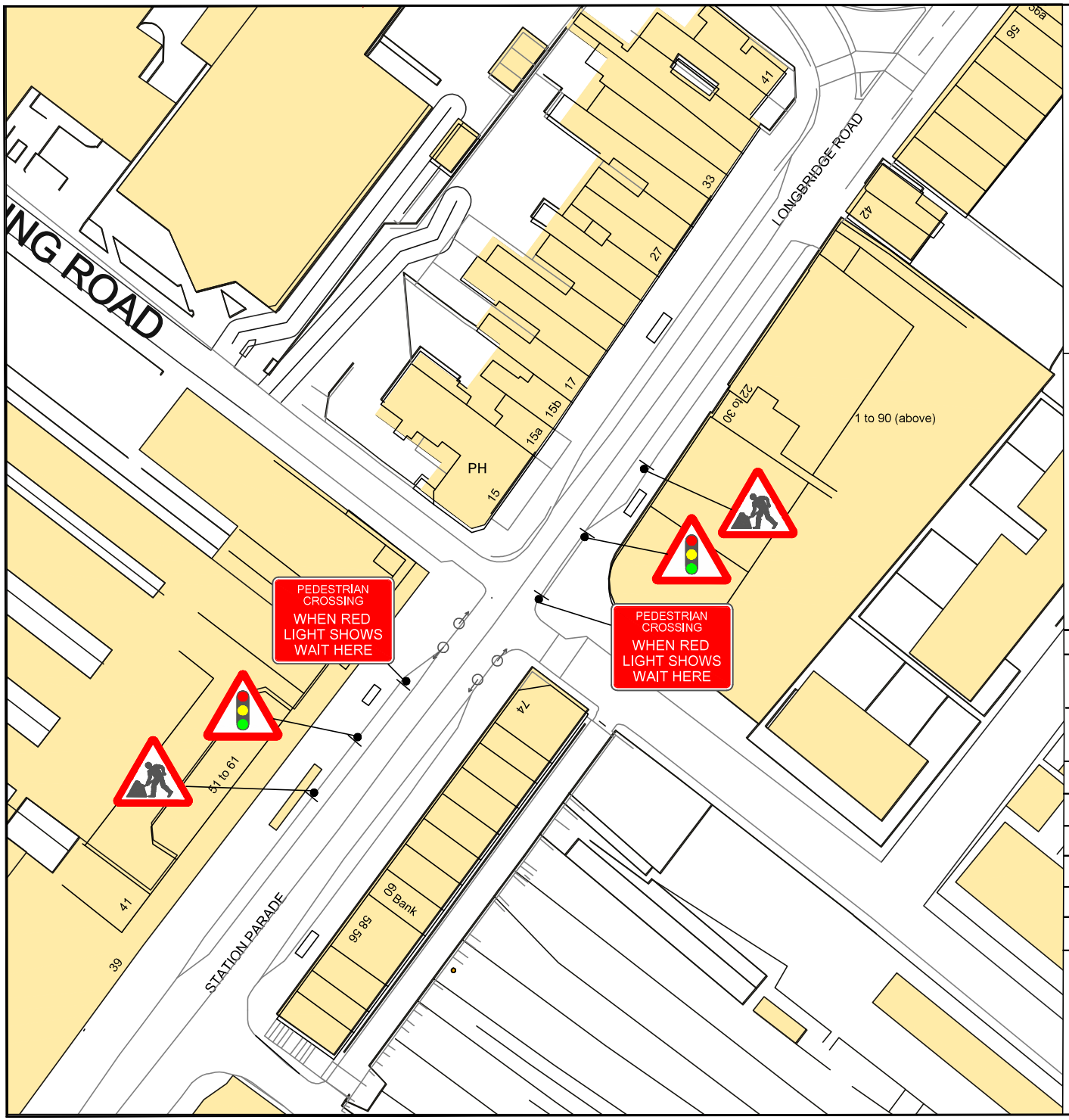
DRAWING TITLE: AWS - LONGBRIDGE ROAD

STATUS: WORK IN PROGRESS

DRAWING NUMBER: HLBPTML000005

SITE LOCATION: BARKING PARK

hello@thelastmile.uk
thelastmile.uk
410 Screenworks, 22 Highbury Grove, London, N5 2ER



NOTES

- ALL TRAFFIC MANAGEMENT WILL COMPLY WITH THE SAFETY AT STREETWORKS AND ROAD WORKS CODE OF PRACTICE
- THIS DRAWING IS NOT TO BE REPRODUCED, COPIED OR DISTRIBUTED WITHOUT PERMISSION FROM THE LAST MILE
- STOP-GO BOARDS TO BE USED IN THE EVENT OF TRAFFIC SIGNAL FAILURE

KEY

- TRAFFIC SIGN
- SIGNAL HEAD
- PED BARRIER
- MET BARRIER
- CHAPTER 8 BARRIER

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	05-02-24	BARKING STATION CROSSING	HH	BJ

CLIENT: PERCOLATE

PROJECT TITLE: HIGH LIGHTS BARKING PARK

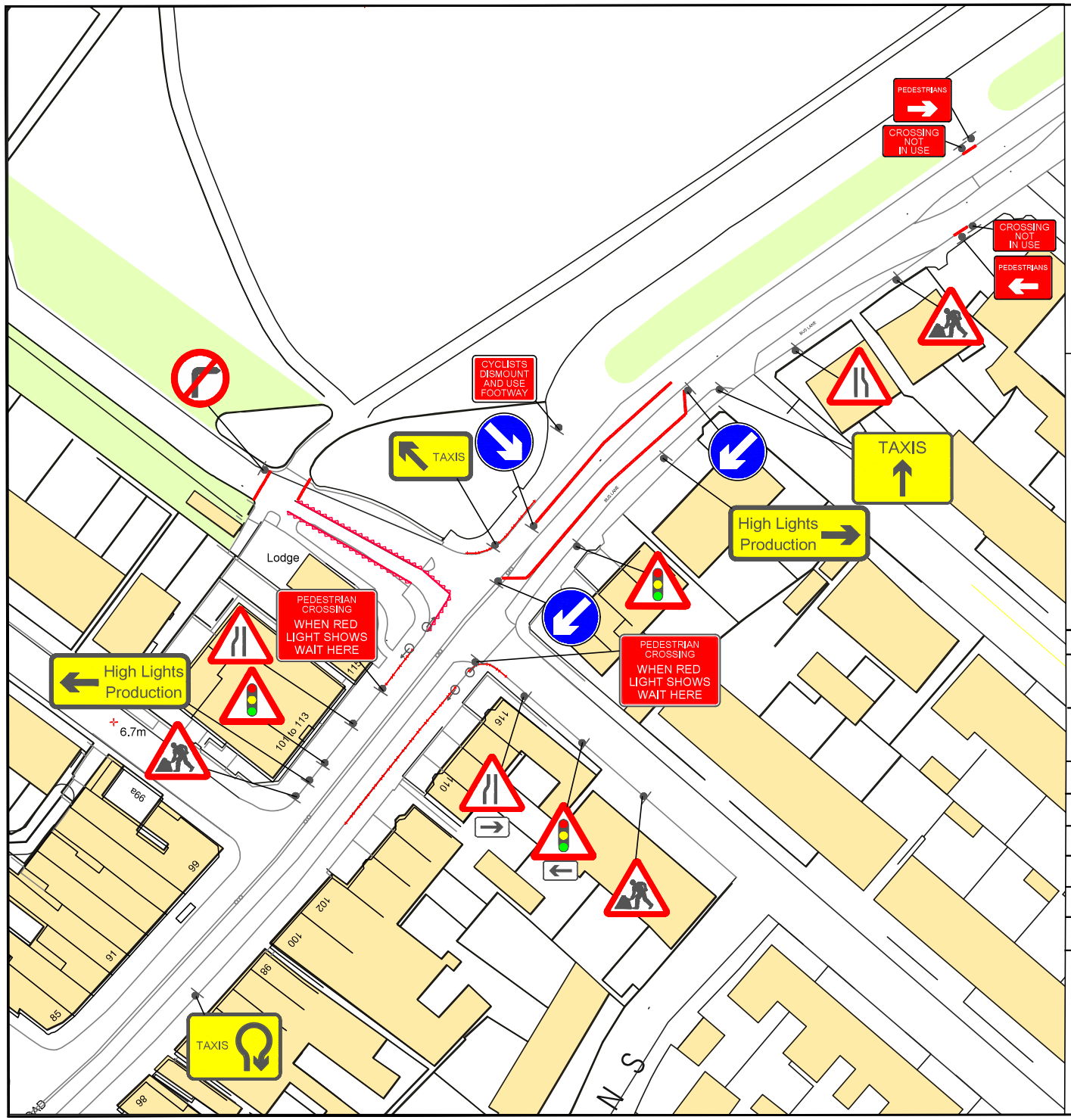
DRAWING TITLE: BARKING STATION CROSSING POINT

STATUS: WORK IN PROGRESS

DRAWING NUMBER: HLBPTML000001

SITE LOCATION: BARKING PARK

hello@thelastmile.uk
thelastmile.uk
410 Screenworks, 22 Highbury Grove, London, N5 2ER



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KEY

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- MET BARRIER
- CHAPTER 8 BARRIER

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	06-02-24	BARKING PARK GATE - INGRESS	HH	BJ

CLIENT: PERCOLATE

PROJECT TITLE: HIGH LIGHTS BARKING PARK

DRAWING TITLE: INGRESS - GATE

STATUS: WORK IN PROGRESS

DRAWING NUMBER: HLBPTML000002

SITE LOCATION: BARKING PARK

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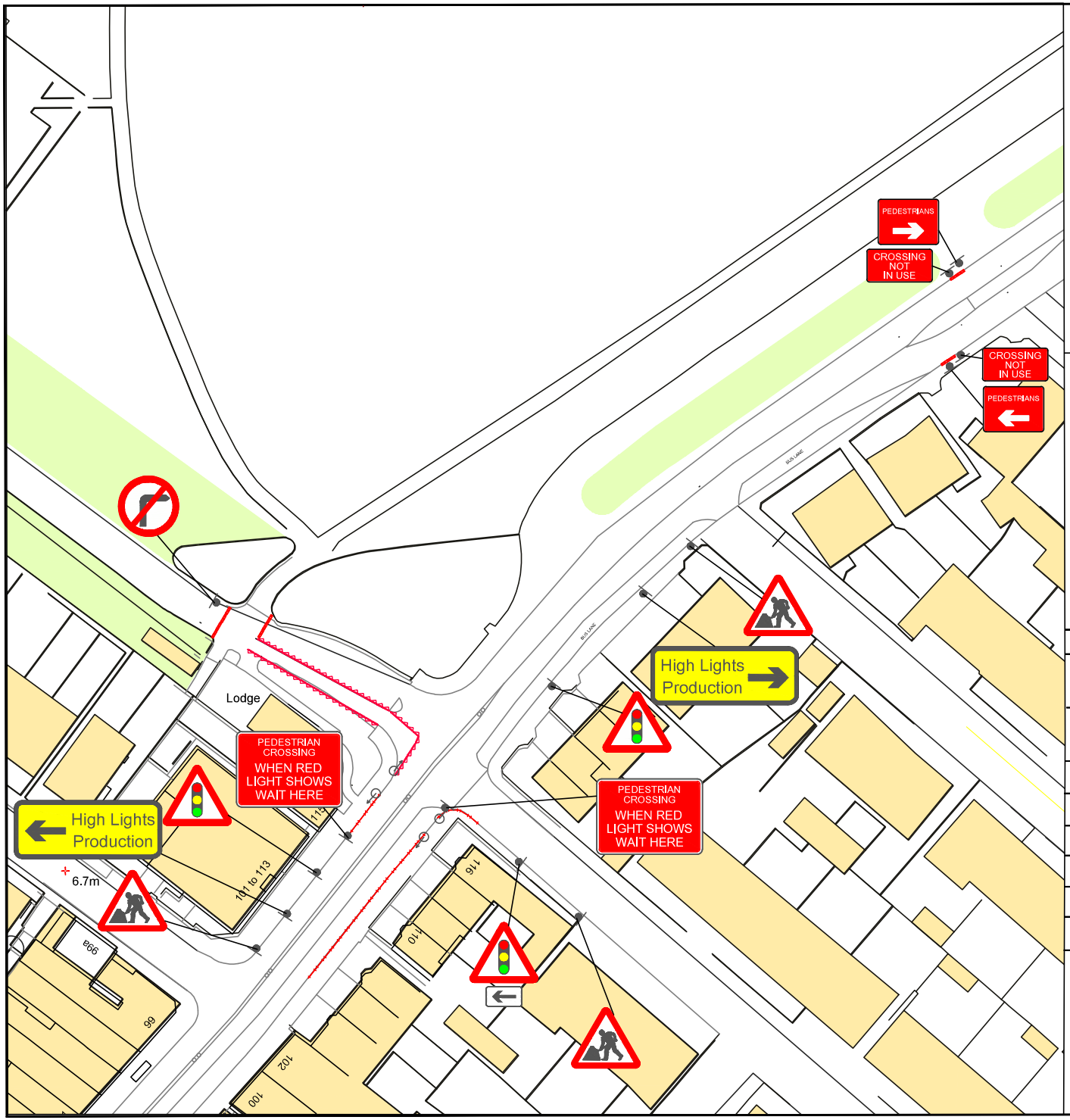

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KEY

- TRAFFIC SIGN
- SIGNAL HEAD
- PED BARRIER
- MET BARRIER
- CHAPTER 8 BARRIER

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	06-02-24	BARKING PARK GATE - EGRESS	HH	BJ

CLIENT: PERCOLATE

PROJECT TITLE: HIGH LIGHTS BARKING PARK

DRAWING TITLE: EGRESS - GATE

STATUS: WORK IN PROGRESS

DRAWING NUMBER: HLBPTML000003

SITE LOCATION: BARKING PARK

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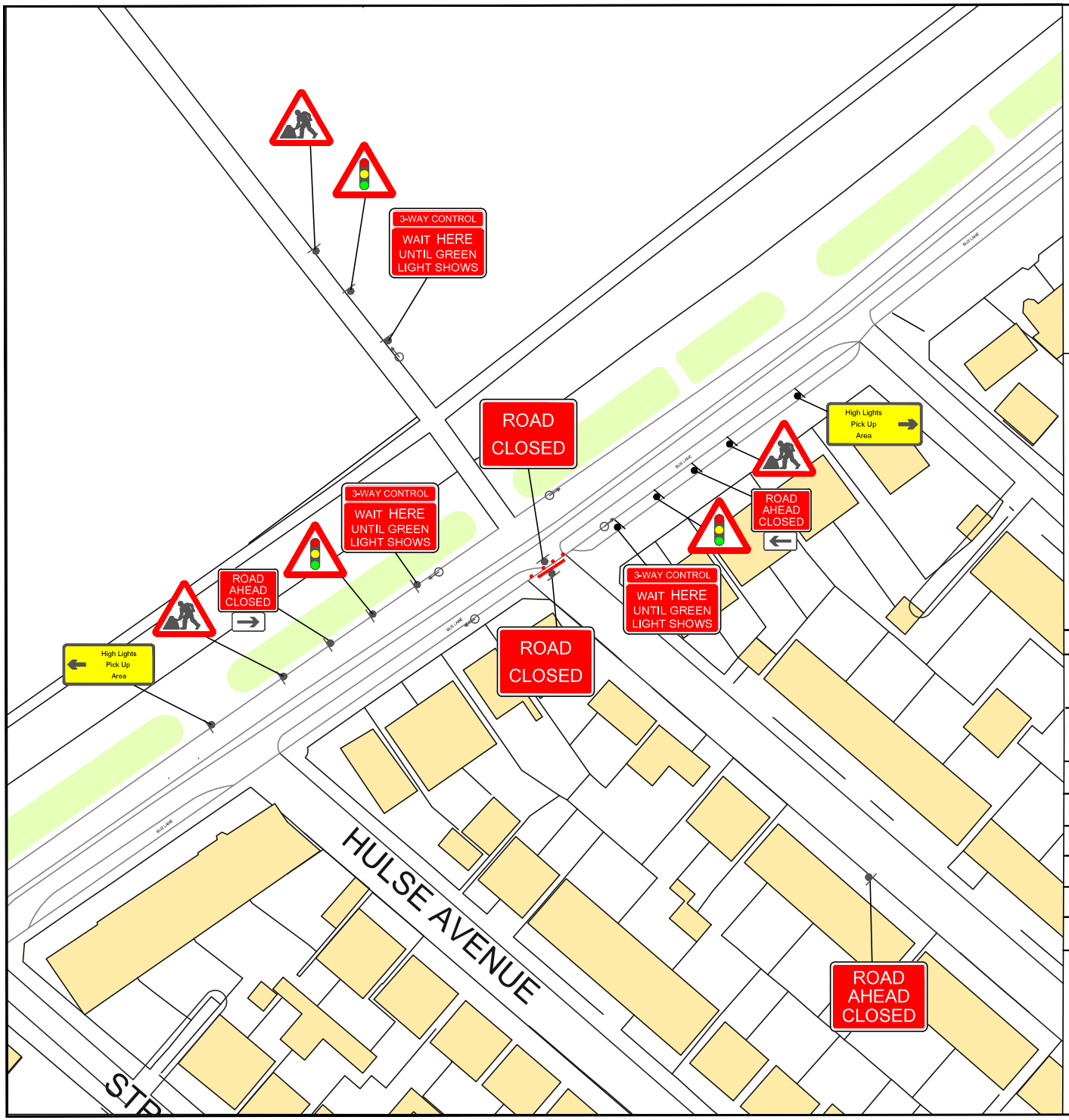

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- ONSITE PLANS TO BE INCLUDED IN SITE MAP

KEY

- TRAFFIC SIGN
- SIGNAL HEAD
- PED BARRIER
- MET BARRIER
- CHAPTER 8 BARRIER

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	06-02-24	LONGBRIDGE ROAD 3 WAY	HH	BJ

CLIENT: PERCOLATE

PROJECT TITLE: HIGH LIGHTS BARKING PARK

DRAWING TITLE: LONGBRIDGE ROAD 3 WAY - EGRESS

STATUS: WORK IN PROGRESS

DRAWING NUMBER: HLBPTML000004

SITE LOCATION: BARKING PARK

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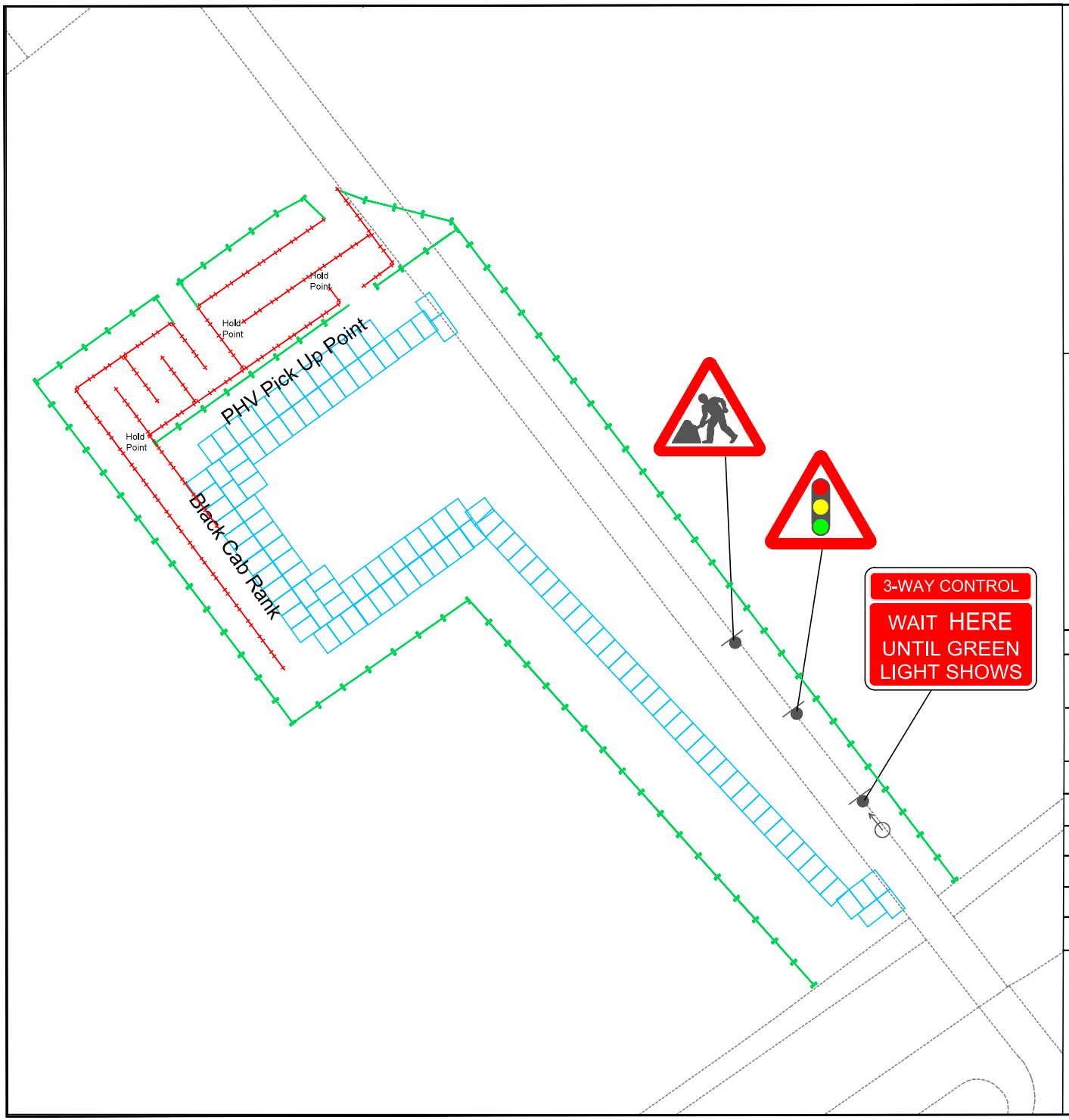

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- ONSITE PLANS TO BE INCLUDED IN SITE MAP

KEY

- TRAFFIC SIGN
- SIGNAL HEAD
- PED BARRIER
- MET BARRIER
- CHAPTER 8 BARRIER
- HERAS FENCING

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	12-02-24	ONSITE PICK UP AREA	HH	BJ

CLIENT: PERCOLATE

PROJECT TITLE: HIGH LIGHTS BARKING PARK

DRAWING TITLE: ONSITE PICK UP AREA

STATUS: WORK IN PROGRESS

DRAWING NUMBER: HLBPTML000006

SITE LOCATION: BARKING PARK

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