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BOROUGH COUNCIL

EXECUTIVE SERVICES

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6 June 2019

Dear Councillor

LICENSING AND APPEALS PANEL - FRIDAY, 7TH JUNE, 2019

I am now able to enclose, for consideration at the Friday, 7th June, 2019 meeting of the Licensing and Appeals Panel, additional information supplied by the applicant that was unavailable when the agenda was printed.

Agenda No Item

3. **Application for a new Premises Licence for Southbeats Festival, Wings of the Morning Field, Wrotham Hill, Wrotham (Pages 3 - 82)**

Additional information supplied by the applicant

The report provides details of an application for a Premises Licence under section 17 of the Licensing Act 2003 for the provision of Films, Live music, Recorded music, Dance, Late Night refreshment and Supply of alcohol.

Annex 12, containing a full set of redacted representations, to be circulated separately

Yours sincerely

J E BEILBY
Chief Executive

Encs

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Big Green Coach Limited
Big Green HQ,
The Arch
48-52 Floodgate Street
Birmingham
B5 5SL

To whom it may concern

My name is Kevin Green and I am the Operations Director at Big Green Coach.

Big Green Coach have managed transport operations at music festivals and special events for over 10 years. We have worked with Southbeats festival for the last two years.

I personally visited the Southbeats festival new site in Sevenoaks with the festival owners in March 2019 prior to the event organisers submitting their application for a licence for the event. We visited and walked around the proposed transport hub for coaches and shuttles for this new site.

There are a number of points we assessed on our site visit and in the follow up conversations with Proud Events who are producing the festival on behalf of the Southbeats promoters.

The first area we looked at was the left turn into the transport hub field off Terry's Lodge Road. Whilst the turning appears tight we assessed that if the gate were to be temporarily removed for the event, which has been agreed with the venue, and trackway laid to create a temporary roadway off the road our coaches would comfortably turn into the space.

The next area we looked was the topography of the field to assess whether the land was flat enough to support our coaches driving across it. We suggested to Proud Events and Southbeats Festival that as long a temporary roadway was put in place, as marked out on the festival site plan, then the coaches would have no issue driving across the field in extreme weather conditions such as heavy rainfall.

With the new information that day ticket car parking and PUDO is being moved to the Brand's Hatch venue we are increasingly confident that the proposed Terry's Lodge Field is suitable, with the indicated infrastructure put in place, to be used as a coach and shuttle hub for the festival and that we won't have issues getting our coaches offsite quickly and efficiently throughout the event.

I will work with the festival management to develop a more detailed operational plan for our coaches and customers as our numbers become clearer. I have no doubt we can safely and efficiently manage a coach operation of a similar or bigger size to last year at this new location.

Should you need to speak to me my contact details are all below.

Events we work with

Creamfields, Daresbury, 70'000 attendance

Download Festival - Donnington Park, 110'000 attendance

Leeds/Reading Festivals - 85'000 attendance

Latitude - Henham Park, 35'000 attendance

Parklife - Heaton Park, Manchester, 80'000 attendance

Boardmasters - Cornwall, 50'000 attendance

Isle of Wight Festival - 58'000 attendance

Kind regards
Kevin Green
Director
Big Green Coach Ltd.





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Southbeats Festival Response to public nuisance section of representation 73

Southbeats Travel Assumptions

As outlined in the transport plan we expect customers to arrive to site via car, coach, shuttle and pick up and drop off as estimated below. The representation does not assume any allowance for customers to arrive by site via shuttle service / national rail and pick up and drop off to the festival site which contributes to around 50% of customer travel to the site.

All calculations of customers arriving per car has been based on 3 individuals per vehicle not 5 as outlined in the representation.

Previous historical data has shown that a large number of Southbeats attendees arrive to site via shuttle service and pick up and drop off, with the festival never having more than 500 cars parked onsite. With our move to Brand's Hatch we have between the camping car park and the Brand's Hatch car park parking provision of up to 2,000 vehicles which on an average of 3 people per car equates to 6,000 attendees. We also have the ability to action overflow parking at Brand's Hatch which holds a car parking capacity in excess of 15,000 vehicles.

Whilst we understand the number of cars onsite appears low it is what the historical data of the event shows and also supports the age demographic, most of which won't own cars due to the expense and would not intend to drive to the festival so they can enjoy the event.

As outlined in the Event Management Plan, Traffic Management Plan and Transport Plan the majority of car parking sales is always made in advance of the event and is monitored closely by the event organiser team to ensure we not only have capacity for vehicles who have pre-booked but overflow space for guests who show up at the event without a pre-purchased ticket.

Method of Transport	Saturday Forecasts	Sunday Forecasts
Camping Guests	2500	2500
Day Parking	1500 (500 cars)	1500 (500 cars)
Big Green Coach	2000	2000
Shuttle Service / Trains	5000	3000
Pick Up & Drop Off	1500 (500 cars)	1000 (300 cars)
Total	12500	10000

Car Parking Charges

The festival management team will be putting in place a clearway zone in the surrounding area and local roads which will empower our traffic management provider to move cars if they tried to stop in the local area. In addition to this our traffic management team will be out in the roads enforcing the clearway zone throughout the duration of the event which will act as a deterrent to festival attendees.

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 Business Office 82B Upper Tulse Hill, London SW2 2RP.
 Registered Office 20-22 Wenlock Road, London N1 7GU



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We understand the concern raised however it is our position that previous events held in the Wings of the Morning field did not operate a strict traffic management plan which allowed event guests to park in surrounding roads without the ability to enforce. In addition to this we have a low number of cars expected to the site and all cars are directed towards Brand's Hatch, which is 5 km away from the site.

Traffic Jams

During the Friday arrival and Monday departure of camping guests we understand there will be a contribution to existing traffic in the local road network. We have analysed the Department of Transport data regarding existing traffic on the A20 and conclude that the additional traffic Southbeats Festival camping cars will bring to the area is less than 2% of the existing traffic over a four to six hour period. The Department on Transport estimated in excess of 23,000 vehicles movements on an average day between the M20 junction and Brand's Hatch and Southbeats is contributing 450 vehicles. Despite this our traffic management provider understands the important of minimising impact to the local community and has built a traffic management plan designed to keep this impact to a minimum.

With the move of day parking and pick up and drop off to Brand's Hatch we will not have any cars during the late night turning left out of the site onto Terry's Lodge Road. All cars will leave Brand's Hatch via the A20 turning right if their end destination is London and left to gain access to the M20.

Bus Parking

The site design of the coach and shuttle field has been designed alongside our chosen coach and shuttle providers for the festival who have both been to site and assessed the suitability of the field (statements have been provided) both in access in and out of the site but also topography of the field once the a temporary roadway has been built as laid out in our plans. Both providers are experts in their chosen fields and have worked with Southbeats Festival in previous years.

Taxi Capacity

Local taxi firms will be contacted in advance of the event to advise of the additional business the event is likely to see over the festival with the intention to set up a specific arrangement with local firms and the festival.

In the event the taxi firms do not have sufficient capacity to meet the demand we have planned additional capacity on our shuttle service to transport guests to the local train stations as a means of alternative transport home.

Customers will also be sent out information relating to transport to and from the festival well in advance of the event where they will be advised to pre-book taxi's in advance but more importantly to encourage festival guests to use public transport as the most efficient and cheapest way of getting home after the event.

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Noise

Concessions made in the Noise Management plan to reduce public nuisance due to event noise.

Bar Timings

The bar timings for the festival have been proposed to operate to 02:00 on the Saturday night of the event and 01:00 on the Sunday night for camping guests only. No day ticket festival guests will have access to this area. Previous experience of events of this nature clearly demonstrates that managed entertainment is a more effective tool for crowd management than stopping all entertainment during it's peak, which can cause upset. By having a phased shutdown of the festival site for camping guests once the main arena closes with background music, a bar and some food concessions we conclude this will be the most effective plan for managing the crowd and event attendees.

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Highways Technical appraisal for Premises License Application - Southbeats 2019

4.0 Highways Implications

4.1 The proposals would generate a considerable level of vehicular traffic and demand for car parking.

The solution planned is to relocate the parking and drop off zone to Brands Hatch Motor Circuit, from which a shuttle bus service will operate to take visitors to the site.

The above will effectively relocate the weight of vehicular movements to a site that has capacity and access routes proven to absorb numbers far in excess of those planned.

4.2 It is generally accepted that most people travelling to events such as music festivals do so by car due to the venue location, need to carry luggage and convenience.

The history of Southbeats at previous locations, the demographic and ticket sales would indicate this not to be the case. In addition all of the visitor information and packages promote the use of bus & shuttle services and up until now the uptake of parking packages remain within the expected parameters.

4.3 If it is assumed the full attendance that would be permitted under the proposed licence (14,999), 60% of these arrive by car and there are 3 people per vehicle there would be a peak demand for 3,000 cars to park.

Refer to answer 4.2, however the Brands Hatch Location would provide sufficient resilience to accommodate such a number without effecting local traffic networks.

4.4 The proposals as set out in the Transport Management Plan (TMP) would only make provision for between approximately 1960 and 2690 cars to park which would lead to an overspill in car parking of between approximately 310 and 1040 cars.

Brand Hatch facility has sufficient capacity

4.5 The potential overspill in car parking would have a significant impact on highway capacity and safety and have significant impacts of the amenities enjoyed by local residents and businesses.

The Brands Hatch Facility, accommodates for any of these concerns.

4.6 The TMP purports to providing some means of alleviating car parking demand by the provision of 50 coaches and shuttle services but there is

no indication of the passenger capacity of these vehicles and how they would operate. It is therefore impossible to assess the impact of the traffic associated with the proposals on the local highway network.

As information from ticket sales becomes clearer then future versions of the plan will give full transport plans, showing numbers of coaches and occupants from each area, and number, capacity and frequency of busses to be schedules from the Brands hatch Hub.

This number will be calculated from the number of car park tickets purchased, using a car occupancy of three and making the assumption that remaining capacity will utilise the hub as a drop off zone.

We will provide a bus schedule from all locations, indicating ticket sales on each, along with a suitable number of buses to operate the Brands Hatch Shuttle, suitable for transporting the number of people required.

4.7 Furthermore, the gradients across the main drop off and pick up car parking area and the area that would be used for coaches and shuttles are quite steep and therefore I would raise concern over the suitability of using coaches or double deck buses in this area, particularly at times of inclement weather.

Refer to Big Green Coach and YMS statement

4.8 Terry's Lodge Road whilst being a classified road is quite narrow and two-way car traffic can only safely pass at relatively low speed. The use of this route for coaches and buses would have significant implications for other road users which often include cyclists and pedestrians.

SEP will have a member of staff at the entrance and exit of the drop off area and buses will exit when safe to do so, any other users of the road will be asked to pull in to one side whilst the bus passes them to exit onto the A20

4.9 The proposed access and egress routes to this area of car parking are likely to give rise to considerable traffic congestion due to the numbers of vehicles involved, the narrow width of carriageway, the inclusion of the use of buses and coaches and the use of temporary traffic signals at the junction of A20 London Road with Terry's Lodge Road.

Refer to 4.1

4.11 The provision of 2 sets of temporary traffic signals during the event will give rise to considerable vehicular congestion alone. The inclusion of a significant level of additional traffic will exacerbate this situation and cause considerable queuing in the area which will no doubt affect junction 2 of the W120 motorway.

With the shift of emphasis for the majority of traffic to the Brand Hatch transport hub, then traffic entering and exiting the site will be reduced to shuttles, buses & coaches over the weekend.

Whilst the Temporary Traffic lights are envisaged to remain available to provide safe access and egress for the reduced group above, the signals will only be operated manually and only as and when required, the effect on local traffic will in turn be largely reduced

4.12 The TMP promotes a reduced speed limit between the junction 2 of the M20 and the junction of A20 London Road with Ash Lane but it is unclear how this would be Implemented or enforced.

The speed limit proposed for safety reasons would require agreement via the SAG Group and authorisation from the road authority in question.

Implementation would be by temporary signage.

Enforcement would be as agreed by the SAG Group.

4.13 In addition, the TMP promotes a “No waiting” area but there is no indication of how this would be implemented, managed or enforced, (i.e. How would local residents be identified?).

The No Waiting, No Loading, Clearway, or No Stopping is proposed for safety reasons and for the reassurance of local residents, and would require agreement via the SAG Group and authorisation from the road authority in question.

Implementation would be by temporary signage, and cones.

Enforcement would be as agreed by the SAG Group.

Although the any such arrangements would largely be put in place for their benefit, Local Residents would under the law be required to comply with any legal orders in place.

4.14 Any additional and temporary signs should be provided in accordance with the Traffic Signs and General Directions and not Chapter 8 or the New Roads and Street Works Act.

All additional and temporary signs will be provided in accordance with the Traffic Signs and General Directions and generally referred to and captured by Chapter 8 regulations and the New Roads and Street Works Act.

4.15 The provision of additional signage, waiting restrictions, reduced speed limits and road closures should all be agreed with the Highway Authority but there is little indication that any such permissions have been sought or any approvals granted.

The purpose of developing a plan with The SAG Group including members of the interested parties indicated above, is to develop a plan that addresses the needs of all groups, in good time to agree the methods, and make application for the orders and approvals required to deliver that plan effectively.

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Southbeats 2019

21st – 22nd September

Transport Management Plan

Draft V0.51 03.06.19

Prepared by SEP Ltd on behalf of

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Amendments from

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13	Vehicle movements – paragraph four
21	Main arena timings paragraph two
30	Train times updated

SECTION 1 - Event Information

1.1 - Overview

Southbeats Festival has enjoyed three very successful years as a 1-day festival since launching in 2016. After selling 8,500 tickets in their first year at Quex Park, the festival moved to a larger site at Port Lympne in 2017, where it achieved attendances of 11,500 and 13,500 in year 2 and 3 respectively.

With demand for a multiple day event ever-growing, a weekend camping festival is a natural progression for Southbeats moving into its fourth year. The Directors have therefore taken the decision to move to a more suitable site for this format on St Clere Estate in Sevenoaks for the 2019 event, with the aim to make it their long-term home.

With the move to a two day event with camping and a move to a new location it is expected that the maximum number of ticket sales per day will drop from last year to 12,000 on the Saturday and 10,000 on the Sunday with 2,500 of these being camping guests who will be onsite from the Friday evening to Monday morning.

Ticket sales data is supporting this forecast and transport plans being worked around these numbers. With all event planning this is being monitored constantly and plans updated.

The age demographic is between the ages of 18 and 26 and the higher proportion being 18 to 24. Public transport is generally perceived as affordable and preferable practicable for this type of event and age.

Southbeats have three main categories of transport, these being – Big Green Coach, Shuttle Services and Car Parking

1.2 - Transport Management Plan Overview and Objectives

The maintenance of public safety on the local highway infrastructure:

Public safety is the primary objective and the core reason for detailed transport management planning. The event must adopt all reasonable, practical measures to ensure the risk to life is minimised to those attending and working at the event to which the Transport Management Plan (TMP) is key. In the case of unforeseen circumstances, the police will be responsible for their core role protecting life and property and managing the activation of contingency plans.

Minimise disruption to all road users with special emphasis on maintaining the integrity of those routes which act as a local alternative to the strategic trunk road network:

Detailed planning in use of the supporting road infrastructure is identified within the TMP and is a crucial element in meeting key objectives. SEP Ltd, in conjunction with key stakeholders, will agree the nature of the supporting traffic management to ensure that the public highway is, in so far as is reasonably practicable, kept clear of unnecessary congestion. The plan will be suitably robust to cope with anticipated road traffic related issues raised as a direct result of this event taking place.

Minimise the disruption and impact of such an event on local communities:

It is important that any event seeks to minimise its impact upon the local community. A series of measures are detailed in the TMP which will seek to mitigate potential adverse effects on the community. These will include temporary traffic regulation orders, parking suspensions and appropriate directional signing to prevent disruption wherever possible.

Optimise the Experience of Visitors to the Event.

Streamlining the traffic arrangements in order to maximise the effectiveness of the arrival process for all the user groups of show visitors

1.3 - Event Data

Location	St Clere Estate, Sevenoaks, Kent TN15 7NS
Dates of Event	21 st – 22 nd September 2019
Opening Time of Event	Saturday & Sunday – 12:00
Closing Time of Event	Saturday & Sunday – 00:00
Operational Dates	20 th – 22 nd September
Campsite	Opens 15:00 20th September – Closes 12:00 23 rd September
Build Dates	14 th – 20 th September
Advanced Signage Date	w/c 9 th September
Signage Install Date	w/c 16 th September
Signage Removal Date	w/c 23 rd September
Break Dates	23 rd – 26 th September
Type of Event	Music Festival
Audience Profile	Public
License Capacity	14,999

Service	Supplier
Build Traffic	Proud Events
Event Directional Signage	SEP
Traffic Management	SEP
Car Parking	SEP
Car Park Admissions	TBC
Pick up and Drop off	SEP

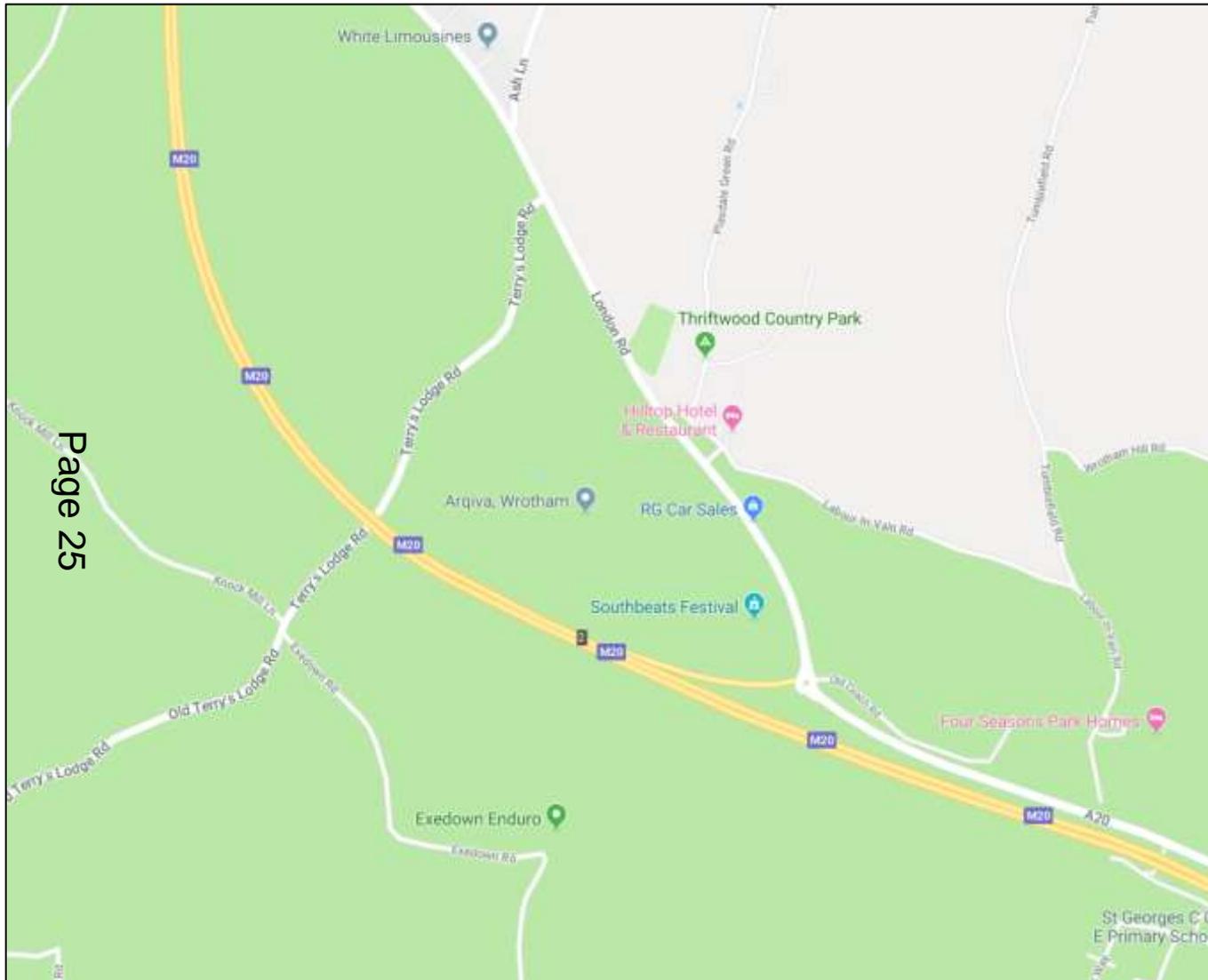
External Services	Supplier
Coaches	Big Green Coach
Buses / Shuttles	

1.4 - Transport Planning Group

Agency / Company	Representative	Contact Number	e-mail
Proud Events	Joe Sheals		joe@proudevents.co.uk
Proud Events	Harry Feigen		harry@proudevents.co.uk
Proud Events	Ben Whur		ben@proudevents.co.uk
Police			
Tonbridge & Malling Borough Council			
Highways			
SEP Ltd	Matt Jones		mjones@sepevents.co.uk
SEP Ltd	Colin Trent		colin@sepevents.co.uk
SEP Ltd	Gary McCaffrey		gary@sepevents.co.uk

SECTION 2 - Site Information

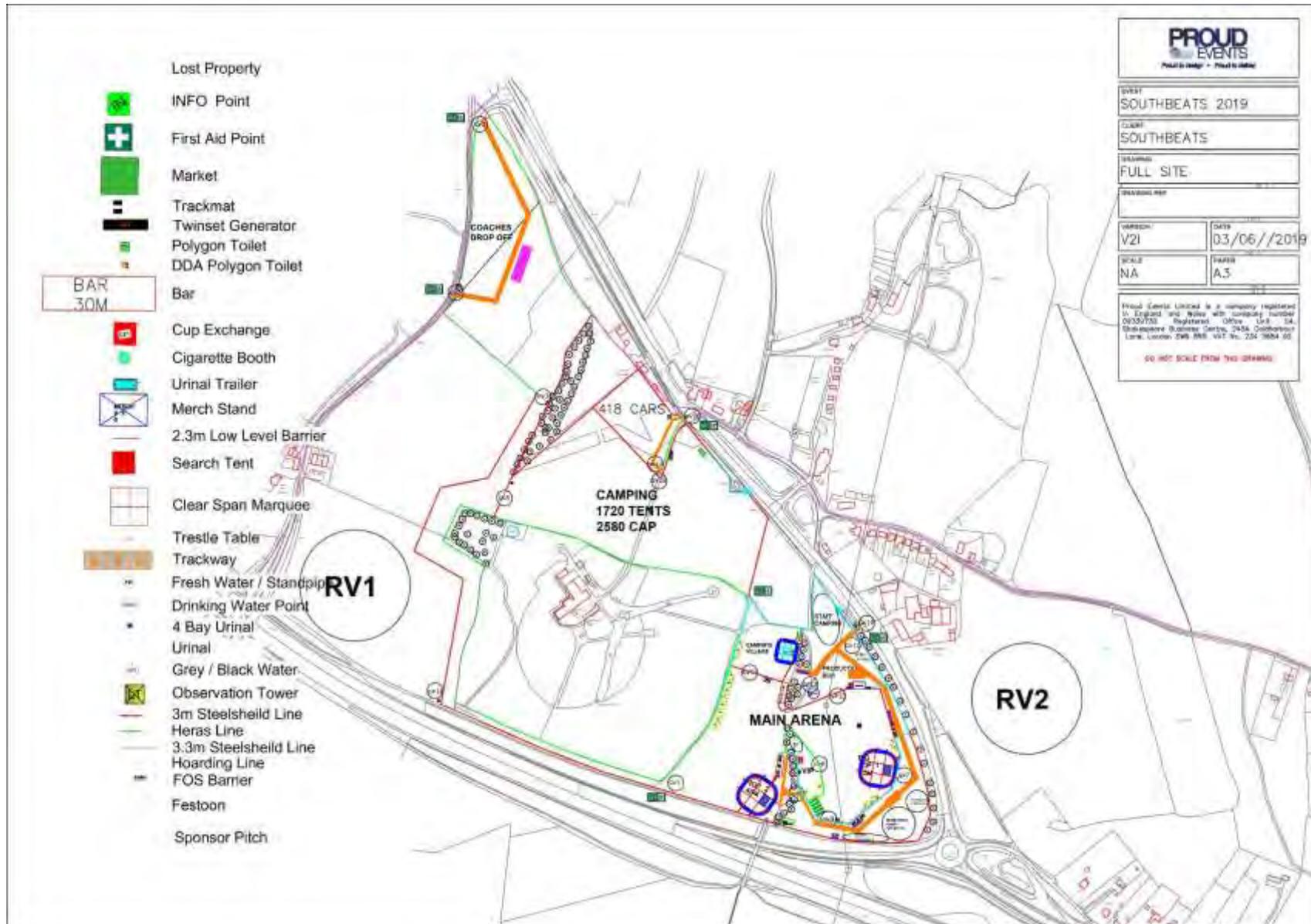
2.1 - Overview of local area



Southbeats Festival are aware that the surrounding area, especially the A20, experiences traffic congestion during peak times and consultations have been held with the residents.

The outcome of the consultation has led Proud Events to take all concerns into account during the event and this has been implemented in the traffic planning phase.

2.2 - Site Plan



2.3 - Build and Production Traffic

Early and later stages of the build have a smaller number of overall vehicles, but they are larger as they support the installation and derig of the main infrastructure. Closer to the event moves toward smaller vehicles. Typically, the event is expecting between 30 and 50 spread throughout the day. These are scheduled by the Site Management Team (part of Proud Events) and all routed via the A20.

All vehicles are scheduled, usually within a 3-hour time slot throughout the day. This is essential to facilitate the schedule of activities on site. All suppliers are issued with a Supplier Advance Pack which provides details of when and how they are arriving, how this fit within the schedule and who their contacts are on site. For complex deliveries we require suppliers and their logistics providers to contact the Site Office at least an hour prior to arrival and at a point vehicle can be held away from site.

Unless pre-arrangement has been made, no vehicle will remain on site, due to the capacity limitations. Vehicles will leave via a managed gate and on to the A20. Where necessary (although an unlikely requirement on this site) they will be banked into the road by a suitably qualified banksman. Larger vehicles will be advised to turn right onto the A20 so they can exit the local road network quickly.

All vehicles entering the site will be subject to the site's speed limits and routes. High visibility jackets must be worn, and site health & safety guidelines must always be adhered to: Copies of these can be found when gaining accreditation preshow.

SEP Ltd will not be involved in the build or break period on site. All build / break traffic on site will be controlled by the event organiser internally.

All contractors moving around the site must have their own risk assessments and insurances for the vehicles used by them

2.4 - Advanced Warning/Pre-Event Signage

In the week commencing 9th September advance warning signs for the event will be placed out in line with the dates stated in the event information sheet. These signs will be warning of possible delays in the area, together with signing for build vehicles. Signs indicating any road closures will also be displayed at this stage.

2.5 - Department of Transport Research

Proud Events have analysed the Department of Transport data regarding existing traffic on the A20 to assess the impact on the road network of Southbeats Festival traffic, which can be found in this document below.

The Department of Transport shows that in 2010, on an average day, 8224 vehicles were recorded travelling down the A20 to the M20 in one direction and 13,139 in the opposite direction in 2011 equating to 21,363 vehicle movements past the Southbeats Festival site on an average day.

It was estimated by the Department of Transport that numbers were as high 23,683 vehicle movements per day by 2017 increasing year on year.

As outlined in section 4 of this Traffic Management Plan a maximum of 1550 vehicle movements during ingress and egress, including drop off and pick up, which equates to an additional 6.5% vehicle movements. The audience of Southbeats Festival are expected to heavily use the local rail network and shuttle service to get to site which is supported through historic data for the event and will be monitored until the event goes live. It should also be noted that 50% of these vehicle movements will happen during the egress of the event which is expected to commence from 21:00 on both Saturday and Sunday night when the local traffic will be at a minimum.

2.5.1 - Brands Hatch Data

8727

AADF Year	CP	Estimation method	Estimation method detailed	Region	Local Authority	Road	Road Category	Easting	Northing	Start Junction	End Junction	Link Length_m	Link Length miles	Peds/Cycles	Motorcycles	Cars/Taxis	Buses/Coaches	Light/Good Vehicles	V2AxleHGV	V3AxleHGV	V4or5AxleHGV	V3or4AxleArticHGV	V5AxleArticHGV	V6orMoreAxleArticHGV	All HGVs	All Motor Vehicles
2000	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	550000	162600	A225	M20 JCT 2	8.6	5.34	33	177	6588	85	1509	118	12	13	23	13	13	192	8551
2001	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	21	226	7266	96	1584	179	23	14	19	20	22	273	8426
2002	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	18	244	7551	90	1562	185	17	25	24	30	19	300	9747
2003	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	559200	162600	A225	M20 JCT 2	8.6	5.34	15	259	7619	94	1760	181	17	27	22	36	21	294	10066
2004	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	12	91	7456	73	1377	195	20	15	20	20	13	283	9280
2005	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	28	101	7717	71	1547	207	24	27	21	28	16	323	9759
2006	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	33	272	7133	75	1592	132	22	34	19	13	9	229	9301
2007	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	559200	162600	A225	M20 JCT 2	8.6	5.34	33	271	6947	81	1757	143	24	41	17	13	9	247	9303
2008	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	30	244	7492	63	1516	138	108	71	68	33	57	475	9600
2009	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	34	255	7402	63	1647	125	107	67	59	27	51	437	9804
2010	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	36	171	6807	59	1281	230	27	23	5	19	22	326	8224
2011	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	31	186	6406	61	1205	234	30	27	4	19	24	338	8340
2012	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	559200	162600	A225	M20 Junction 2	8.6	5.34	29	172	6226	60	1422	237	33	31	3	18	24	345	8225
2013	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	26	173	6111	65	1526	235	35	35	2	17	24	348	8214
2014	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	23	178	6197	56	1540	234	38	37	2	16	27	353	8426
2015	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	23	171	6124	58	1756	234	41	37	3	16	27	358	8466
2016	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	23	171	6200	57	1896	245	39	42	3	15	28	373	8697
2017	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	23	166	6192	55	2007	253	40	44	3	15	29	394	8904

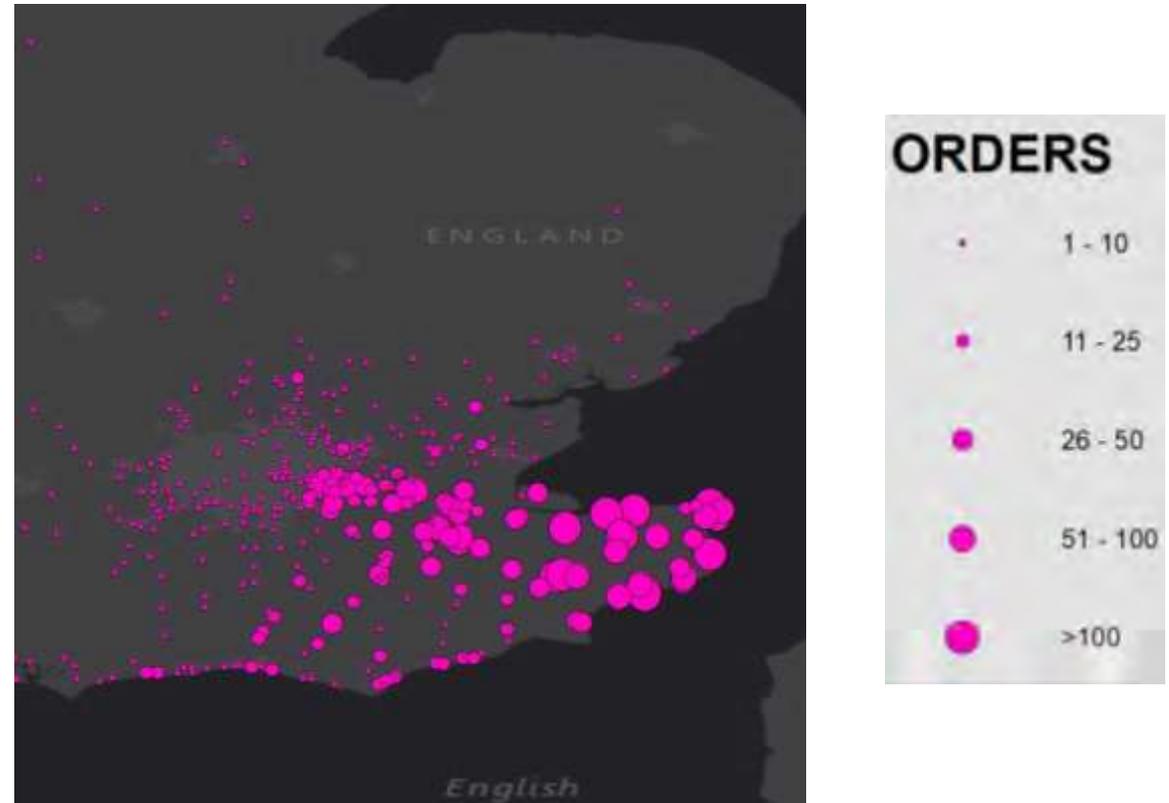
2.5.2 - M2 – A20:

17816

AAFY	Year	CP	Estimate method	Estimation method detailed	Region	Local Authority	Road	Road Category	Easting	Northing	Start Junction	End Junction	Link Length km	Link Length miles	Pedal Cycles	Motorcycles	Cars-Taxis	Buses-Coaches	Light Goods Vehicles	V2 Axle Rigid HGV	V3 Axle Rigid HGV	V4 or 5 Axle Rigid HGV	V3 or 4 Axle Artic HGV	V5 Axle Artic HGV	V6 or More Axle Artic HGV	All HGVs	All Motor Vehicles
2000	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	8	257	9746	113	1751	295	59	48	41	92	57	593	12470
2001	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	8	285	9775	110	1821	252	69	48	37	80	65	591	12583
2002	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	8	283	9852	118	1965	300	75	54	36	73	74	613	12871
2003	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	6	347	9981	122	2215	295	79	58	34	54	80	610	13275
2004	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	6	358	9991	106	2232	306	86	65	32	55	87	631	13318
2005	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	13	136	9912	48	1938	263	65	113	20	67	66	584	12618
2006	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	18	304	9996	61	2212	241	32	181	38	52	45	589	13162
2007	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	25	278	10456	62	2279	317	45	58	28	70	77	595	13670
2008	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	25	278	10069	68	2279	298	49	58	26	84	77	572	13288
2009	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	29	290	9948	68	2322	271	48	55	23	51	71	519	13147
2010	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	29	256	9759	71	2389	283	45	47	26	47	70	521	12996
2011	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	14	365	10795	23	1383	365	40	61	1	48	68	573	13139
2012	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 Junction 2	A227 N	1.5	0.93	13	337	10492	23	1451	369	44	70	1	45	68	586	12889
2013	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 Junction 2	A227 N	1.5	0.93	13	340	10298	21	1558	367	47	78	1	43	59	594	12811
2014	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 Junction 2	A227 N	1.5	0.93	10	361	10443	21	1674	365	50	83	1	40	65	604	13093
2015	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 Junction 2	A227 N	1.5	0.93	10	335	10319	22	1792	365	54	83	1	41	65	609	13078
2016	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	560007	160075	M20 Junction 2	A227 N	1.5	0.93	16	298	11295	18	2475	357	45	67	40	79	67	655	14740
2017	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	560007	160075	M20 Junction 2	A227 N	1.5	0.93	16	289	11281	17	2619	368	46	70	40	79	69	673	14879

2.6 - Heat Map Ticket Orders

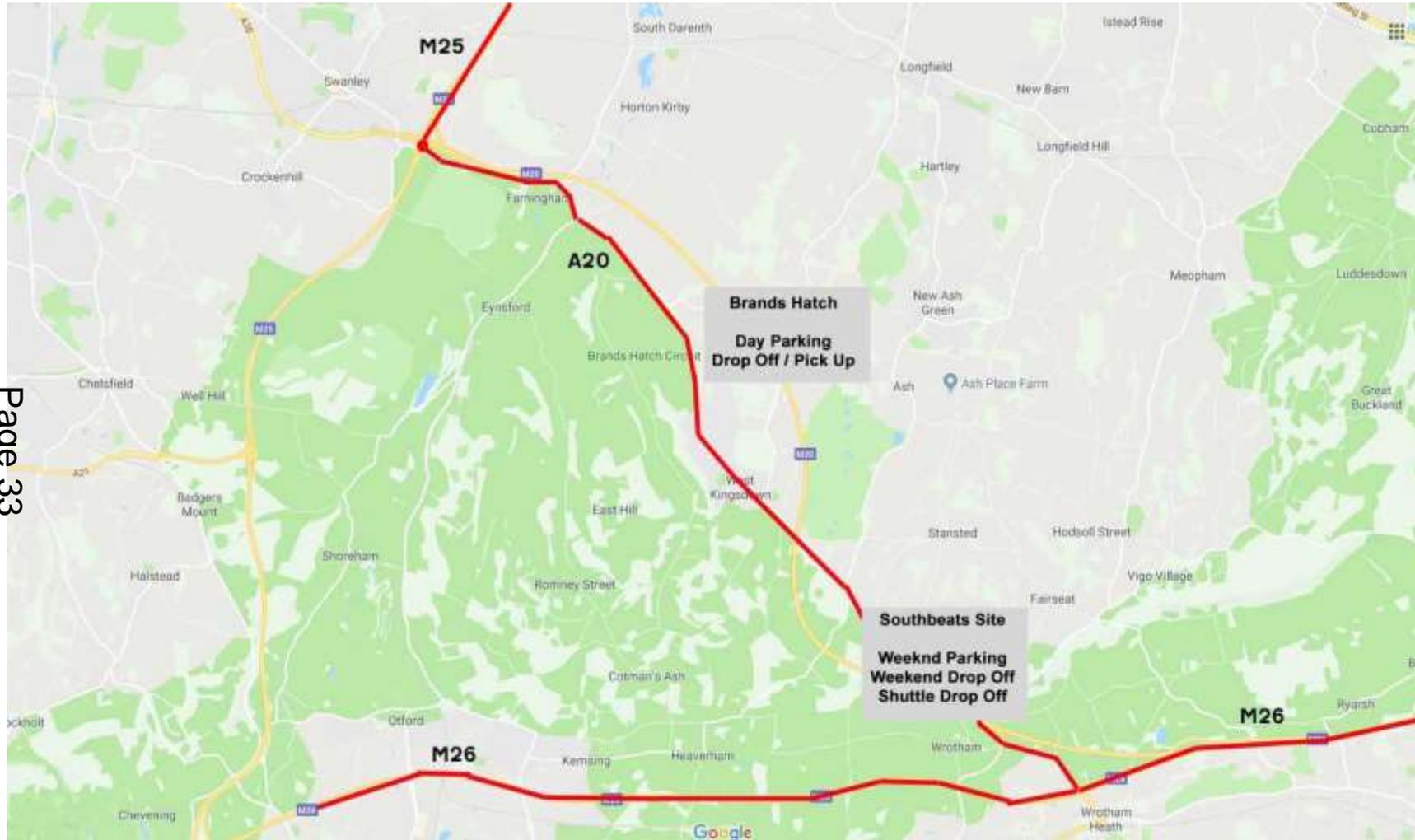
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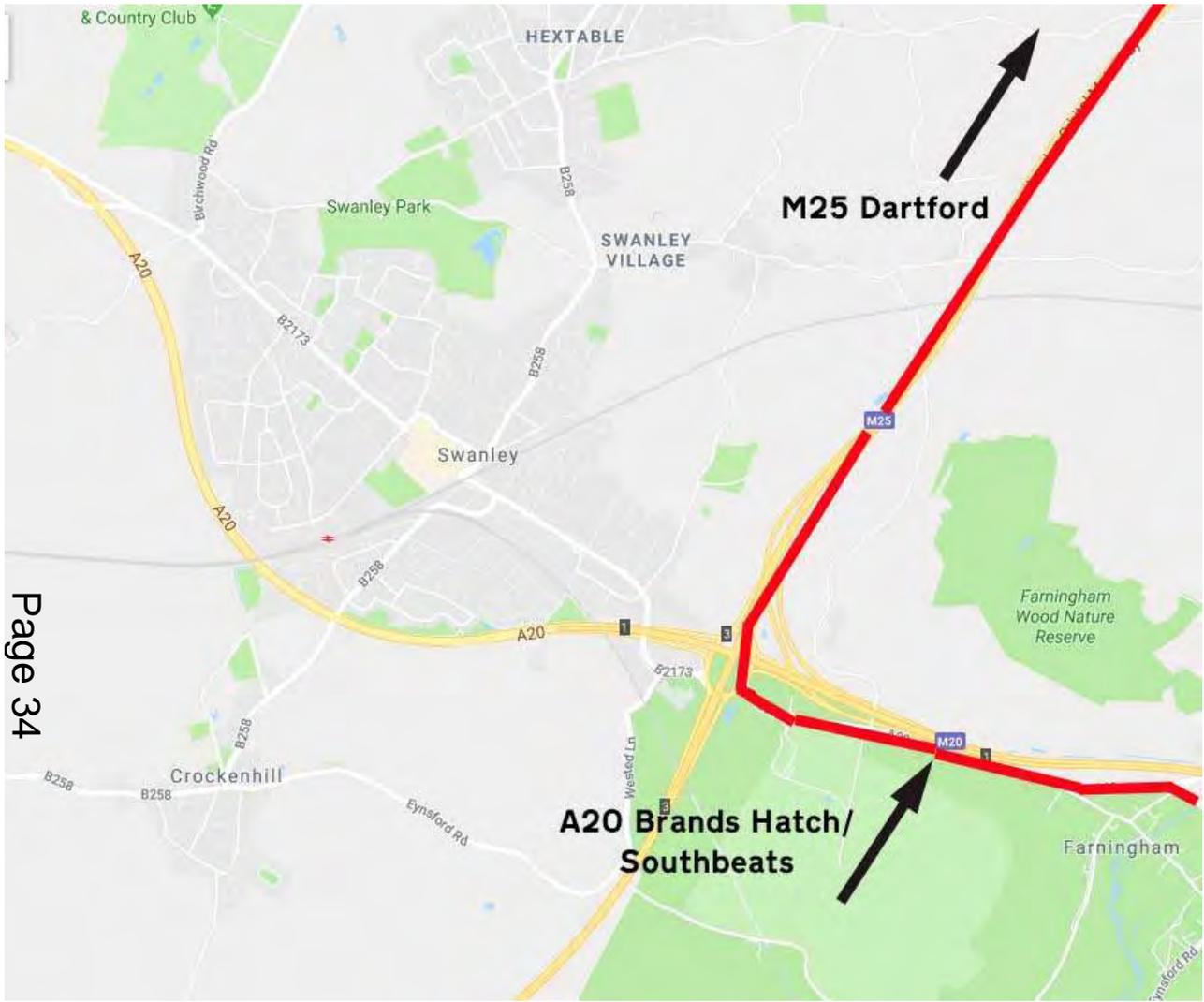
The information above has been taken from postcode data supplied by Proud Events and highlights the areas where most tickets have been sold to date. – 17th May 2019.

SECTION 3 - Routes Overview

3.1 - Proposed Routes



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SECTION 4 - Car Parks Overview

4.1 - Car Parks & Capacities

Area	Vehicles		People		Notes
Weekend Parking/Camping	450		2500		Car parking sales will be monitored in advance of the event and if sales approach the capacity additional car parks will be explored in the area to accommodate additional vehicles but very much as a last resort over the promotion of public transport.
Day Parking	500		1500		Parking at Brands Hatch
Production parking – TBC					
Coach	40		2000		
Shuttles	22		5000	3000	
Pick up & drop off	500	300	1500	1000	Drop off at Brands Hatch
Total			12500	10000	

The forecasted number of vehicle movements on the busiest day are 1,200 cars, 320 shuttle/coaches and the arrival times is expected to be over a 15-hour period. The daytime festival vehicle movements for the residents around the site may be the most disruptive. It is envisaged that 50% of this will be moving between the times of 21:00 – 01:00, at these times the external roads should have less vehicles on them.

With the expected number of vehicles being 1550 this is still comparatively low compared to the expected audience which is derived from previous experience of the event.

4.2 - Parking Method

Parking areas are prepared in advance by SEP who will install roadways along the green field site allowing access to any emergency service vehicle. The area is mapped out with a series of lines marked by cones. This gridding allows the maximum number of vehicles to be parked within this area and still allowing for roadways and fire lanes to any part of the land.

Parked vehicles will be processed in order of arrival nearest to venue. As such pedestrians will leave their vehicles and walk away from any incoming traffic. This method reduces the risk of vehicle and pedestrian conflicts.

On the day, SEP will ensure that each car is parked as quickly as possible in order to keep traffic queues to the event as short as possible. We park vehicles in rows of two, one behind another. We call these "doubles". Parking in "doubles" on pre-established lines allows enough room for the vehicles at the front to drive out and the ones behind to reverse.

4.3 - Brands Hatch – Day parking and drop off & pick up

Customers are expected to arrive on the main days between the hours of 11:00 – 17:00 and are expected to exit the festival from 21:00. The peak egress time is expected to be from 23:00 - 00:30.

The main stage will close at 23:00 on Saturday and 10:30 on Sunday but the arena will remain open until 00:00 on Saturday and 23:00 on Sunday, this is to stagger the egress of pedestrians after the main stage closes thus minimising the impact on the road network and avoid customer congestion at the pickup area.

Page 31 will outline the expected shuttle requirements over the event with the audience capacities. Column four shows the forecasted number of journeys per half an hour, in and out of the festival, however, there will be additional capacity to handle unpredicted peaks.

There is an expected forecast of 100 – 120 vehicles accessing the site an hour during the main arrival times stated above.

4.4 - Day parking and Drop off & pick up plan



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Brands Hatch holds numerous events over the calendar year and can accommodate large quantity of vehicles on their site. Southbeats vehicle expectancy is 5-10% of what Brands Hatch normally accommodates on their site for large events.

Users of this parking area will be

- Drop off
 - Mums/Dad, Taxis
- Day Parking

Any vehicles that are dropping off festival attendees and are not classed as weekend campers will drop off at Brands Hatch Circuit.

The capacity of the day parking & drop off & pick area can hold up to 1500 vehicles, in previous years the number of vehicles for day parking has not exceeded 500.

Car parking sales will be monitored in advance of the event and if sales approach the capacity additional space will be hired for more cars and increased coaches will be booked to take customers to and from the festival.

Southbeats can gain access to extra parking areas, if required. There will be no parking at the main festival site for day parking, unless the customer holds a blue disabled badge.

Free shuttles will be in service to transport the festival attendees to the designated drop off zone.

There are separate ingress and egress gates. The ingress gate will be on Scratchers Lane.

4.4.1 - Shuttle route to Festival Site



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Brands Hatch is 3.6 miles north of the festival site. Travelling time 6 minutes.

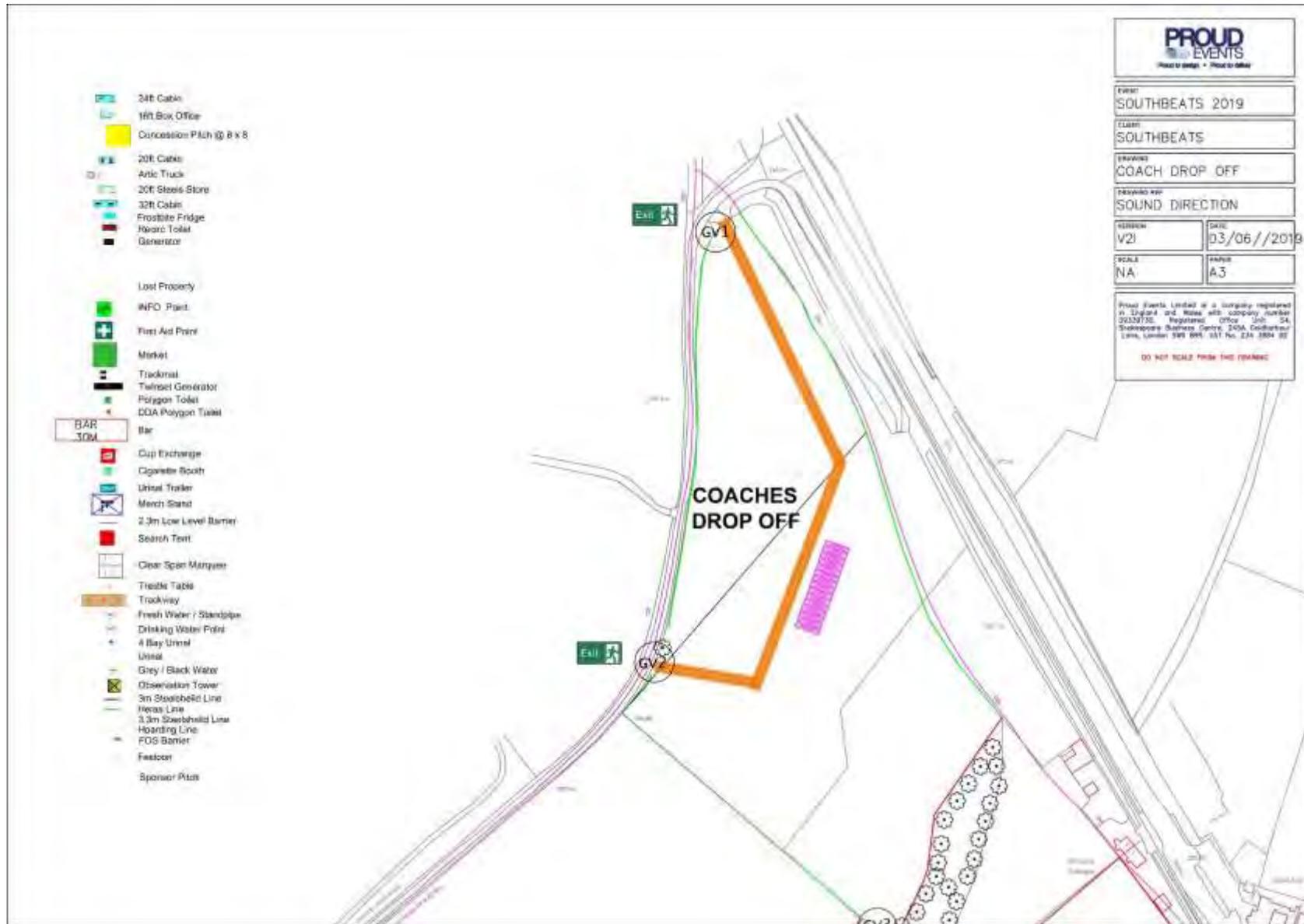
Egress from Brands Hatch to drop off area.

Shuttles will turn left out of the egress gate at Brands Hatch and travel south on the A20, turning right onto Terry's Lodge Road and enter the drop off area via GV1.

Egress from drop off to Brands Hatch

Shuttles will exit via GV2, turn right onto Terry's Lodge, left onto the A20 and travel north on the A20, gaining access to the drop off area from Scratchers Lane.

4.5 - Coaches/Shuttles Drop Off & Pick Up - Festival Site



4.6 - Coaches/Shuttles

Coaches and shuttles only will access the site via GV1 on the above plan. It is expected that 40 coaches via Big Green Coach and at peak 22 shuttles running on a loop, between the site and the local train stations and the site and Brand's Hatch, with an average of 7 shuttles accessing the site per hour on the Saturday and 5 on the Sunday.

All vehicles will access the site via the A20 and turn onto Terry's Lodge Road to gain access to the main parking field. As per the traffic management plan vehicles will arrive in both directions and be controlled by a temporary traffic light system put in place by SEP Events. The field will be signed 'Coach and Shuttle Field' and will have stewards on the temporary traffic lights to guide drivers in through GV1.

All coaches and shuttles will turn right on the temporary trackway immediately as they access the site to stop traffic backing up onto the external road network and will unload/load the bottom of the site. Any coaches that are supplied via Big Green Coach will park up for the day until customer egress at 11:45pm. Shuttles will continue to work on a loop throughout the day and will only stop for breaks within the site

vehicles exiting the site will exit via GV2 and turn right back onto Terry Lodge's road and traffic will be split between onto the A20 via the temporary traffic lights and stewarding staff deployed by SEP Events depending on destination. Coaches to London and shuttles to Swanley station and Brand's Hatch will turn left onto the A20 and coaches to Kent and shuttles to Borough Green will turn right.

4.7 - Weekend Camping Parking

Camping cars are expected to arrive on Friday evening when the campsite opens at 4 pm and will access the site via GV16 which is separate to the coach field. There is an expectation of a maximum of 420 weekend cars arriving for Southbeats Festival 2019.

At festival sites like Southbeats it is generally accepted that an average of 3 people will come per car which allows between 1,200 – 1,300 of Southbeats camping guests to arrive to the festival this mode of transport. It is expected that that other 1,200 camping customers will arrive via train, coach or drop off to the site. Southbeats will also be monitoring the parking ticket sales and inform the customer that all parking must be booked in advance of the festival. In the outcome of more people wanting to book parking spaces onsite, and overflow parking area will be activated at Brands Hatch

The camping field will be controlled by temporary traffic lights installed by SEP and signed 'Camping Car Park' with stewards on hands to direct customers. Cars will turn in via GV16 where their car parking ticket will be scanned, and they will be allowed to park. Cars will be parked in an order so that the first cars are closest to the customer gate into the camping field so guests are always walking away from moving vehicles.

Any customers who do not have a ticket but wish to purchase a ticket will be asked to pull off the temporary trackway and drive into ticket pay lanes where they can purchase a ticket from the sales team, this operation will avoid causing queues onto the main road.

If over 60% of the car parking capacities is sold in advance of the event additional fields will be explored with the estate for backup parking for customers. This will be monitored closely by the Event Organisers during the planning phase of the event.

Any weekend camper that leaves the festival site, will not be permitted re-entry to the site and will go home. This is made clear when tickets are purchased, as an entry condition and when a festival customer wishes to leave. This condition will eliminate vehicle congestion around the surrounding area for any residents. A system can be put into place that marks the customers ticket, showing that they have already site.

4.1 - Exit strategy

The exit phase of an event will often determine the customers' views of the event. Poorly planned exits can leave a lasting bad impression of an event.

SEP will adjust cones close to the exits to anticipate queuing. By doing this, we are prepared to organise vehicles into lanes of exiting traffic and able to give each lane equal amount of movement.

Not being able to leave the site freely can often be a stressful ordeal for the customer. Marshals will always explain the reason for the queuing, whether it is an accident on a route or just sheer volume of vehicles all leaving the site on mass.

Generally, if vehicles have a free flow exit onto good access routes, we are able to exit around 800 vehicles per hour per gate assuming gates are unobstructed. This number decreases if for any reason the route is busy or compromised.

SEP staff will not leave the car park until queues have gone and the static vehicle count is under 10%. Sep will ensure that enough marshals are deployed to assist with traffic exiting the site. They will be responsible for internal and external traffic management During the exit phase all marshals will be on expected merging points within the car parks.

4.2 - Exit Routes

4.2.1 - Day Parking

Day parking will exit Brands Hatch and will be able to turn either left or right onto the A20, directing them either left or towards M25 or Right M20.

4.2.2 - Weekend Camping

Weekend campers will exit Monday morning and be clear of the site by 1pm. When exiting the festival site, they will exit via GV16 and be directed either left to the M25 or Right to the M20, directing them back the way they came.

Temporary traffic lights are situated on London Road to assist vehicles.

Exit maps to be added in later to show the routes.

4.3 - Internal Vehicle Signage Management

Vehicles will be directed with the use of SEP temporary signage. This is a versatile signing system that optimises the number of staffs required. These signs display information regarding different types of parking areas, and which direction people should travel into park there. Picture signs are used to illustrate disabled, coaches/buses and motorbike parking areas. We find that these are easier to follow than reading a large amount of text on information boards.

Traffic cones are used to denote roadways and junction points. This is a highly effective way of controlling vehicles on green field sites.

Cones and Signs used together can confirm a direction for vehicles to take; in some areas this eliminates the use of personnel on junctions, thereby reducing costs to the client.

4.4 - Communications

SEP provide their own independent back to back handheld radios with their own designated frequency. SEP's manager will use this system to communicate with the car park supervisors. This enables real time information to be communicated between areas/zones. SEP will have a dedicated member of staff within the Event Control.

4.5 - Emergency Vehicle Access

Any emergency vehicle wishing to enter the car park will be given priority of right of way. Whenever possible, SEP will clear the path for any service vehicle.

4.6 - Shuttle Services

Due to the high numbers of customers expected to use the South East Rail Network, festival shuttles will be applied for the SER. This will accommodate customers arriving and leaving the festival late at night. The existing train network in place can accommodate travel back to Kent and London stations up to the times below.

Destination	Station	Last Train
London – Saturday	Swanley	23:59
Kent – Saturday	Borough Green & Wrotham	01:08
London – Sunday	Swanley	00:16
Kent – Sunday	Borough Green & Wrotham	00:07

It is forecasted that 90% of customers on the Saturday and 80% of customers on the Sunday, who arrived by national rail services, will manage to catch trains on the existing services. For the remaining percentage of customers, we are proposing to bid for additional services up to 01:00 from both Borough Green & Wrotham and Swanley stations to get customers back to areas in Kent and London from where they travelled. We have started engagement with South Eastern rail who are we are working with on our assumptions 11 including expected numbers and timings, who will place the bid for additional services by the end of May to National Rail.

If a festival guest misses their last train, there will be a final drop off to a larger city – Kent and South East London for their final journey, where the public transport infrastructure is better to get the customers home.

There are 22 shuttles booked for the Saturday, giving Southbeats the capacity to accommodate 1980 customers. Sunday has the capacity to accommodate 1440 people, which gives Southbeats 16 shuttles.

For the safety of the customers, traffic management, security, stewarding and medical will not stand down until all customers have left site safely. The projected time for site clearance is 01:00, this is either by car, train or shuttle service.

4.6.1 - Shuttle Times

Saturday			No. of	No. of
Time		Ingress/Egress	Customers	Journeys
11:00		Ingress	350	3.89
11:30		Ingress	350	3.89
12:00		Ingress	350	3.89
12:30		Ingress	350	3.89
13:00		Ingress	350	3.89
13:30		Ingress	350	3.89
14:00		Ingress	350	3.89
14:30		Ingress	350	3.89
15:00		Ingress	350	3.89
15:30		Ingress	350	3.89
16:00		Ingress	350	3.89
16:30		Ingress	350	3.89
17:00		Ingress	350	3.89
17:30		Ingress	350	3.89
18:00		Ingress	350	3.89
18:30		Ingress	350	3.89

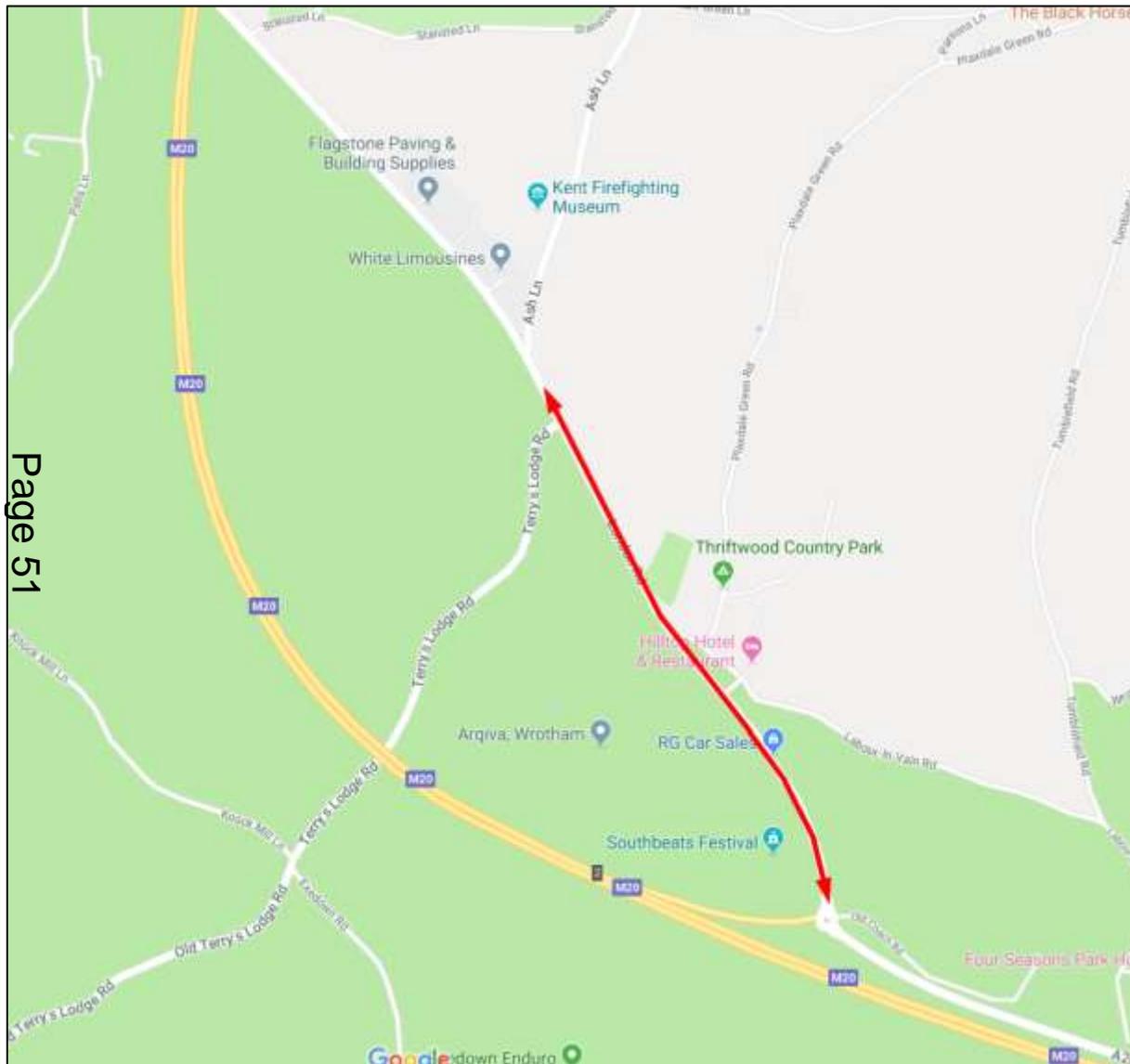
19:00	Egress	0	0.00
		0	0.00
19:30	Egress	0	0.00
		0	0.00
20:00	Egress	0	0.00
		0	0.00
20:30	Egress	0	0.00
		0	0.00
21:00	Egress	175	1.94
		100	1.11
21:30	Egress	175	1.94
		100	1.11
22:00	Egress	175	1.94
		100	1.11
22:30	Egress	175	1.94
		100	1.11
23:00	Egress	1400	15.56
		800	8.89
23:30	Egress	700	7.78
		400	4.44
00:00	Egress	700	7.78
		400	4.44

Sunday			No. of	No. of
Time		Ingress/Egress	Customers	Journeys
11:00		Ingress	225	2.50
11:30		Ingress	225	2.50
12:00		Ingress	225	2.50
12:30		Ingress	225	2.50
13:00		Ingress	225	2.50
13:30		Ingress	225	2.50
14:00		Ingress	225	2.50
14:30		Ingress	225	2.50
15:00		Ingress	225	2.50
15:30		Ingress	225	2.50
16:00		Ingress	225	2.50
16:30		Ingress	225	2.50
17:00		Ingress	225	2.50
17:30		Ingress	225	2.50
18:00		Ingress	225	2.50
18:30		Ingress	225	2.50

19:00	Egress	0	0.00
		0	0.00
19:30	Egress	0	0.00
		0	0.00
20:00	Egress	0	0.00
		0	0.00
20:30	Egress	0	0.00
		0	0.00
21:00	Egress	125	1.39
		50	0.56
21:30	Egress	125	1.39
		50	0.56
22:00	Egress	125	1.39
		50	0.56
22:30	Egress	125	1.39
		50	0.56
23:00	Egress	1000	11.11
		400	4.44
23:30	Egress	500	5.56
		200	2.22
00:00	Egress	500	5.56
		200	2.22

SECTION 5 - Traffic Management & TTRO's

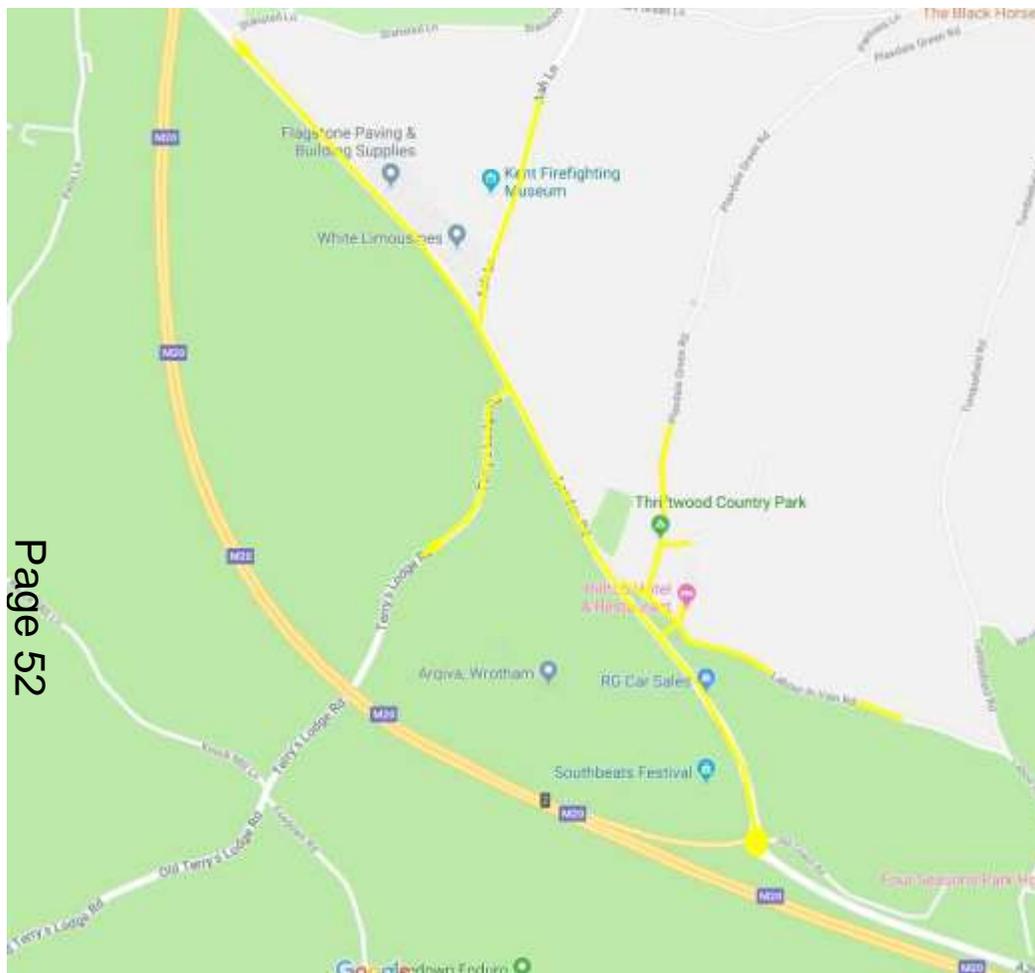
5.1 - Proposed 30mph Speed Restriction



Proposed 30mph speed restriction – To start south of Ash Lane where the current National speed limit starts to the roundabout as shown, dates & timings TBC

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5.2 - Proposed Clearway Zone



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Proposed Clearway: Dates and timings TBC

1. London Road, from Stansted Lane to Roundabout – a distance of 2.5km
2. Ash Lane for a distance of 400m
3. Terry's Lodge Road for a distance of 500m
4. Labour in Vain Road for a distance of 400m
5. Plaxdale Green Road for a distance of 300m

There will be a resident parking system in place, so that the residents are still able to park without problems.

This could be monitored, and access gained by letter of address E.G. Utility bill as proof of address.

If this system was to be used, then road closures would need to be applied for and extra staff would be required to man the road closures. Also ensuring that we do not stop any traffic along London Road A20 as this could cause extra delays for through traffic and cause possible delays.

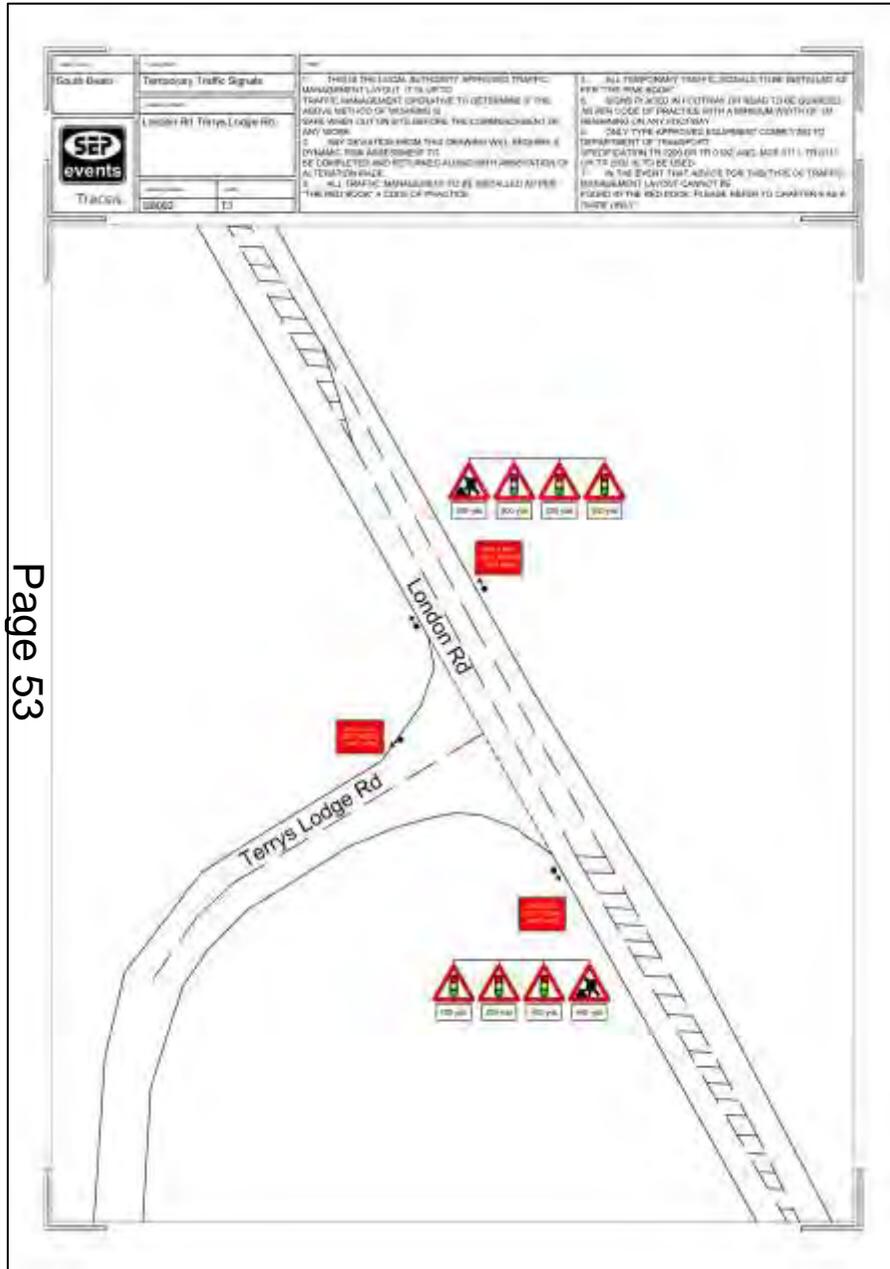
The proposed clearway order will also include no loading, this is to potentially stop any taxi's from stopping on the A20 and unloading their customers closer to the festival site.

Tri-style no waiting cones will be deployed at minimum interval spacing of 9 metres, where appropriate this may increase to every 4.5 metres to ensure coverage of high-risk areas.

If any vehicles park obstructing access points, only the police can authorise the removal of the vehicles.

Plans for removal of vehicles – ?

5.3 - London Road/Terry's Lodge Road junction TM



These lights will only be used as required to assist any vehicle that wishes to make a right turn out of Day Parking/Drop off/Shuttle Service.

5.4 - London Road/Production Entrance TM



These lights will only be used as required from the Festival Site

5.5 - Proposed Traffic Management Scheme

M20/A20 Roundabout

There will be no traffic management situated at the roundabout. This is due to using Brands Hatch as the designated day parking and drop off & pick up area, the M20/A20 roundabout will have minimum disruption against it. All day parking and drop of & pick up vehicles travelling along the A20 from the M20 will now be directed passed the festival site and 3.6 miles up the road to the designated drop off/parking area.

5.6 - Additional areas of concern

The villages of Wrotham and Stansted will need some form of enforcement to stop vehicles being potentially abandoned over the weekend period, further discussions will be made with the local authority to find the most suitable deterrent.

SECTION 6 - Proposed staffing resources V1

Southbeats September 2019		Fri 20 Sep	Sat 21 Sep	Sun 22 Sep	Mon 23 Sep
PUDO	1:00pm-10:00pm	9:00am-2:00am	9:00am-2:00am		
	3 C 13:00-22:00	3 C 9:00-2:00	3 C 9:00-2:00		
	1 S 13:00-22:00	1 S 9:00-2:00	1 S 9:00-2:00		
Day Visitor Car Park		9:00am-2:00am	9:00am-2:00am		
		5 C 9:00-2:00	5 C 9:00-2:00		
		1 S 9:00-2:00	1 S 9:00-2:00		
Camping & Parking	1:00pm-10:00pm	8:00am-10:00pm	8:00am-10:00pm		
	5 C 13:00-22:00	3 C 8:00-22:00	3 C 8:00-22:00		
	1 S 13:00-22:00	1 S 8:00-22:00	1 S 8:00-22:00		
Coach area	1:00pm-10:00pm	9:00am-2:00am	9:00am-2:00am		
	2 C 13:00-22:00	2 C 9:00-2:00	2 C 9:00-2:00		
	1 S 13:00-22:00	1 S 9:00-2:00	1 S 9:00-2:00		
TM	1:00pm-10:00pm	9:00am-2:00am	9:00am-2:00am	7:00am-12:00pm	
	2 C 13:00-22:00	2 C 9:00-2:00	2 C 9:00-2:00	2 C 7:00-12:00	
	3 S 13:00-22:00	3 S 9:00-2:00	3 S 9:00-2:00	3 S 7:00-12:00	
Manager	1:00pm-10:00pm	8:00am-2:00am	8:00am-2:00am		
	1 S 13:00-22:00	1 S 8:00-2:00	1 S 8:00-2:00		

S = Management/Supervision/Traffic Management Operative

C = Parking Staff

SECTION 7 - Communications

The most crucial part of any successful traffic management plan is communication. Without clearly defined lines of communication it is always impossible for the many agencies involved to be fully aware of the overall situation.

SEP have their own internal radio communications system which is regularly utilised at events. This allows the company's internal Management to communicate what is happening inside the event directly to the traffic management outside the event, and vice versa. This allows for a good overview for the event.

SEP also communicates directly with Event Control via our own event control radio system. Event Control forms the central hub of communications for any event. It provides a central point where all the agencies involved can communicate with each other. This is essential to avoid a long list of phone numbers that may well not work at a large event (especially mobile numbers). A dedicated landline number should be published in advance to all relevant agencies so that each one is aware of who they should call in the first instance.

Event Control normally then assesses the situation and feeds the information back to the relevant agency or agencies.

It is also equally important to keep clear lines of communication with both visitors to the event and members of the public not attending the event but affected by it. Residents and commuters in the locality should be informed, both through media press and leafleting, where necessary, of when the event is, the traffic management measures, and their potential impact upon them.

Further to these measures will be the utilisation of advanced warning signs in the immediate locality to warn of both road closures and congestion. Again, these measures will allow motorists to make informed choices throughout the event, and hopefully avoid the area wherever possible, minimising congestion.

SEP will also have a dedicated Control Room Manager situated inside JEC, to liaise with the Festival Team, Police, Local Council, Medical etc and answer any traffic related questions that may arise. If required SEP can also have a dedicated contact telephone number for the residents, to answer any questions or assist with any issues that may arise.

The SEP Control Room Manager will have a laptop and will monitor the road network using three different traffic programmes, these are, Waze, Google Maps and TomTom Live Traffic. Each programme can inform SEP of any traffic queues that may be building up around the festival site and the local network.

Along with using the internet programmes for traffic jams, SEP may also get access to motorway cameras and may be able to monitor traffic on the slipways/motorway.

SECTION 8 - Signing

SIGN SHEDULE TO BE UPDATED TO REFLECT NEW AREA OF PARKING AT BRANDS HATCH

In accordance with The Event Safety Guide (The Purple Guide) the signing schedule is critical to the success of the event. The signing of the primary routes will be essential to provide clear and concise directions to visitors.

It is particularly important to this event as visitors will not be following the normal routes into the site. In order to maximise the flows of traffic, whilst minimising the impact on the local community, traffic will, wherever possible be directed on the strategic trunk road network.

All signs will be manufactured in accordance to Chapter Eight guidelines. They will be manufactured in either aluminium or Zintec plate, class II reflectivity, or class I where stipulated. Vinyl will be black on yellow, with a minimum x-height of 75mm.

Signs will be erected in accordance with the New Roads and Street Works Act 1991. Qualified operatives from the signage contractor will place out the signs on the dates stipulated earlier in this report. Wherever possible signs will be pole-mounted, otherwise they will be freestanding in angle-iron frame or quick fit frame. Sandbags will be used where appropriate to prevent any sign movement. Regular checks will also be conducted on all signs both leading up to, and during the event. Signs will be checked every 24 hours in the lead up to the event and then at regular intervals during the operational Show times.

All signs will be removed or collected within 48 hours of the end of the event. Full details of the signing proposals can be found in the signing schedule which is included in Appendix A of this report. The signing schedule and maps show the exact specifications, legends and locations for all signs.



Tracsis

Southbeats

Location: St Clere Estate TN15 7NS

Event Date(s): 21st - 22nd Sept

AW Date: W/C 9th Sept

Install Date: W/C 16th Sept

Removal Date: 23rd Sept

Information:

Address: High Moor Yard
 High Moor Road
 Boroughbridge
 North Yorkshire
 YO51 9DZ

Tel: 01423 326622

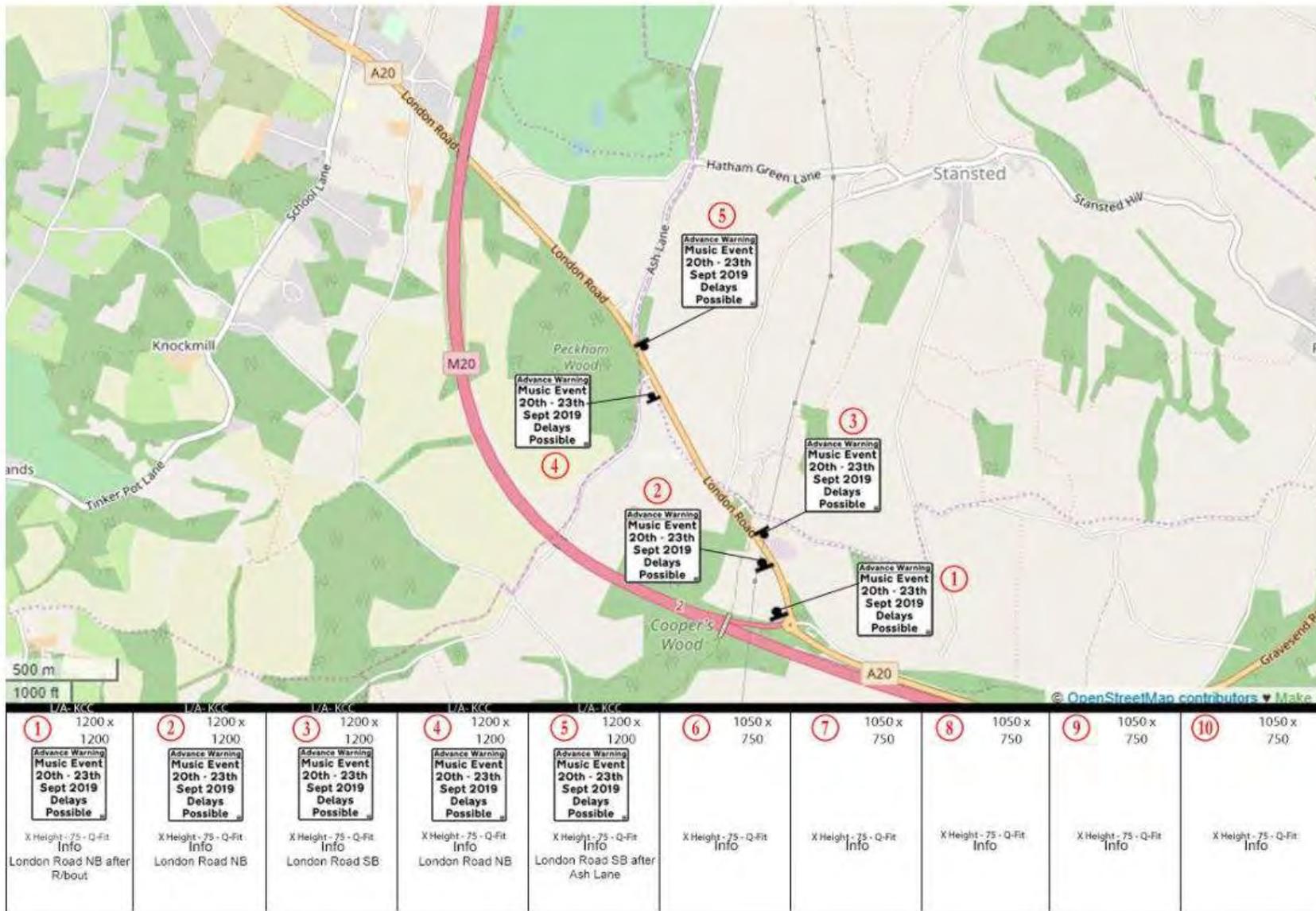
Email: info@sepevents.co.uk

Designed By: TH

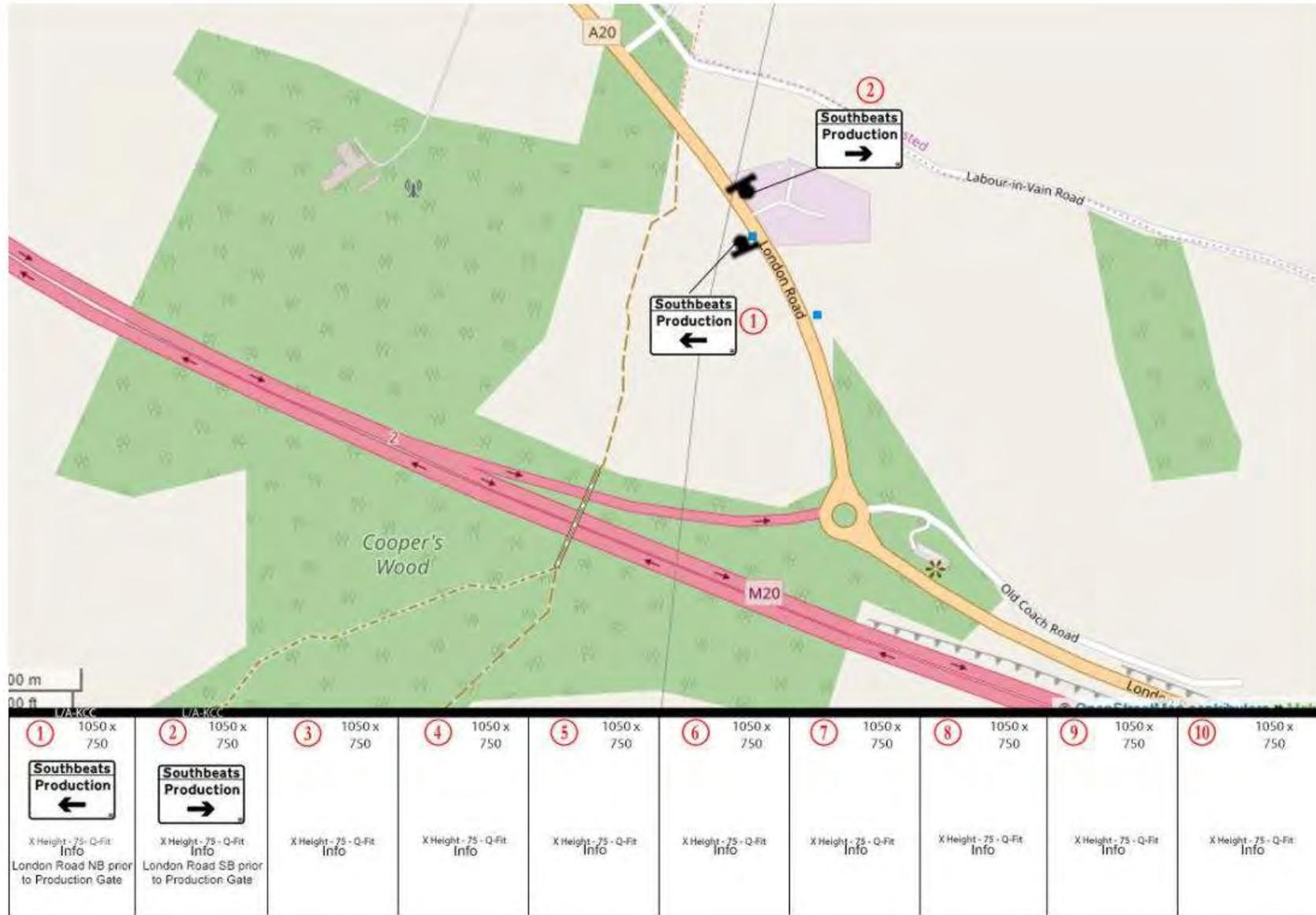
Total Sign Quantity: 43

1050 x 450 Yellow: 1
 1050 x 750 Yellow: 18
 1200 x 1200 Yellow: 14
 1500 x 1500 Yellow: 0
 1800x 1200 Yellow: 10
 1800x 1800 Yellow: 0
 2400 x 1200 Yellow: 0
 400 x 400 White: 0
 600 x 600 White: 0
 1050 x 450 White: 0
 1050x 750 White: 0
 750 x 1050 White (P): 0
 1200 x 1200 White 0

All signs will be manufactured in accordance to Chapter Eight (2009) Second Edition guidelines. They will be manufactured in either aluminium, Dibond or Zintec plate, class II reflectivity, or class I where stipulated. Vinyl will be black on yellow, with a minimum x-height of 75mm.



Map 1

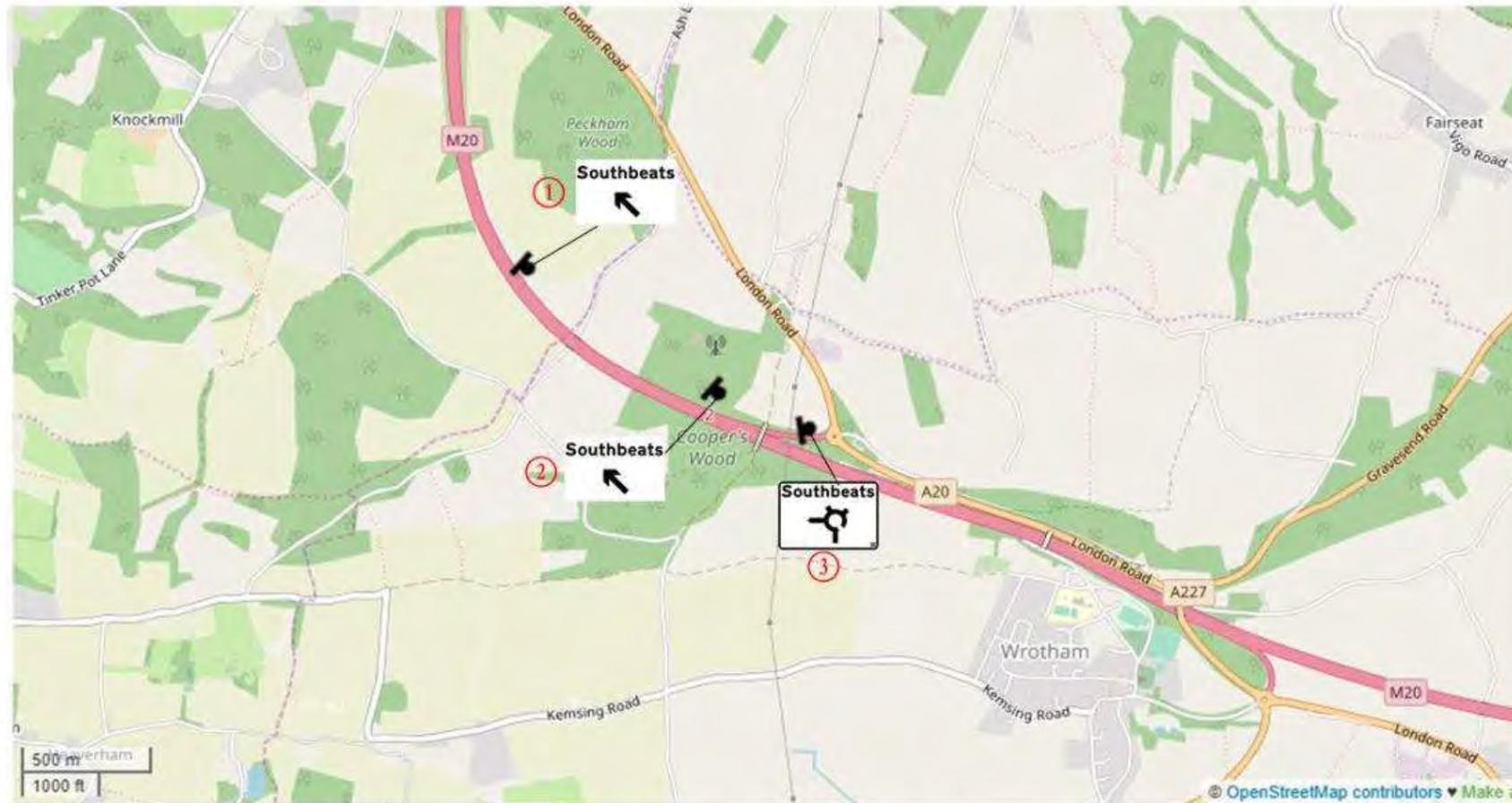


Map 2

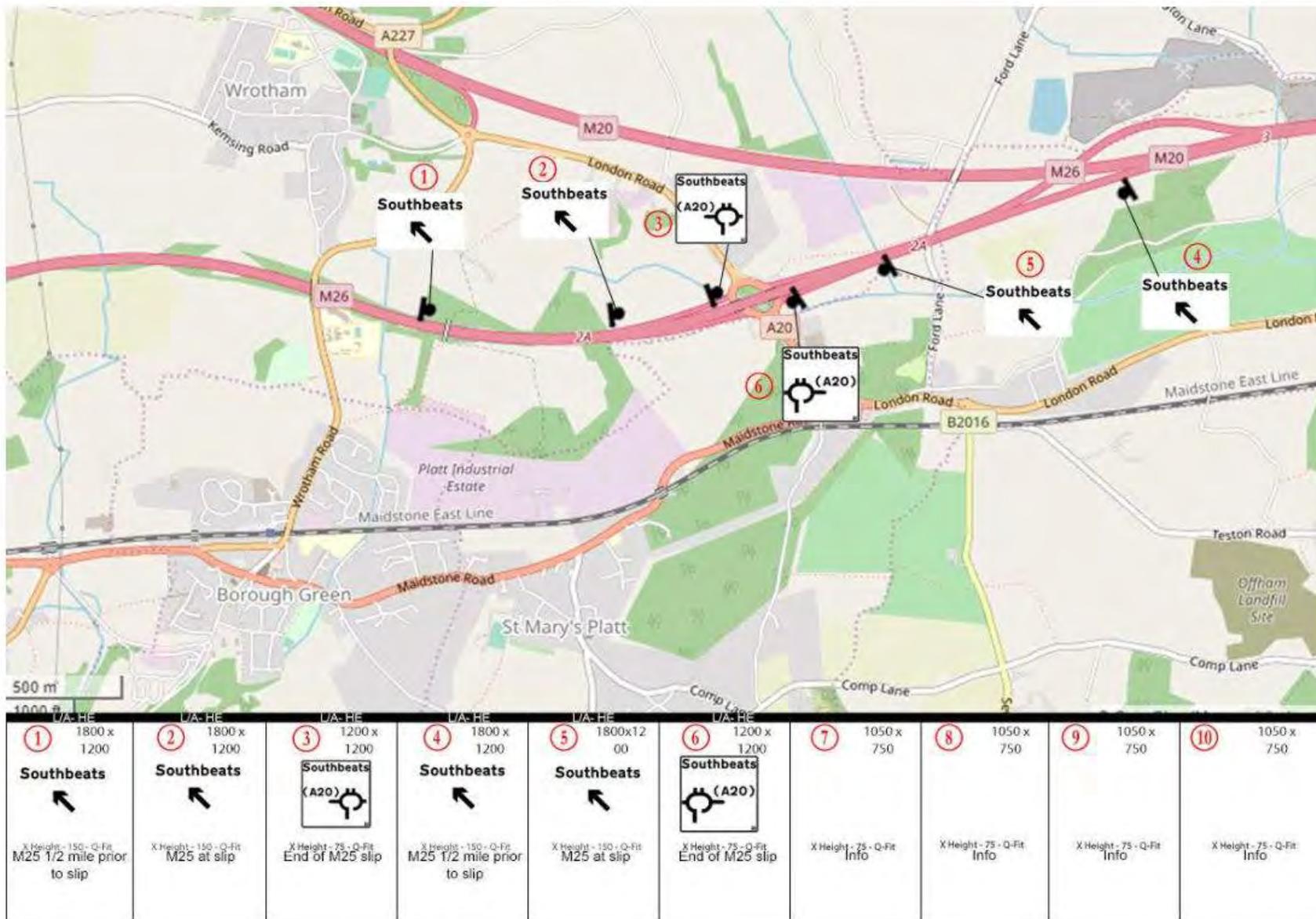


1	2	3	4	5	6	7	8	9	10
H/E-KCC 1800 x 1200	H/E-KCC 1800 x 1200	H/E-KCC 1200 x 1200	H/E-KCC 1800 x 1200	H/E-KCC 1800 x 1200	H/E-KCC 1200 x 1200	H/E-KCC 1050 x 450	H/E-KCC 1050 x 750	H/E-KCC 1050 x 750	H/E-KCC 1050 x 750
Southbeats ↖	Southbeats ↖	Southbeats (A20) ⚙	Southbeats ↖	Southbeats ↖	Southbeats (A20) ⚙	Southbeats ↖			
X Height - 150 - Q-Fit Info M25 SB	X Height - 150 - Q-Fit Info M25 SB prior to Slip Road	X Height - 150 - Q-Fit Info M25 prior to R/bout	X Height - 150 - Q-Fit Info A20 EB	X Height - 150 - Q-Fit Info A20 EB prior to Slip Road	X Height - 150 - Q-Fit Info A20 Slip Road prior to R/bout	X Height - 150 - Q-Fit Info Just off R/bout onto London Road	X Height - 75 - Q-Fit Info	X Height - 75 - Q-Fit Info	X Height - 75 - Q-Fit Info

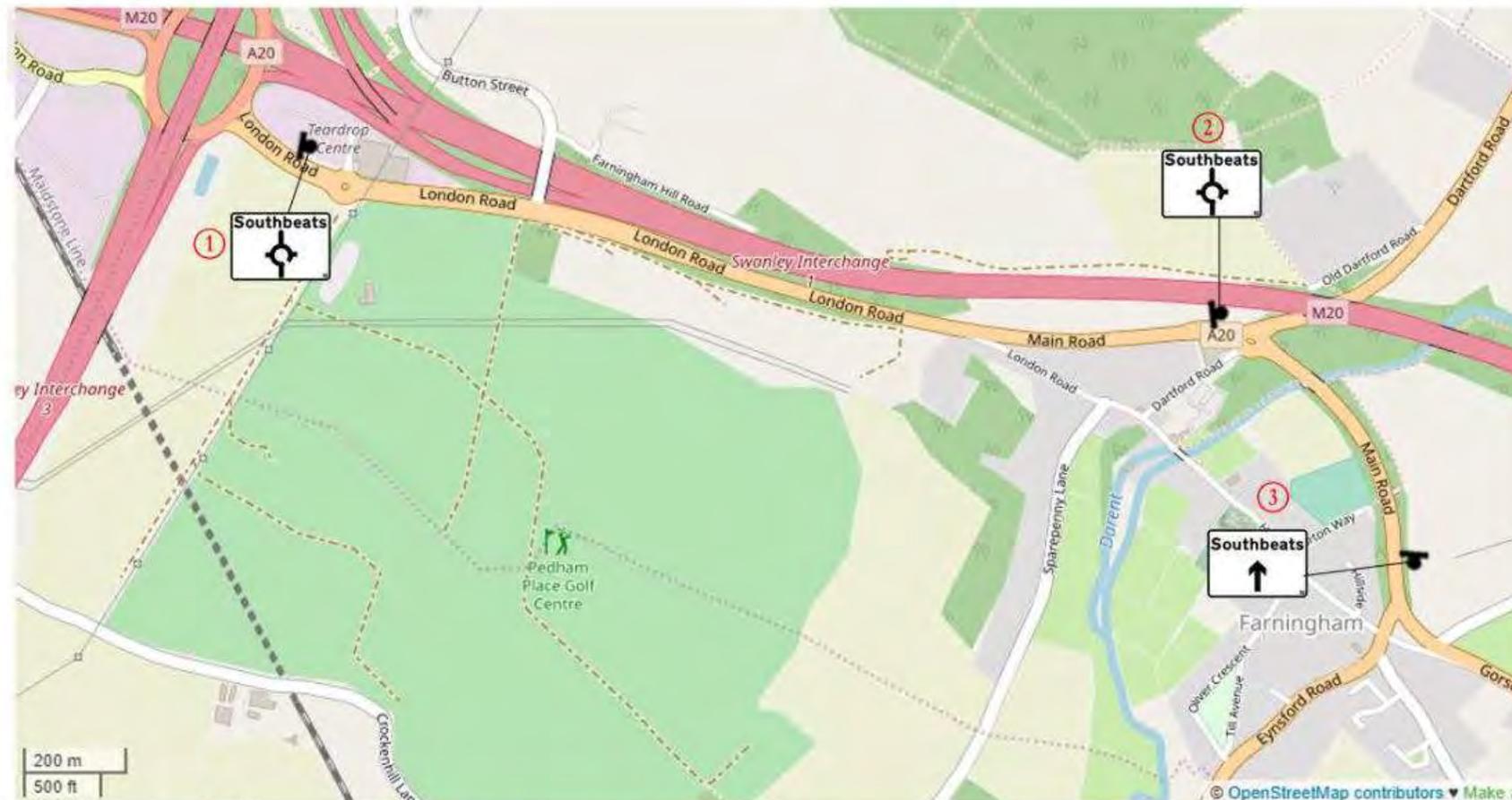
Map 3



1	2	3	4	5	6	7	8	9	10
H/E-KCC 1800 x 1200	H/E-KCC 1800 x 1200	H/E-KCC 1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750
Southbeats ↖	Southbeats ↖	Southbeats ↖							
X Height - 150 - Q-Fit Info M20 SB	X Height - 150 - Q-Fit Info M20 SB prior to Slip Road	X Height - 150 - Q-Fit Info M20 Slip Road prior to R/bout onto London Road	X Height - 75 - Q-Fit Info						



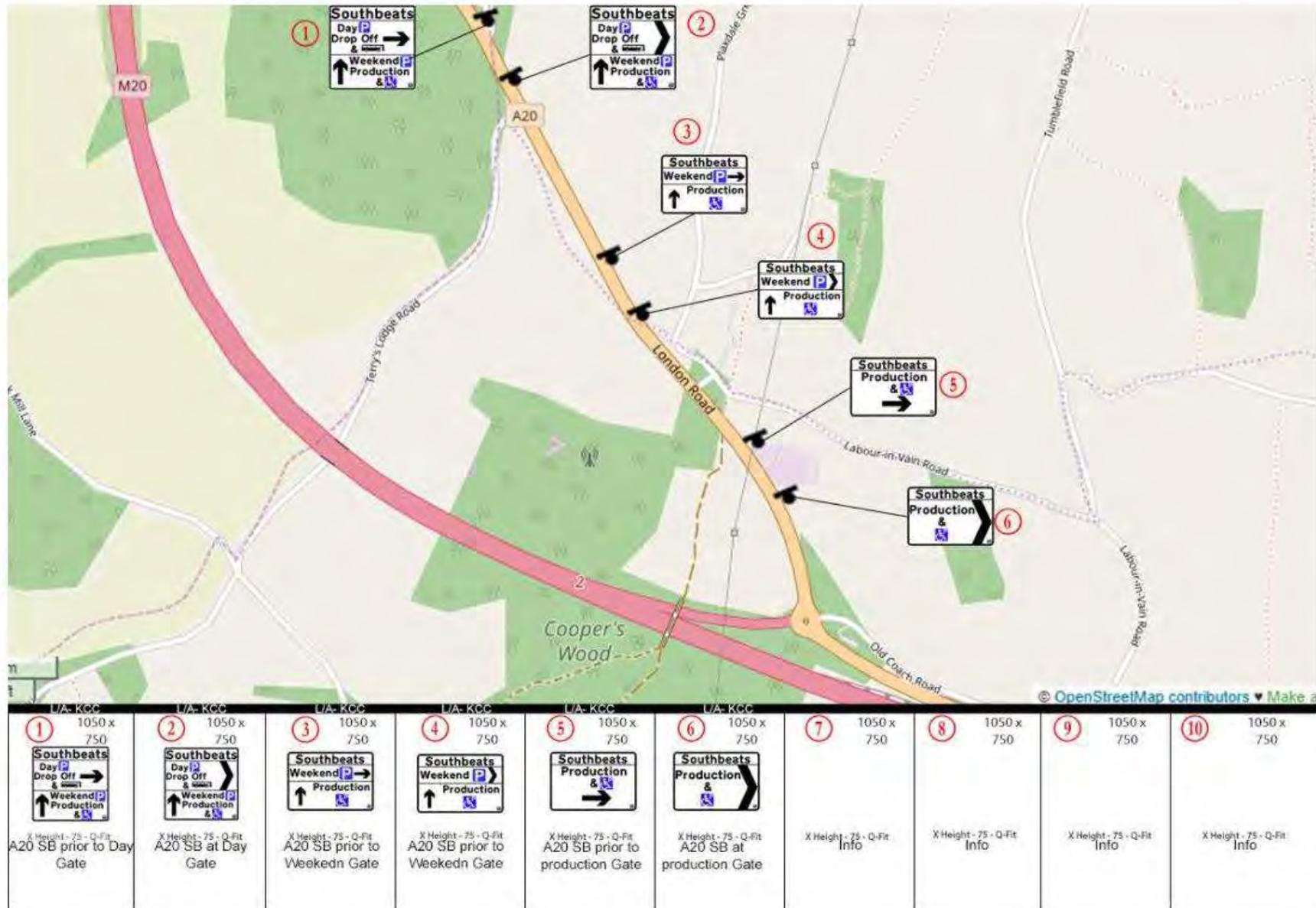
Map 5

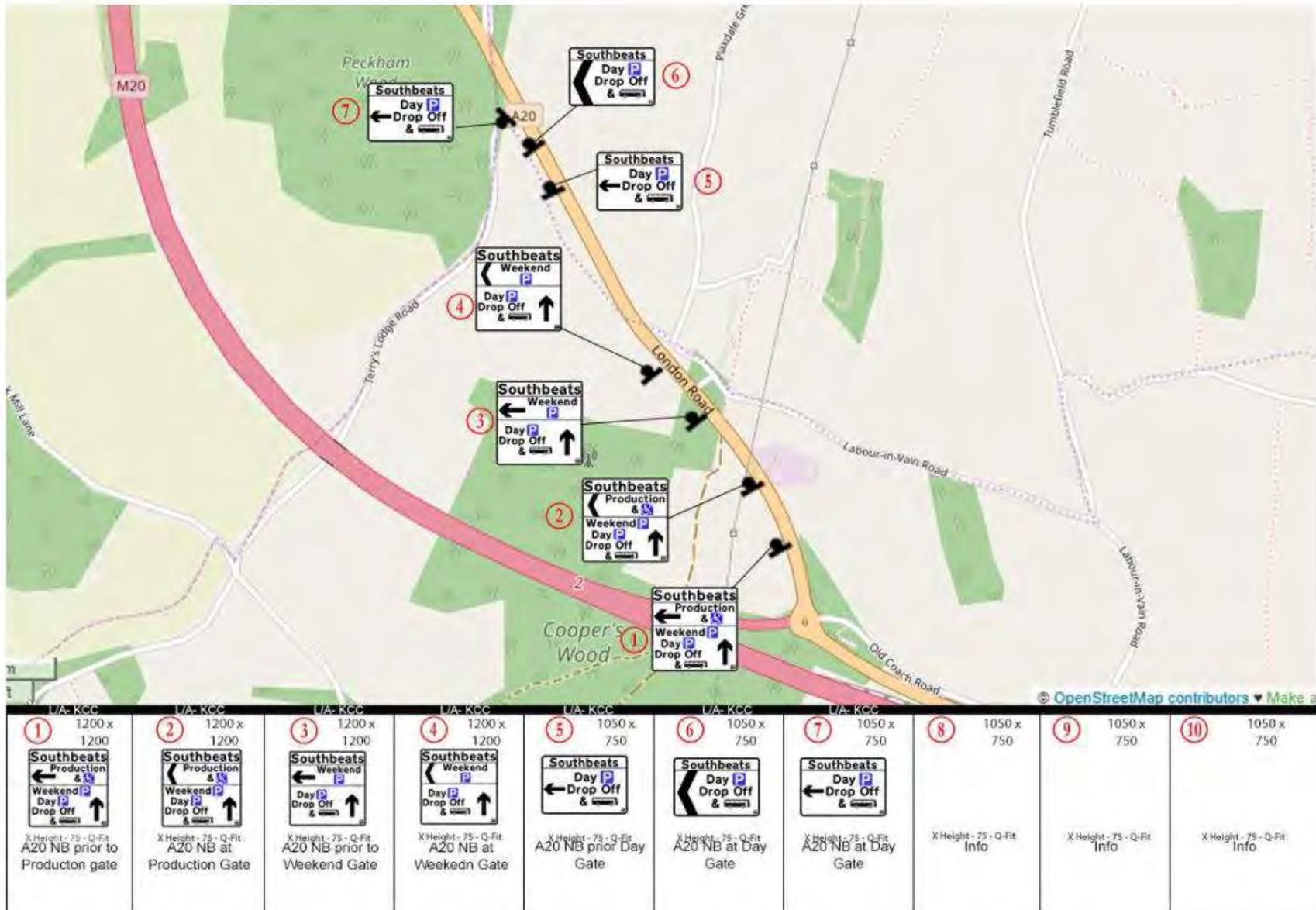


1	2	3	4	5	6	7	8	9	10
L/A- KCC	L/A- KCC	L/A- KCC							
1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750
X Height - 75 - Q-Fit A20 EB prior to r/bout	X Height - 75 - Q-Fit A20 EB prior to r/bout with Darford Rd	X Height - 75 - Q-Fit Main Rd SB prior to jct with Gorse Rd	X Height - 75 - Q-Fit Info						



1	2	3	4	5	6	7	8	9	10
L/A- KCC 1050 x 750	L/A- KCC 1050 x 750	L/A- KCC 1050 x 750	L/A- KCC 1050 x 750	L/A- KCC 1050 x 750	L/A- KCC 1050 x 750	L/A- KCC 1050 x 750	L/A- KCC 1050 x 750	L/A- KCC 1050 x 750	L/A- KCC 1050 x 750
X Height - 75 - Q-Fit A20 WB prior to r/bout	X Height - 75 - Q-Fit A20 WB prior to r/bout	X Height - 75 - Q-Fit A20 WB prior to r/bout A227	X Height - 75 - Q-Fit A227 SB prior to r/bout	X Height - 75 - Q-Fit A20 WB prior to r/bout	X Height - 75 - Q-Fit Info				





Exit routes to be added in

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SECTION 9 - Appendix

Page 70



ST. CLERE

Kemsing, Sevenoaks, Kent, TN15 6NL
Tel: 01732 761309
www.stclere.co.uk

03 June 2019

Dear Committee Members

I am writing to ask you to grant the license for the Southbeats Music Festival.

I hope the committee is aware of St Clere's impact on the local economy and landscape. As well as employing full and part time staff from the local area, the dynamic enterprises at St Clere support a huge number of local businesses. Evidence of this can be supplied to the committee if this would be helpful. Across St Clere Estate every decision is taken based on what will be best over the next 100 years. Current 100-year-view projects include entering the Higher Level Environmental Scheme with Natural England and undertaking a Woodland Management Plan with the Forestry Commission. We have planted 40,000 new trees/hedging plants in the past ten years which will create an extraordinary landscape for this part of the world for generations to come as well as the environmental benefits we all know are so desperately needed. This kind of work that we are committed to doing is costly and takes place against a backdrop of a failure of farming across the country. It is increasingly difficult to make profits from farmland or woodland and the government has concluded that it is essential for landowners to diversify in order to keep the rural economy healthy. Certainly diversification is the only option if we want the St Clere Estate to continue having a positive impact on the local economy through these challenging times.

It is clear that most of us who live in the countryside would prefer the peace and beauty of farming (ideally pastoral) to the alternatives. Unfortunately pastoral farming is no longer an option. Our land use will change, or the rural economy will fail. For our rural economy to flourish; parish, district and county councils will have to actively support diversification. There will always be people who do not want events to happen in their backyard, and if they are allowed to influence decisions without good reason the local economy and our shared landscape will suffer.

At St Clere we are approached regularly by organisations wanting to use land for events and festivals. Although we start from the point that it is a good thing for the economy of our local community to share our beautiful countryside, we have a strict sieve process as we understand that we need to build up the trust of our neighbours.

Southbeats is the first major festival we have agreed terms with, and this is largely because Proud Events is well known at delivering the highest quality events. We investigated any difficulties from the previous Southbeats Festivals which took place before Proud Events came on board, and assured ourselves that these issues would not reoccur. We were persuaded by three main factors; by the new input of the experienced management team at Proud Events, by the more appropriate road network and access around the proposed site, and by the increase of the age limit to 18 from 16.

Wings of the Morning Field has been used in previous years to host car boot fairs and the Wrotham Steam Rally. Neighbours complained that the 15 car boot fairs per year caused disruption on a too

regular basis and we have therefore temporarily stopped them in order to pursue options that cut down on the regularity of disruption. In order to make up the shortfall in income, we have proposed two weekend events (this year; Spartan and Southbeats), plus the community Steam Rally. Neighbours who directly adjoin the site and therefore are likely to experience the bulk of the disruption caused by these larger events have been offered alternative accommodation for the duration of the Southbeats Festival.

Whilst I understand some of our neighbours have concerns about Southbeats, we have never had such a positive response to anything we have done on the Estate from other neighbours. The message that is coming through loud and clear is that the 18-25 year olds locally are incredibly excited that a nationally recognised event may be happening in their area, and that their parents are also very supportive. The majority of our neighbours understand it is a good thing to allow people to have fun in a controlled environment, they understand the benefits such an event bring to the local economy, and they also appreciate the importance of event income to allow the Estate to continue our 100-year-view projects.

There are rightly strict criteria that any event of this scale must satisfy. On behalf of St Clere, I ask that any decision be taken on the basis of the legal criteria rather than political pressure applied by the strong opinions of the minority. The Wings of the Morning field is the perfect site for a larger event, with safe access, very few direct neighbours, and an excellent free flowing road network to use directly from the site. If this site is not considered suitable for a large scale event, it would send the message that the district is closed for business to such events. The income which will be generated by this festival is vital for us to be able to continue with our environmental projects, and for the economic health of the estate and the wider community.

Yours,

Eliza Ecclestone
Managing Trustee

|| May 2019 || Version 1.1||

Technical Note:

SouthBeats Festival 2019

Prepared by:

Joynes Nash

Client Proud Events

Date: 30th May 2019

Author: Simon Joynes

Status: Final

Version: 1.1

Signature:

DISCLAIMER

The preparation of this report by Joynes Nash has been undertaken within the terms of the brief and the terms of the contract, using reasonable skill and care and taking account of the resources devoted to it by agreement with the client. We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above. This report is confidential to the client and we accept no responsibility of any nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

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.

www.joynes-nash.co.uk

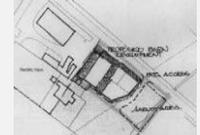
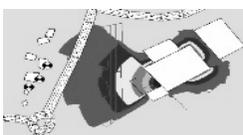
Simon Joynes
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pete@joynes-nash.co.uk

Office
4 New Road, Clifton,
Bedfordshire, SG17 5JH

Company Number:
9422341

VAT Registration No:
204 752234



I write with respect to the representations raised by the EHO's regarding the above event and look to not only address these, but to clarify my client's position with a view to the agreement of suitable conditions. I'd firstly stress that there appears to be two main issues which need to be addressed.

Event Timings

The event timings remain subject to discussion albeit at this time my client has looked to make concessions to the original proposal, whilst providing for a safe and secure event. In fact, documentation prepared by Proud Events and accepted by the regulatory authorities acknowledges that there needs to be a managed egress and provision of some form of entertainment within the campsite area to prevent public disturbance. I'd stress that this is outside the scope of simply noise disturbance but looking at the event as a whole and taking on board discussions with relevant parties.

In fact, it is proposed that this is provided for as is typical of many festivals by a phased stage closure and provision of an ambience within the campsite to encourage a gradual dispersal. This is through a combination of refreshment, food and ambient music beyond the operating hours of the main arena.

The revised operating schedule is therefore:

FRIDAY	Main Arena	No Activity
	Campsite	Arrival from 3pm with ambient music until 02.00hrs
SATURDAY	Main Arena	Main Stage Closure 23.00hrs Managed closure of remaining two stages until 00.00hrs
	Campsite	Provision of ambient music operating until 02.00hrs within a marquee type structure to supplement other activities and provision of refreshments.
SUNDAY	Main Arena	Main Stage Closure 10.30hrs Managed Closure of remaining two stages until 23.00hrs
	Campsite	Provision of ambient music operating until 01.00hrs within a marquee type structure to supplement other activities and provision of refreshments.

With regards to the campsite the intention is to not only slow egress from the main arena but also to provide some form of light entertainment including ambient music in a big top structure. This is not atypical of other festivals and the aim is to allow for greater control of the audience, by encouraging them to participate in refreshment and entertainment in a defined area, where all such provision can be controlled and managed. It is not simply about the music, but rather the whole experience and the dressing of the venue will also be key to achieving this.

This is in direct contrast to a situation where the festival goers simply return to the campsite and make arrangements for their own entertainment, whether that be through personal music systems, shouting and other forms of disorder, all of which are more difficult to control and from experience are likely to lead to greater community disturbance. It should also be noted that personal music systems will not be allowed into the festival and will be communicated to all ticket holders pre-event.

Permitted Noise Levels

MAIN ARENA NOISE

The officers in both instances have requested that the music noise level from the event shall not exceed $65\text{dB}_{\text{LAeq},15\text{min}}$, a figure which has typically been used throughout the UK based on the Guidance stipulated in the Code of Practice for Noise from Concerts 1995. That said and as stated in the Noise Management Strategy the Code of Practice has been formally withdrawn and indeed it predates the Licensing Act and does not consider the deregulation that it brought about.

Indeed, within last few years whilst the overall approach detailed in the Code has remained relevant there has been a departure across the UK with regards to the number of permitted days and an increase in permitted levels. Likewise, there had been wide ranging criticism of the Code for many years, and its use was issued by way of caution by the Chartered Institute of Environmental Health prior to its withdrawal.

Deviation away from the permitted levels was also supported by DEFRA research in the form of NANR 292 which looked at attitudes of communities to festivals and to a large extent supported the increase from levels from 65dB to 75dB. We in fact have justified and provided examples of other locations where this has been achieved and indeed believe that it is relevant to this location and justifiable given the existing noise climate is dominated by traffic noise from the M20 motorway.

To be more specific as a company we operate a significant number of festivals along with other industry leaders up to a level of 75dB. Relevant examples are as follows:

Tramlines, Sheffield	$75\text{dB}_{\text{LAeq},15\text{min}}$
Croxteth Hall, Liverpool	$75\text{dB}_{\text{LAeq},15\text{min}}$
Higginson Park, Marlow	$75\text{dB}_{\text{LAeq},15\text{min}}$
Olympic Park, London	$75\text{dB}_{\text{LAeq},15\text{min}}$
Grovesnor Square, London	$75\text{dB}_{\text{LAeq},15\text{min}}$

With regard to the proposal in the noise management plan you will also note that we propose a target of $65\text{dB}_{\text{LAeq},15\text{min}}$, but with an upper limit of $70\text{dB}_{\text{LAeq},15\text{min}}$. In fact, it is not our intention to use the upper limit and you will note from the calculations (an approach which are conservative based on years of application) that we should operate at or around the target value. In fact, the only reason we propose the 70dB upper limit is that this is the first year of the event in this location, there are always inherent risks with any

calculations and it is in fact of us wishing to proceed in a precautionary manner which prevents both us and the Local Authority been in a position, should there may be a minor exceedance of the target being in breach of a license for which my client is may be considered to be committing an offence. Likewise, the Local Authority officers may be placed in a difficult situation where a minor breach may occur. I stress that this is a trial year, from which data will be obtained to justify limits in future years and as stated in the Noise Management Plan we look to work with the regulatory authorities to deliver this event.

In terms of the proposed 70dB upper limit I also stress that this is below the 75dB limit which is used across the UK at similar events. Deviation away from the permitted levels was also supported by DEFRA research in the form of NANR 292 which looked at attitudes of communities to festivals and to a large extent supported the increase from levels from 65dB to 75dB.

CAMPSITE NOISE

With regards to the operation of the campsite the EHO has suggested a limit of 45dB(A) and indeed we feel that this is both justifiable and typical of limits applied elsewhere across the United Kingdom. Such activities will take place until 02.00hrs from 15.00hrs Friday, 00.00hrs Saturday and 23.00hrs Sunday.

Specific examples where such limits apply include:

Y NOT Festival, Derbyshire	Limit of 45dBLAeq,15min
South Central Festival, Portsmouth	Limit of 56dBLAeq,15min
Donnington Park Race Circuit	Limit of 45dBLAeq,8hr
Bath Racecourse	Limit of 45dBLAeq,15min

LOW FREQUENCY NOISE

The final issue is that of low frequency noise and indeed there is no formal guidance or mechanism for accurately predicting such impact on the community. In fact, is not practical nor helpful to try and predict low frequency noise over distance and across the UK this is largely dealt with by professional judgement.

With regard to the officers proposal of a 70dB limit for low frequency noise , whilst it is expected that this could be achieved it is not compliant with established approaches and as advised in the NMP, we will aim to achieve 70dB with an upper limit of 80dB where we understand community annoyance may take place.

These were the levels referred to (but not forming part of the guidance within the withdrawn Code of Practice) and I'd stress once again that annoyance is not the licensing objective, rather public nuisance is and there is a significant difference between the two terms.

In fact we have experienced as a company many examples of where the individual 1/1 octave frequencies exceed 80dB with no known impact, rather it be the frequency imbalance in the 1/3 octaves which requires control to minimise impact. Therefore, professional judgement and monitoring is the key to such control.

I'd also stress that we have not seen an approach in the UK as suggested by the EHO where levels will decrease as the event progresses, as such would be counterproductive to an event where it is reasonably expected that levels will increase during the performance to permit headline acts.

I therefore propose the following conditions to manage noise.

- During operation of the main arena (subject to agreed timings) the music noise level shall aim to achieve a level of 65dBLAeq,15min and at no time shall not exceed a level of 70dBLAeq,15min as measured at any noise sensitive receptor.
- During operation of the campsite (subject to agreed timings) the music noise level shall not exceed 45dBLAeq,15min as measured at any noise sensitive receptors.
- Up to 2300 hours music noise levels in 63Hz or 125Hz octave frequency bands shall not exceed 70dB in any 15-minute period at 2km and beyond. The monitoring points will be agreed with the Environmental Enforcement Team prior to an event. Beyond 23.00hrs levels will be actively managed to minimise impact on the Local Community.

Other Outstanding Matters

The officers have raised a number of other matters in relation to the Noise Management Strategy and these are dealt with individually below:

ACCURACY OF CALCULATIONS (ORIENTATION AND BARRIER EFFECT)

Within the Strategy we include calculations about the orientation and barrier effects of the site and positioning of the stages. In fact, these calculations have been used multiple times for well over 1000 different events by Joynes Nash and have been proven to provide a good but conservative estimate of the levels of attenuation offered by such. In fact, the site layout was revised multiple times using these calculations in order to minimise the impact on local communities.

There is no indication that these assumptions are not applicable to this site and event.

PROVISION OF REAL TIME MONITORING

The NMP clearly demonstrates how we intend to ensure compliance from monitoring and the provision of such both onsite and offsite data capture. The approach we have set out is proactive and I'd stress that it is not typical for events of this size to have real time monitors within the community. Likewise, with such installation in an existing high background environment it may be difficult to differentiate the Music Noise Level contribution. That said it is agreed to install a remote monitor within the community at an appropriate position to be discussed the Licensing Authority.

METEOROLOGICAL CONDITIONS

Meteorological conditions will be accounted for but in the very rare instance such impact on the event there is very limited actions that can be taken, beyond reducing site levels to as low as reasonably practicable. Likewise, if we were to reduce levels too far to comply then we would have crowd safety issues. This is a risk which is accepted across the UK at all events and it will be professionally managed and during the event a weather station will be installed on site to measure any such contribution.

THIRD PARTY AMPLIFICATION EQUIPMENT

Traders / Fairgrounds will be inspected, and any found to have noise making equipment advised accordingly in terms of its use and monitored throughout the event. However, such equipment is largely insufficient to contribute to the overall levels from the main stages.

MANAGEMENT AND CONTROL OF MUSIC NOISE LEVELS

As consultants we have only an advisory role and whilst typically engineers and stage managers will reasonable comply with all requests, should that not be achieved then the license holder has ultimate responsibility and if they don't comply with their licence then they bare the criminal responsibility. The responsibilities and procedures for management are clearly set out within the Noise Management Strategy.

MONITORING AND MEASUREMENT DURATION

Industry standard is a 15minute measurement period and has been since 1995. If we are comfortably compliant then we may drop to 5 minutes to assess compliance and allow more data to be gathered but the request by the EHO for 5min monitoring is unacceptable as the limits are expressed as 15min L_{Aeq} 's and indeed have been since the provision of the Code of Practice was first Published in 1995.

In Conclusion

It is stressed once again that Proud Events and its professional advisors are committed to delivering this event in a controlled and organised manner with minimal impact on the Local Community. At all times our approach has been to follow the relevant Codes of Practice and established principles throughout the UK. Indeed, our approach remains cautious and we are committed to providing a post event debrief where all matters can be discussed and appropriate limits and controls revised for future years from what is a trial event for the venue, but one which our client wish to secure for future years.

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To Whom It May Concern

Ref: Southbeats Festival 2019

Following my recent visit to the proposed Southbeats site for 2019, I wish to include the following information.

Access to the proposed bus/coach parking area is suitable from Terry's Lodge Road onto the field. The gradient is acceptable and the provision of the temp road surface will make the route adequate for all weather conditions. The time of year should be fair/good weather but this precaution allows for rainy days too.

The parking area is perfectly acceptable for my vehicles to wait/park whatever the weather. We would reverse in an orderly fashion with the rear of the vehicles facing towards the perimeter fence.

The exit gate to get back onto Terry's Lodge Road (turning right) is safe and suitable as long as the exact position is at the lowest gradient point of the fenced area to the left (looking at Terry's Lodge Road) from the coach parking plot.

We have done this type of event on many occasions and we are confident about our assessment of the site. There will be minimal risks and all that can be done to reduce risks has been considered and actioned by either Southbeats or YMS Travel. The events in the past have been on all type of surfaces and we have vast experience of the problems that can occur. Park and Ride services have been completed in the past at Transport Festivals, Air Shows, Pop/Rock Concerts, Charity events and Steam Fairs in the South of England.

Access on and off London Road from Terry's Lodge Road is very good, with good visibility both ways ensuring safety for all concerned. All of our team will naturally be trained and briefed for the event prior to operation.

For any further assistance, please do not hesitate to make contact

James Wilford—Managing Director—YMS Travel Ltd

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