

Please find attached documents relating to the traffic management and parking plan. Our traffic management partner will be deploying cones and signage throughout the specified areas the day before the event and removal will occur the day after the event. The signage will be a mixture of instructions to drivers and pedestrians (attendees). The traffic signs will clearly give notice to drivers of no stopping/parking with instruction that vehicles will be towed. There will also be signs for residents only parking for certain roads to allow residents and their visitors to continue unhindered.

2

The roads which are affected in the plan are:

- Gravel Hill
- Crossways
- Rawlins Close
- Selsdon Park Road
- Kent Gate Way
- Addington Village Road
- Lodge Lane
- Spout Hill
- Roxton Gardens

To enforce the no parking and to ensure that residential areas are not used by attendees for parking there will be a removal vehicle for the duration of the event which will remove vehicles, signage will warn drivers of this and a number provided to reclaim vehicles. In addition to the removals vehicle there will be roaming traffic stewards to assist and advise.

Concerns have been raised regarding broken glass and bottles being discarded, the event has strict conditions regarding the supply of alcoholic and soft drinks. All drinks supplied at the event will be in plastic glasses which will be collected after the event. Guests are not permitted to take any drinks out of the venue and at no time will glass be used.

The traffic management partner has taken a great deal of time providing an extensive management plan, so not to undermine the plan it will be communicated that there will be no parking available either on site or in surrounding roads and that either public transport or private hire vehicles be used.

In addition to the traffic stewards there will also be pedestrian/welfare stewards who will be deployed before the start and finish of the event, these will oversee the safe passage to and from the event, assisting with directions road crossings etc.

The new terminal time for the event has been agreed with Police to be 21:30 hours with attendees leaving the event by 22:30 hours. Having the hour to disperse attendees will allow this to be done in a safe manor and reduce the impact on the community and services by allowing people to trickle out rather than leave en masse. The additional time after the terminal hour will also allow attendees to arrange collection and use the toilet facilities before leaving.





With regards to the event there have been changes since the v1 EMP after consultation with the Police and Croydon noise and events teams.

The initial emp gave a DB range of 80 -130 which are the guidelines for such an event, after discussions this has been reduced to 65DB which will cause minimal impact through possible sound leakage. In addition to the sound limit the stage has been rotated so that it be at the lower part of the slope, this will allow the natural hill and tree line to absorb sound, acoustic wedges will also be used to further direct the speakers in to the natural hill and keep the sound directed down. There will also be a layer of steel shield fencing around the perimeter to prevent lateral sound escaping which will reduce noise nuisance and discourage gatherings. (plans v2)

There will be 1000 Sia at the event and 1000 or more support stewards who will be both inside and outside the event to promote the licensing objectives, namely the prevention of crime and disorder and prevention of public nuisance.

There is an additional queuing area which will be reduced as the people enter this will allow safe queuing in an orderly manor, toilets will also be located outside to allow people to use the toilets if they need to while queuing

KEY

	RESIDENT ONLY- TOW-AWAY ZONE
	PEDESTRIAN ROUTE TO FESTIVAL
	SIGN
	NO PARKING CONES

NOTES

1. All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
2. All traffic management equipment shall be provided by the Contractor, unless otherwise specified.
3. All signs shall be positioned so as not to be obscured by other signs or structures. Signs shall be permanent or temporary as much as is reasonably practicable.
4. All traffic signs shall meet the reflectorisation requirements of BS 873 - Part 6 : 1983, Table 1.4
5. Works Access/Egress to be positioned to suit ongoing works

CLIENT



PROJECT

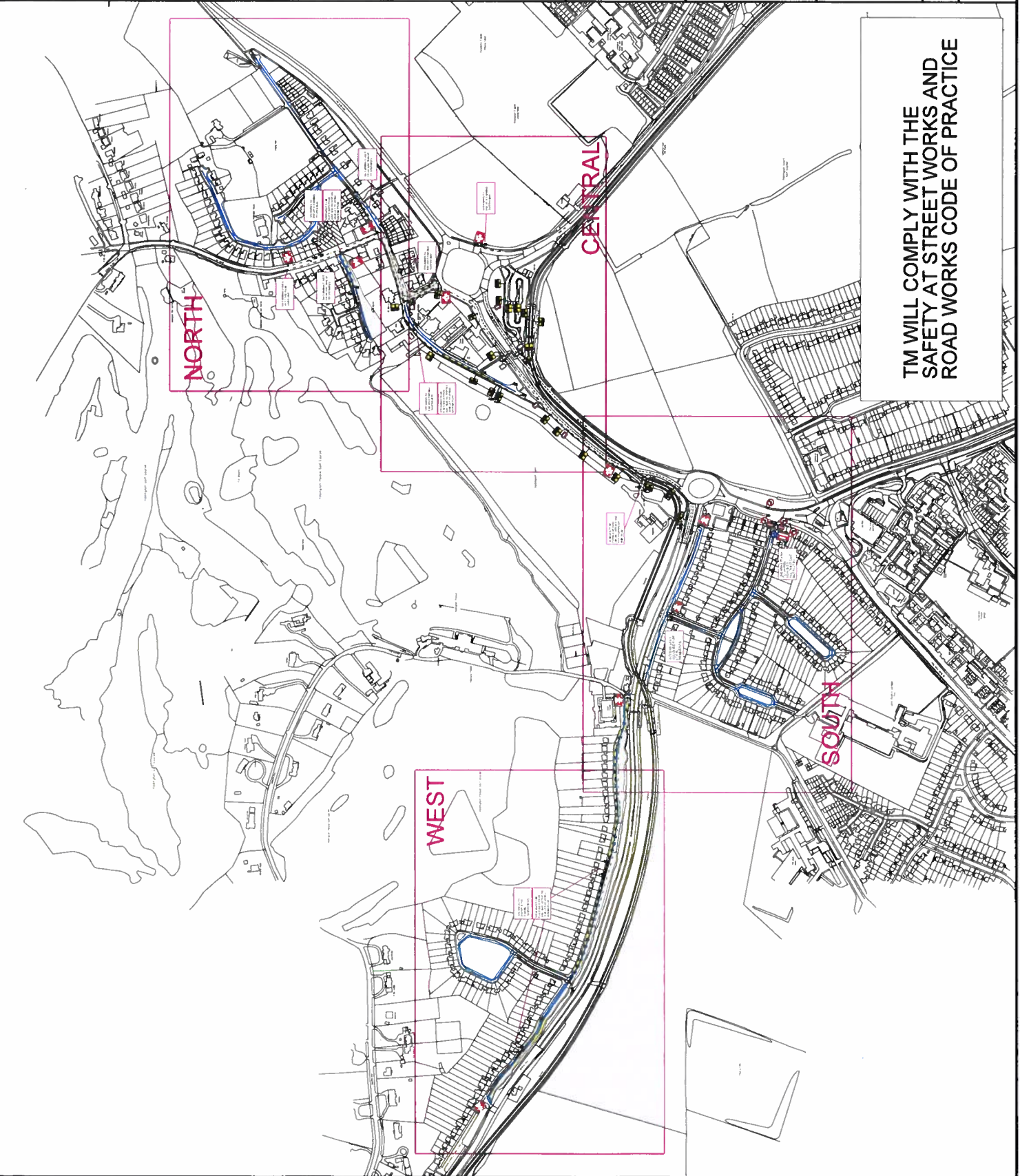
CROYDON-
 ISLAND PUNCH FEST-
 MADE IN 90S-
 ADDINGTON PARK- CR0 5AR

TITLE

TRAFFIC MANAGEMENT-
 OVERVIEW

DATE 04/08/2022

TM-CRO-ISLANDPUNCH FEST- MADE IN
 90S-ADDINGTON PARK-CRO
 5AR-2022-001-OVERVIEW-REV02



KEY

RESIDENT ONLY- TOW-AWAY ZONE

PEDESTRIAN ROUTE TO FESTIVAL

SIGN

NO PARKING CONES

NOTES

1. All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
2. All traffic management equipment shall be provided by the Contractor, unless otherwise specified.
3. All signs shall be positioned so as not to be obscured by any objects and shall not obstruct any of the sight lines of any road user, or be so placed as to be a nuisance or temporary as much as is reasonably practicable.
4. All traffic signs shall meet the reflectorisation requirements of BS 673: Part 6 - 1983, Table 1.4
5. Works Access/Egress to be positioned to suit ongoing works

CLIENT



PROJECT

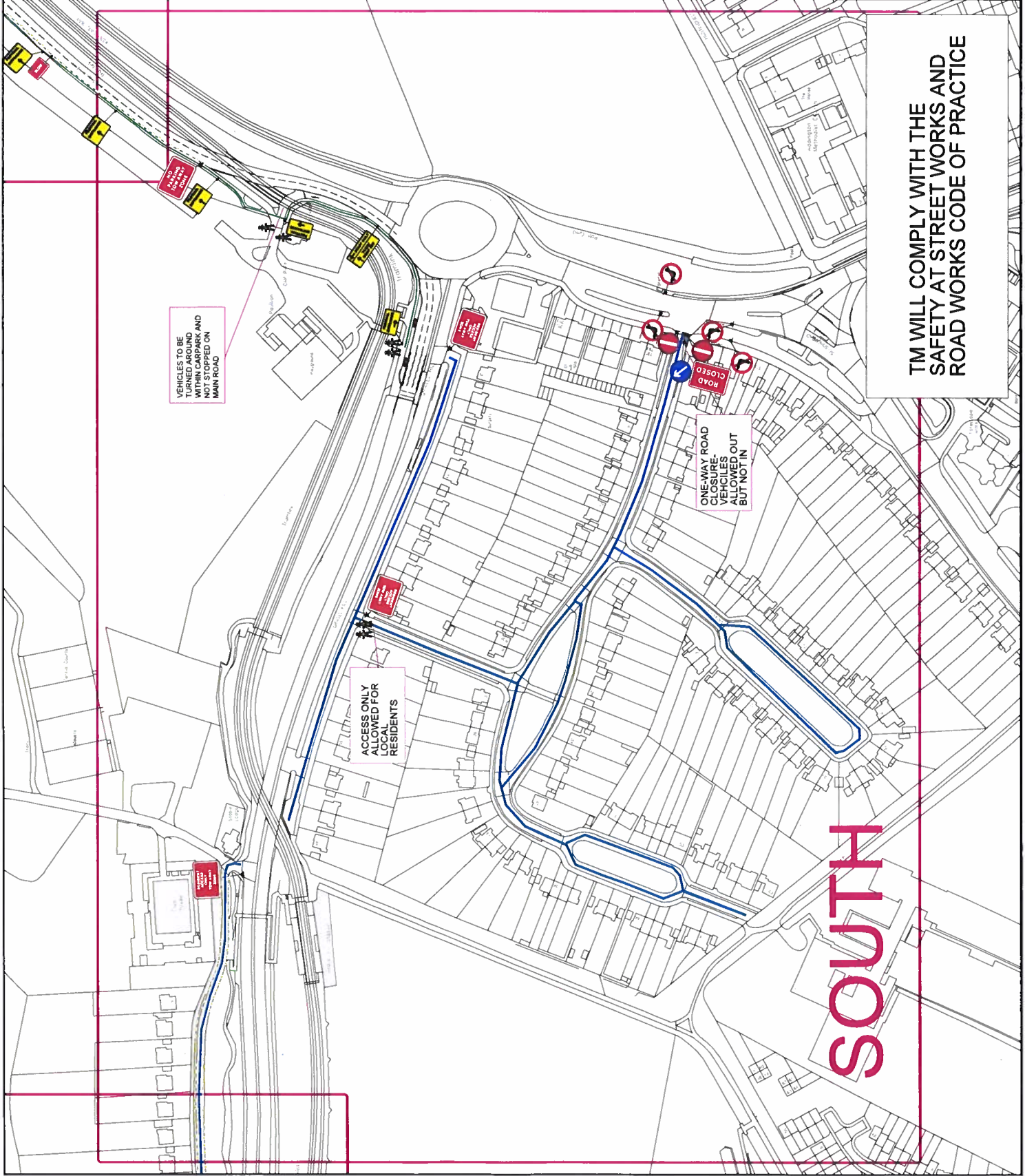
CROYDON-
 ISLAND PUNCH FEST-
 MADE IN 90S-
 ADDINGTON PARK- CR0 5AR

TITLE

TRAFFIC MANAGEMENT-
 SOUTH

DATE 04/08/2022

TM-CRO-ISLAND PUNCH FEST-MADE IN
 90S-ADDINGTON PARK-CR0
 5AR-2022-003-SOUTH-REV02



KEY

RESIDENT ONLY- TOW-AWAY ZONE

PEDESTRIAN ROUTE TO FESTIVAL

SIGN

NO PARKING CONES

- NOTES**
1. All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
 2. All traffic management equipment shall be provided by the Contractor, unless otherwise specified.
 3. All signs shall be positioned so as not to be obscured by any other objects and shall not obstruct any of the sightlines or temporarily as much as is reasonably practicable.
 4. All traffic signs shall meet the reflectorisation requirements of BS 873 : Part 6 : 1993 : Table 1.4
 5. Works Access/Egress to be positioned to suit ongoing works

CLIENT



PROJECT

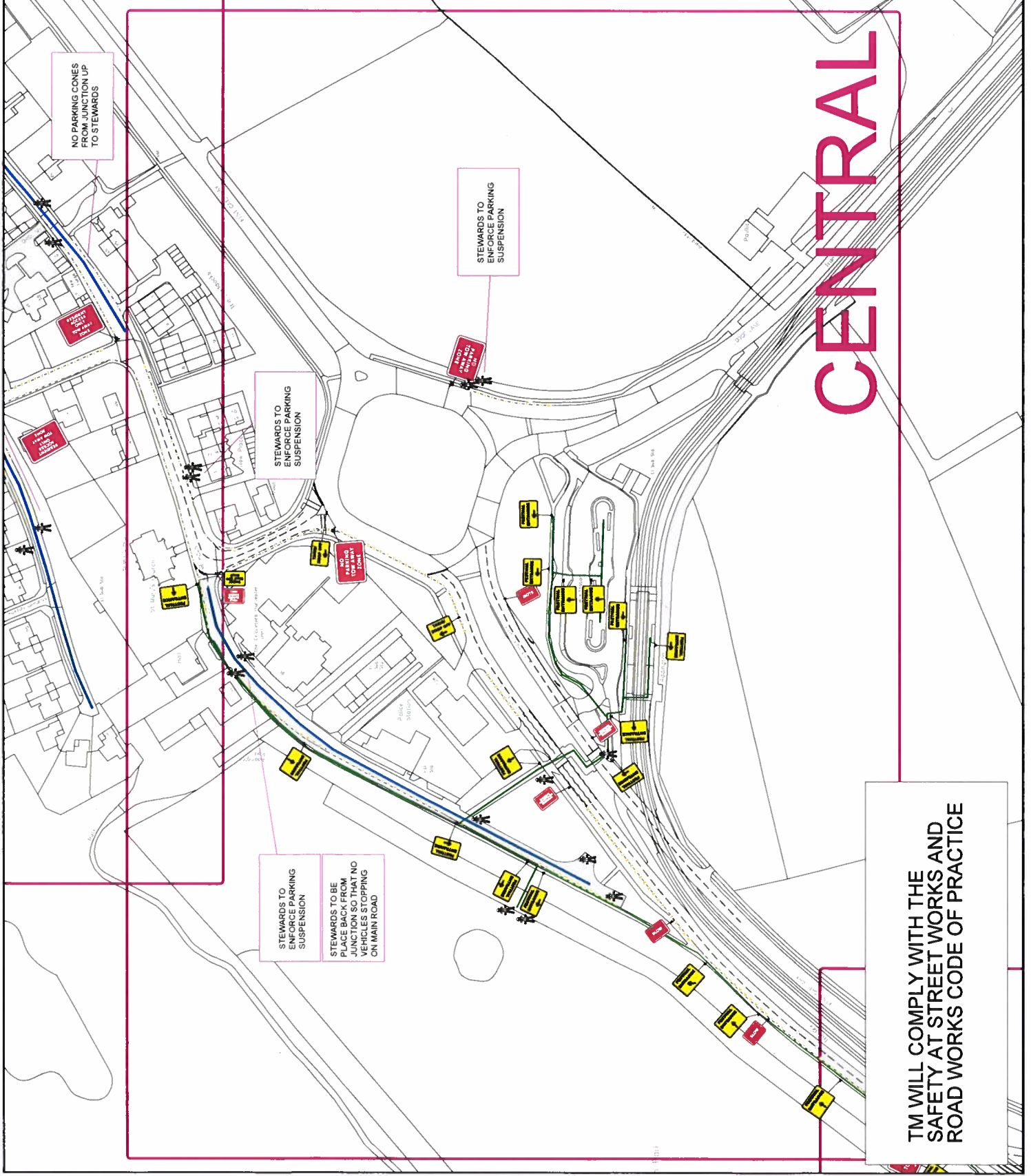
CROYDON-
 ISLAND PUNCH FEST-
 MADE IN 90S-
 ADDINGTON PARK- CR0 5AR

TITLE

TRAFFIC MANAGEMENT-
 CENTRAL

DATE 04/08/2022

TM-CRO-ISLAND PUNCH FEST-MADE IN
 90S-ADDINGTON PARK-CR0
 5AR-2022-004-CENTRAL-REV02



AN

KEY

- RESIDENT ONLY- TOW-AWAY ZONE
- PEDESTRIAN ROUTE TO FESTIVAL
- SIGN
- NO PARKING CONES

NOTES

1. All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
2. All traffic management equipment shall be provided by the Contractor, unless otherwise specified.
3. All signs shall be positioned so as not to be obscured by any other signs and their proximity to the proposed permanent or temporary works as far as is reasonably practicable.
4. All traffic signs shall meet the reflectorisation requirements of BS 673 - Part 6 : 1983, Table 1.4
5. Works Access/Egress to be positioned to suit ongoing works

CLIENT



PROJECT

CROYDON- ISLAND PUNCH FEST- MADE IN 90S- ADDINGTON PARK- CR0 5AR

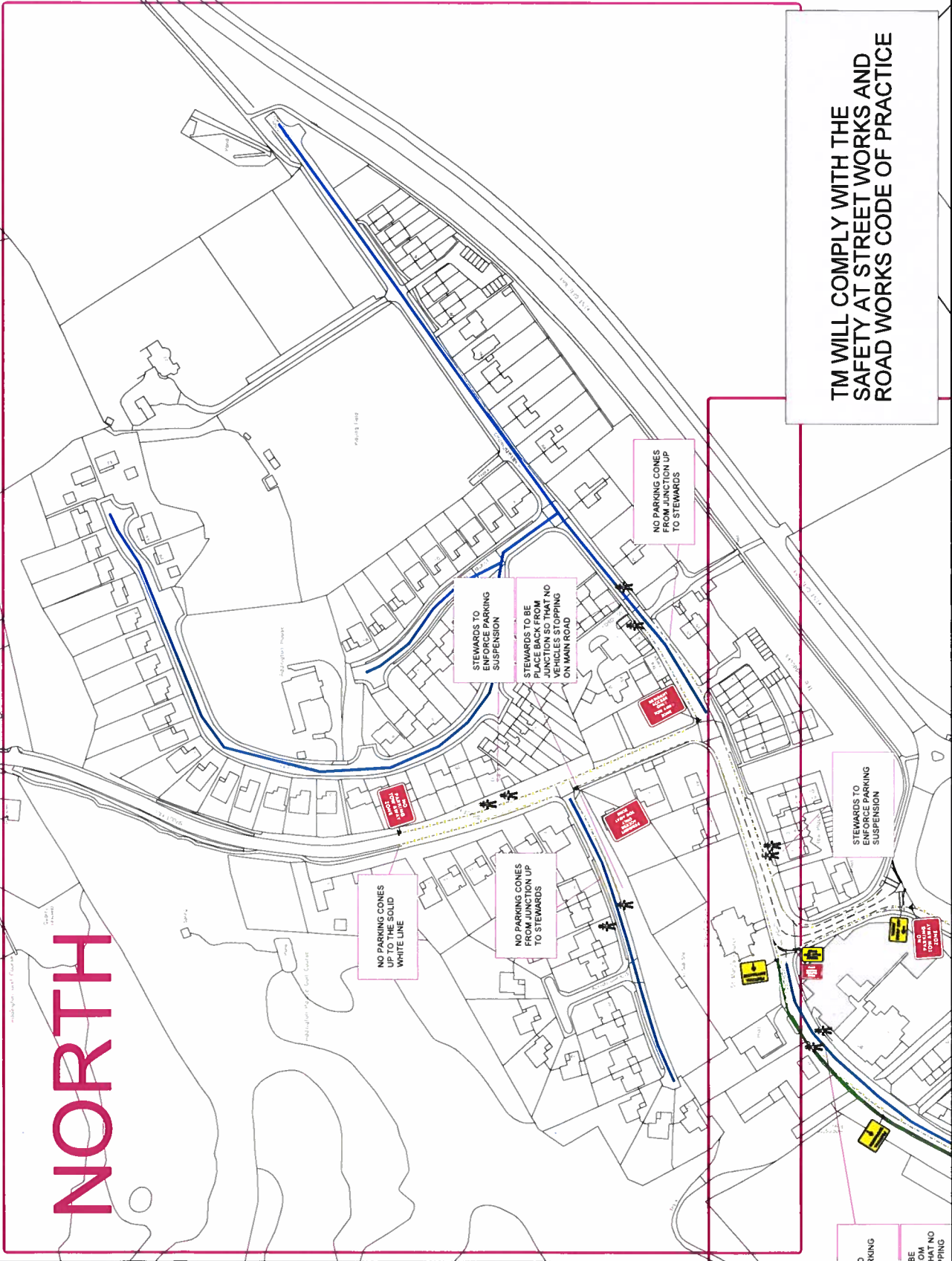
TITLE

TRAFFIC MANAGEMENT- NORTH

DATE 04/08/2022





TM-CRO-ISLAND PUNCH FEST-MADE IN 90S-ADDINGTON PARK-CR0 5AR-2022-005-NORTH-REV02.dwg

NORTH



TM WILL COMPLY WITH THE SAFETY AT STREET WORKS AND ROAD WORKS CODE OF PRACTICE

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KEY	 RESIDENT ONLY- TOW-AWAY ZONE
	 PEDESTRIAN ROUTE TO FESTIVAL
	 SIGN
	 NO PARKING CONES

- NOTES**
1. All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
 2. All traffic management equipment shall be provided by the Contractor, unless otherwise specified.
 3. All signs shall be positioned so as not to be obscured by parked vehicles or other structures. Signs shall be permanent or temporary as much as is reasonably practicable.
 4. All traffic signs shall meet the reflectorisation requirements of BS 873 : Part 6 : 1993, Table 1, 4
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CLIENT



PROJECT

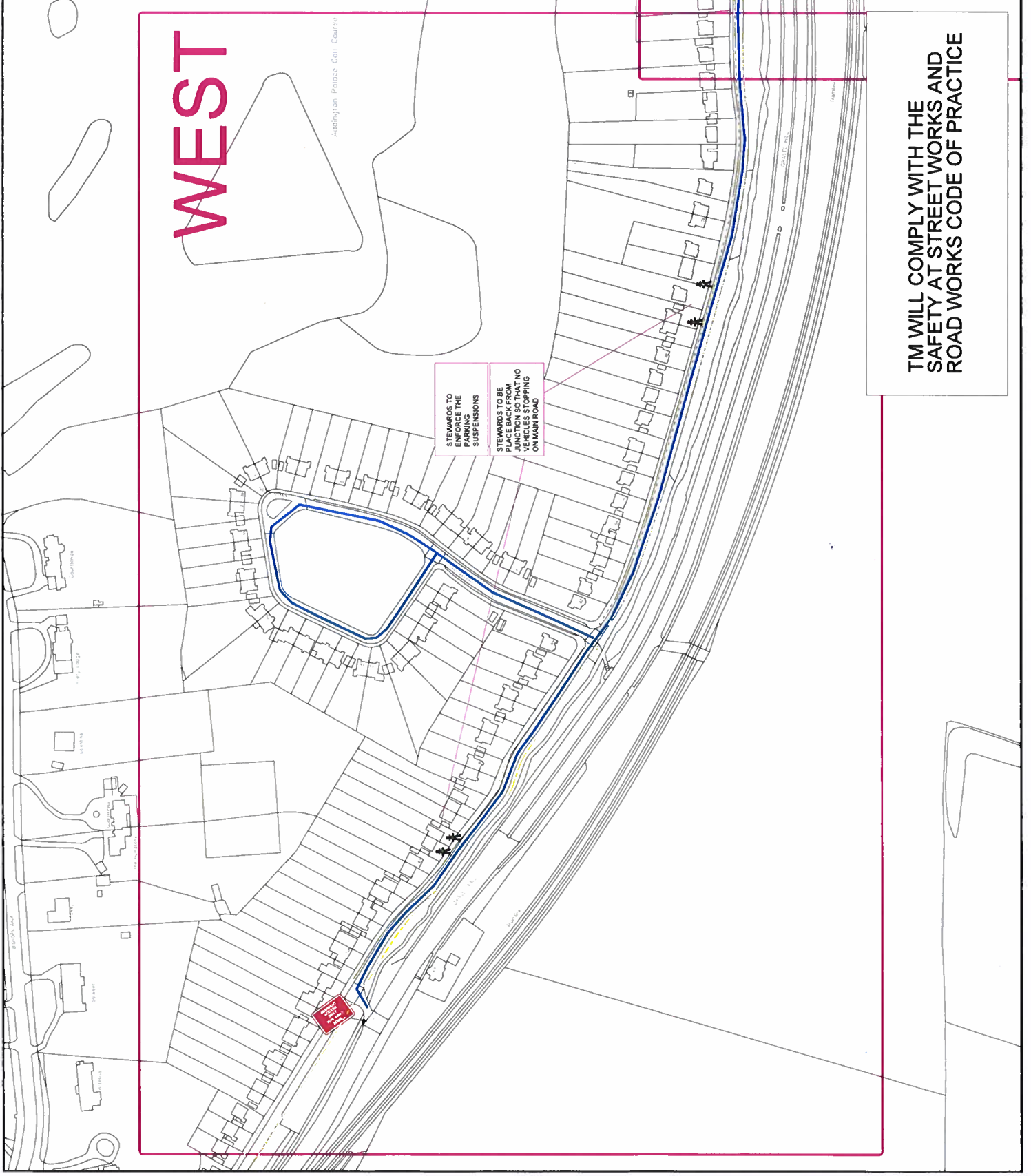
CROYDON-
 ISLAND PUNCH FEST-
 MADE IN 90S-
 ADDINGTON PARK- CR0 5AR

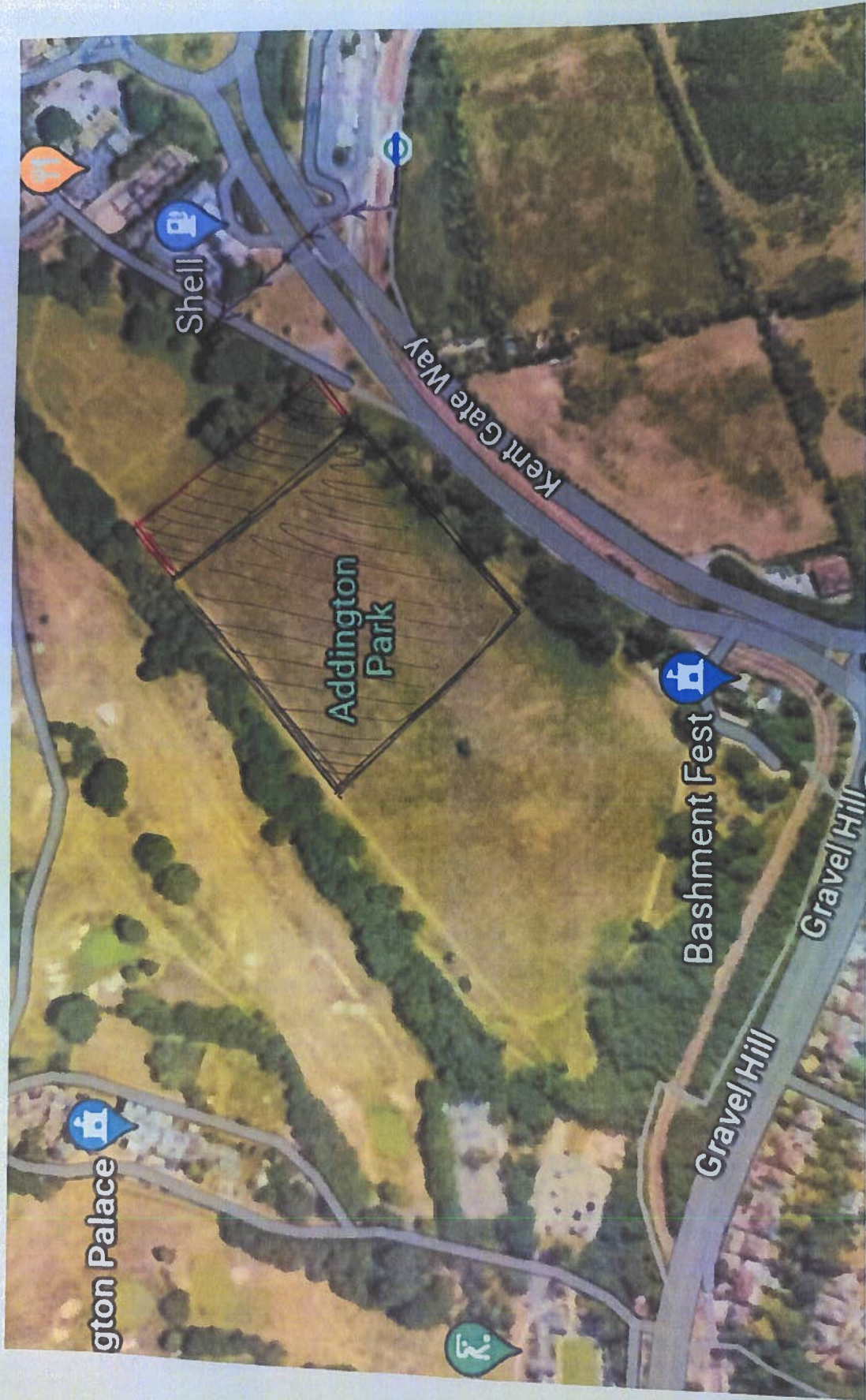
TITLE

TRAFFIC MANAGEMENT-
 WEST

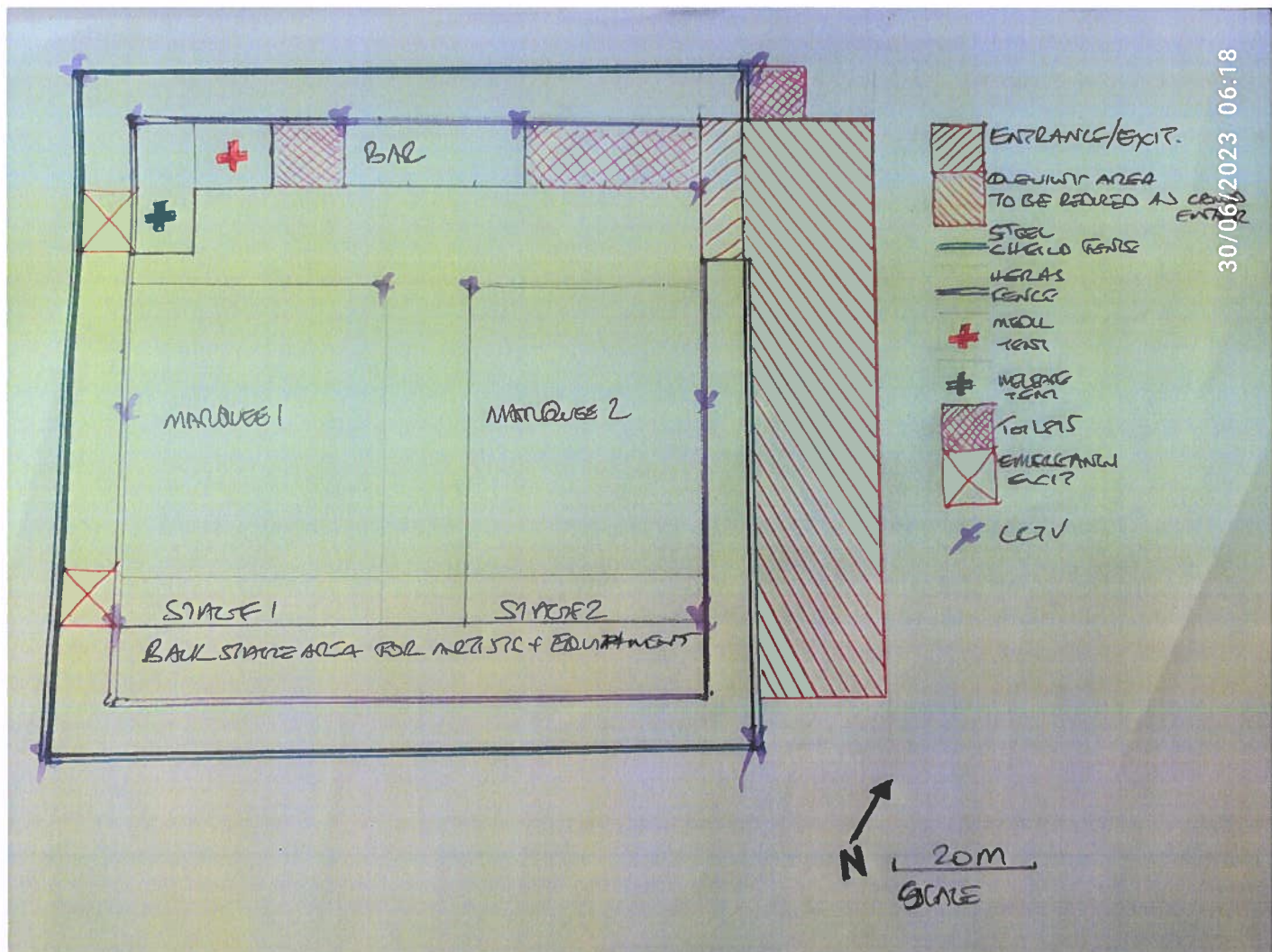
DATE 04/08/2022

TM-CRO-ISLAND PUNCH FEST-MADE IN
 90S-ADDINGTON PARK-CR0
 5AR-2022-002-WEST-REV/02





→ PEDERIAN ROUTE (STRENGTH)
 → PAVING → SGALE ANCA
 → POSIDENT OF ZREES



30/06/2023 06:18

Licensed activity to finish by 2130 hours.

Site clear of members of the public by 2230 hours.

The EMP will specify steel shield perimeter fencing of at least 2.4m, with heras/ mesh fencing in an inner cordon for the event site.

The premises licence holder shall (ensure) –

1. Any queue to enter the premises that forms outside the premises shall be Kept Orderly and supervised by Security Industry Association (SIA) front line license holders to ensure that there is no nuisance or obstruction to the public highway and footpaths.
2. All overt security staff having contact with the public shall wear high-visibility tops.
3. Operate crime prevention policy part of which will encompass a search and seizure policy that includes searching everyone who enters the event including all staff and artists. All bags will be searched and all those entering the event enclosure will pass through the metal detector and/or wands search area.
4. Storage and disposal procedures for contraband found and seized at the entrance and bars will be agreed with the police prior to the event.
5. Public signage will be displayed throughout the premises regarding contraband. It shall be a condition of entry that customers agree to be searched and that police will be informed by event security staff if anyone is found in possession of a controlled substance or weapons. The policy must be agreed in writing with Croydon Police Licensing Team 30 days prior to any event.
6. An incident log shall be accessible at the premises by the organiser and made available on request to police or other officer with lawful authority. The following details shall be recorded:
 1. Date of incident
 2. Time of incident
 3. Location of incident
 4. Persons concerned
 5. Summary of incident
 6. Identification of any Emergency Services Personnel who attended
7. There shall be a documented dispersal policy, as agreed with the relevant responsible authorities, implemented at the premises and a copy lodged with The Police Licensing Team. Any amendments to the policy must be agreed in writing with Croydon Police Licensing Team 30 days prior to any event.
8. A Challenge 25 scheme will be operated to ensure that any person attempting to purchase alcohol who appears to be under the age of 25 shall provide documented proof that they are over 18 years of age. Proof of age

shall only comprise a valid and in date passport, photo card driving licence, military card or a card bearing the PASS hologram. Refusals shall be recorded by bar staff and these records shall be viewable to the public.

9. All drink will be served to members of the public in plastic or polycarbonate containers without screw cap lids.

10. Ensure that customers are prevented from leaving the event site with bottles or open containers.

11. SIA security who are frontline license holders will be deployed inside and around the perimeter of the event at a minimum ratio of 1:43 members of the public attending. At least eight of these SIA security will be female. A number of SIA security staff will wear body Worn Video (BWV).

12. A record of all SIA security staff who are on site and have received a security briefing specific to the events will be kept with the following details:

1. Name and date of birth
2. Full 16 digit SIA badge number
3. Dates and times employed
4. Copy of the security briefing
5. Signature of person confirming they have understood and received the security briefing provided

13. A direct telephone number (mobile to be held by a duty manager) will be provided to neighbouring premises to be used in the event of a complaint of noise nuisance.

14. The premises shall run each event in line with the latest Event Management Plan (EMP) that has not been objected to during a relevant SAG meeting by a relevant responsible authority.

15. The EMP for each event shall include the following information as a minimum; site plans and minimum specifications of perimeter security fencing, stewarding/security plans to include regular weapon sweeps before, during and post egress, crowd management plans, medical plan, fire plan, site safety policy, traffic management plans, noise nuisance prevention plans, and ingress/egress plan.

16. All bar staff at the event will be trained, a record of this training will be documented and signed by the member of staff that they have received and understood this training that will include relevant input on the Licensing Act 2003 and include the licensing objectives, proof of age, identifying and seizing counterfeit documents, and conflict management. All staff training records should be maintained and kept on site. A designated member of staff should be able to produce the records on the request of police or other authorised person.

17. The event will operate a vulnerable person policy, and include WAVE training for all relevant members of staff.

18. Each bar shall be individually managed by a personal licence holder, during licensable hours.

19. Engage with freely available counter terrorism advice and guidance through Counter Terrorism Protect Officers and Counter Terrorism Security Advisors.

20. No persons under the age of 18 years will be permitted to attend the event.

21. Entry for members of the public shall be by non-transferable tickets purchased a minimum of 48 hours prior to the commencement of the event by using a single online platform. Tickets may be distributed to the relevant persons by the event organiser as they see fit as long as they were ordered and purchased in full made at least 48 hours prior to the commencement of the event. No ticket purchases will be refundable in cash at any time.

22. CCTV and Body Worn Video (BWV) will be operated on the site in accordance with the event organiser's EMP. Static cameras will operate at the bar, stage, and entrance/ exit areas. Recordings from CCTV and BWV must be retained for up to 31 days after the event and made available to Police or Council upon request. During the event, CCTV recordings requested by Police must be provided in a useable digital format within 2 hours.

23. All event management, staff, stewards, and security employed at the event must carry out reasonable requests by police officers to ensure the licensing objectives are met.

24. Evidence will be provided within 7 days and at least 24 hours prior to the event (whichever is soonest) upon request of relevant council and police officers. This evidence will demonstrate relevant suppliers and contractors have agreed to supply to the event organisers sufficient critical staff and materials necessary to support the EMP submitted to and agreed by the Safety Advisory Group (SAG).

25. The event site will be built in accordance with the EMP submitted to and agreed by the SAG and accessible to the police and relevant council officers at least 24 hours prior to the start of the event.

Rep 1

I would like to object to the proposed licencing request for the event at Addington Park on 16/09/23 (link here) on the grounds of the prevention of crime and disorder and public safety. I have attached full details of my complaint below, based upon my experience in 2021, the details within this complaint hold true for this application and must be taken into consideration. I have also attached the response from the council which is relevant to support my objection.

The supplementary information doesn't make any reference to any additional controls or procedures to deal with the strong likelihood that a percentage of attendees will elect to travel to the event via a private motor vehicle and will look to park in the nearest road, and one of these roads will be Crossways based upon its proximity to the proposed event location. In 2021 no provision was made for this and the situation was chaotic and dangerous. In one case, dangerous parking made the road unpassable for an emergency vehicle. The council have previously acknowledged that the parking controls on Crossways have been implemented to deal with commuters, not a large-scale event.

I denote that a similar event was planned last year and adequate controls were put in place to mitigate any issues, including the closure of Crossways only to residents with a permit.

As per the previous applications, I would like to make a complaint that the council or the applicant hasn't made adequate attempts to engage with local residents prior to making this application. I do not accept that placing signage around the park is likely to capture the attention that such an event deserves.

Grounds for objection and supporting evidence:

1. The event will result in an increase in rubbish and broken glass which will prevent me from allowing my toddler to walk along the street during and after the events – this was an issue in 2021
2. In 2021, **emergency vehicles larger than a car would not have been able to reach the top end of Crossways** (photos attached below), everybody is fortunate that this need did not materialise. No details have been provided detailing how this situation would be managed (read: road closure, police support, traffic wardens, processes for dealing with illegally or inconsiderate parking on residential roads)
3. I will not be able to safely cross the road due to the excessive numbers of cars parked bumper to bumper and blocking dropped curbs at multiple crossing points – this was an issue in 2021
4. Vehicles parked illegally and dangerously on street corners, this could have severely injured or killed a vulnerable road user
5. It is likely that I will be unable to ingress and egress Crossways via motor vehicle due to legally and illegally parked vehicles – this scenario occurred in 2021
 - a. With regards to the event last year, the council acknowledged “The belief was that due to the location and the available public transport links, most attendees would use public transport. Many will have done but clearly, a significant number attended in private motor vehicles, which caused the resultant parking issues.”
 - b. In 2021, the council stated and acknowledged “In respect of the concerns you raise about parking, in the months preceding, the event was discussed by the Safety Advisory Group (SAG), a multi-agency group comprising different Council teams, the Metropolitan Police, the London Ambulance Service and public transport providers, such as Transport for London and Tramlink, amongst others. The event organiser also attended the SAG meeting. Please note that the SAG is distinct from the licensing process. A post event SAG debrief meeting was recently held. This meeting considered the positive safety controls and the safety aspects that were lacking in respect of the event.”
6. The response from Michael Goddard in 2021 confirmed that the parking restrictions on Crossways were designed to manage commuters for the tram Monday – Friday. This confirms that these are **not suitable** for managing a major event such as the one proposed within this application (which is obvious).
 - a. In 2021, in some cases cars were parked legally on single yellow lines, but did so adjacent to a marked bay which then caused the road to unacceptably narrow. This has not been addressed in the intervening period, therefore I have no reason to believe that the outcome would be any different this time.
 - b. The parking controls and restrictions on my road in general have not been addressed in the intervening period, therefore I have no reason to believe that the outcome would be any different this time.
 - c. As a slightly wider point, yes, the restrictions on my road have been implemented to deal with commuters and as such the zone does permit vehicles to park on the road. For the avoidance of any doubt, last year, the vast majority of these vehicles were still committing an offence by the way that they were parked on the verges etc (they **had** to park on the verges to avoid fully blocking the road in many cases). The restrictions on this road are clearly designed for the odd handful of cars which might need to park outside of the operational hours, not for a social event which will be attended by thousands of people.
 - d. I stated in 2021, “As this exercise has proved, it is impossible for cars to park on the existing single yellow lines opposite each other (and in some cases opposite

driveways) without causing a severe narrowing of the road. If there is a chance that the Council might consider future events at this location then the parking controls need to now be reviewed urgently as these are now not fit for purpose.”

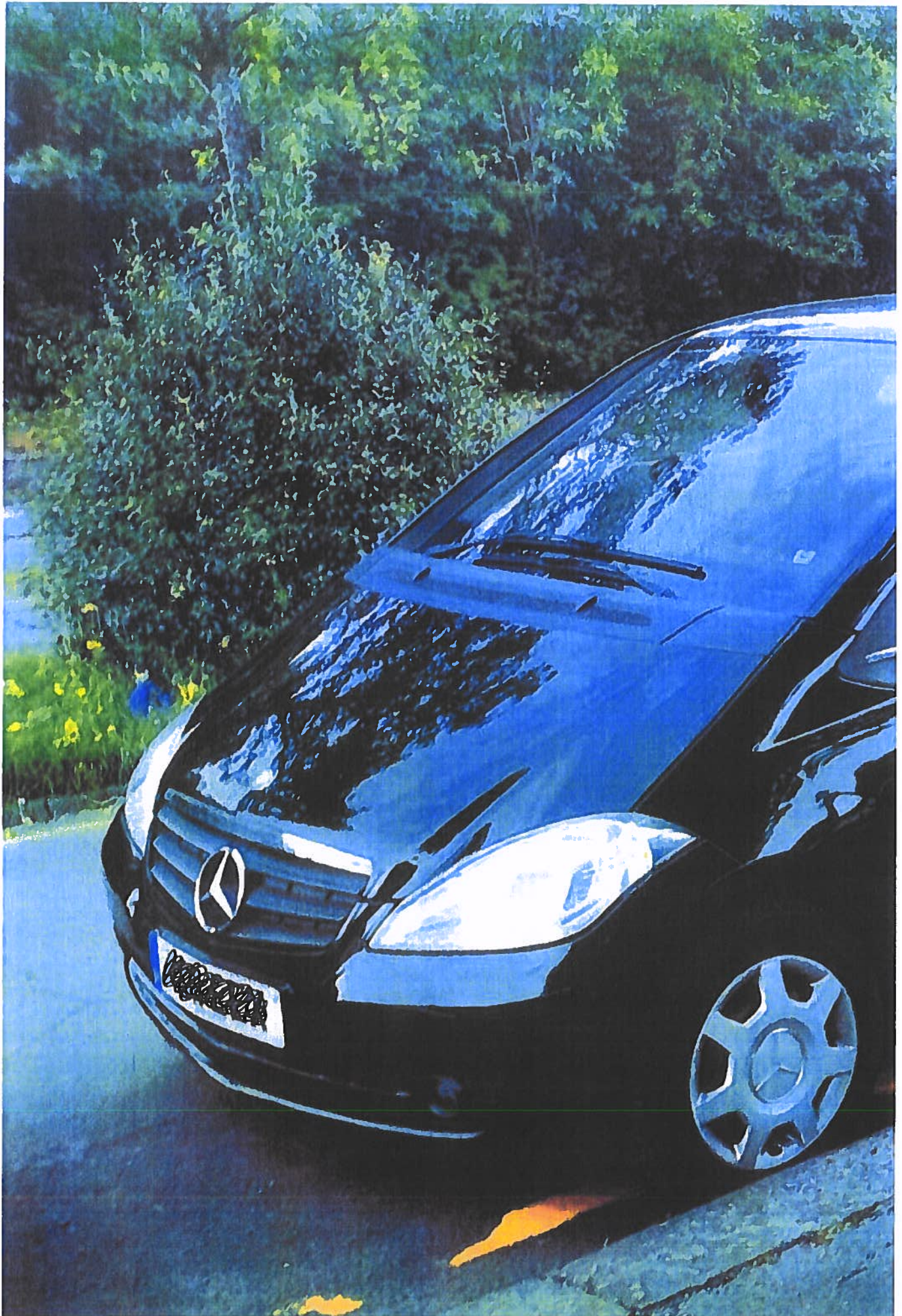
7. The mitigations and controls within the licencing request do not adequately state how issues relating to parking controls and anti-social behaviour will be managed outside of the park. The application contains no details of which supporting personnel will be protecting local residents. Examples that are missing, that were required in 2021
 - a. No council traffic wardens were seen after midday on the Saturday afternoon (read: for the entirety of the two-day event)
 - b. The council could not be contacted via telephone and reports via the councils application were ignored
 - c. No local police were seen within my road after the event, exposing the residents to anti-social behaviour (men urinating against a tree)
 - d. Vehicles remained illegally parked for the duration of the event – No police or council towing enforcement was present
 - e. No additional teams were deployed to clean the streets
8. My family will not be permitted to access my local green space over the weekend, forcing me to make an unnecessarily trip elsewhere which is bad for the environment (if it is even possible due to the likelihood of a blocked road)
9. The increased number of vehicles to the area will cause an increase in air pollution.
10. In 2021 it was stated “The belief was that due to the location and the available public transport links, most attendees would use public transport. Many will have done but clearly, a significant number attended in private motor vehicles, which caused the resultant parking issues.” – What assumptions have been made for this event?

The application does not adequately state how these likely issues will be mitigated or controlled outside of the park itself. If granted, this will commit local residents to a miserable weekend through no fault of their own. It is also not clear who will be responsible for any required repairs to grass verges?

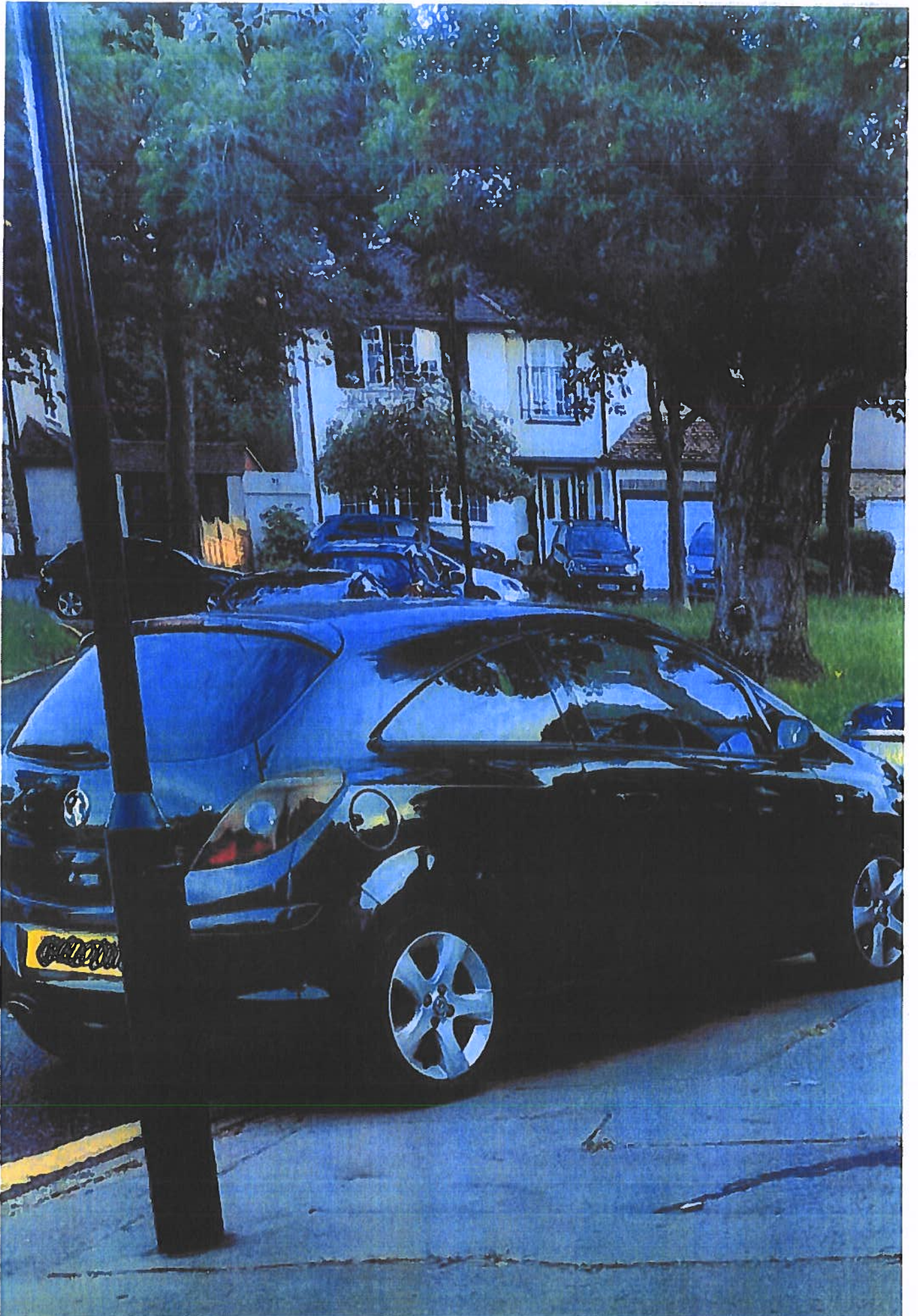
In the event that the nightmare scenario occurs that somebody is seriously injured or dies within the area, due to the inaccessibility of the roads then who would be held responsible? This isn't a theoretical concern of what *might* happen when this volume of people descend on the area, we have experience now which we should learn from. In the event that something does happen then who would be legally accountable from the council? I would ultimately like to forward this communication to them now, rather than the individual(s) hiding behind a public enquiry after the fact.

Photographs attached from 2021 below

Saturday ~8pm:



AS



AG



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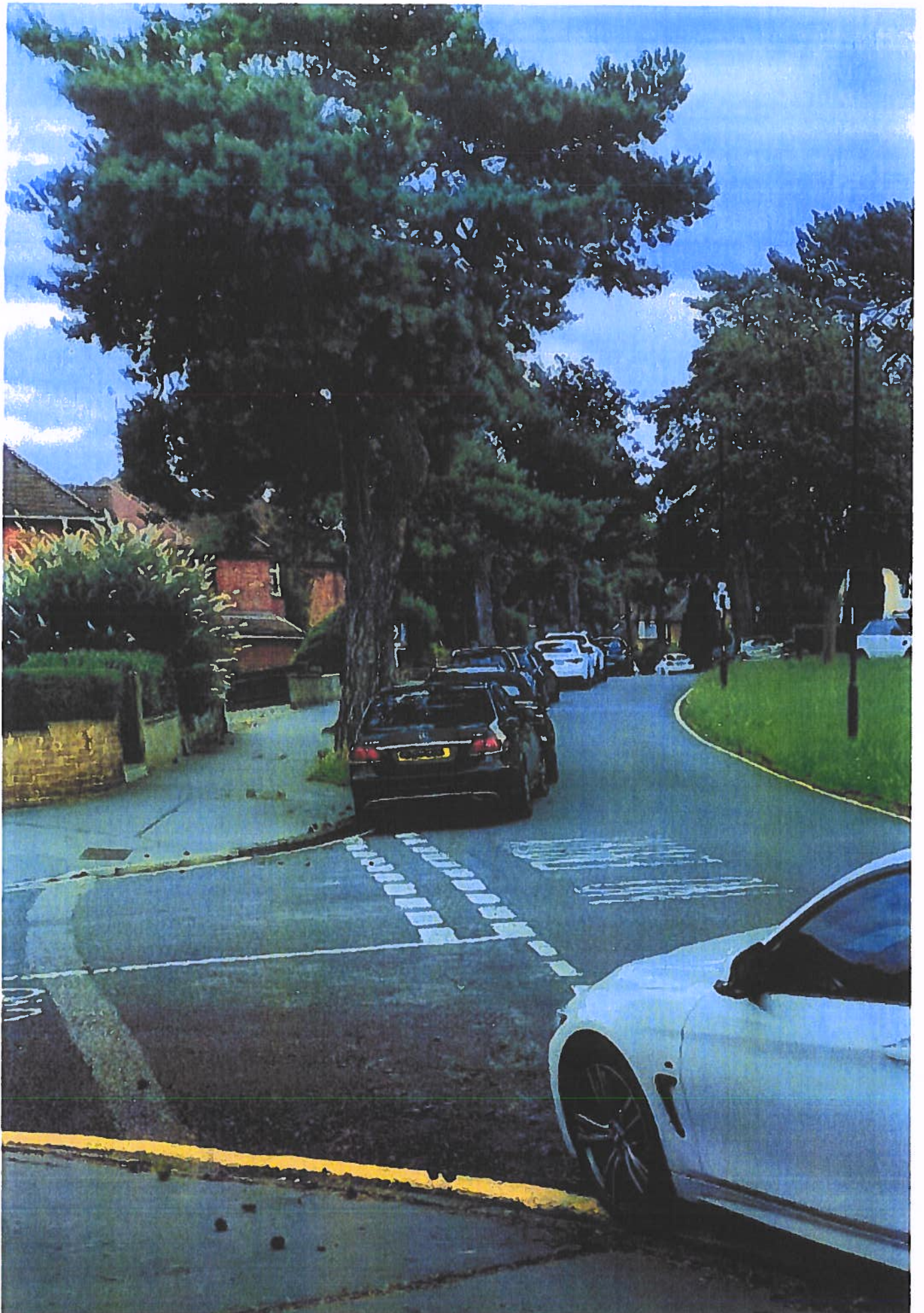
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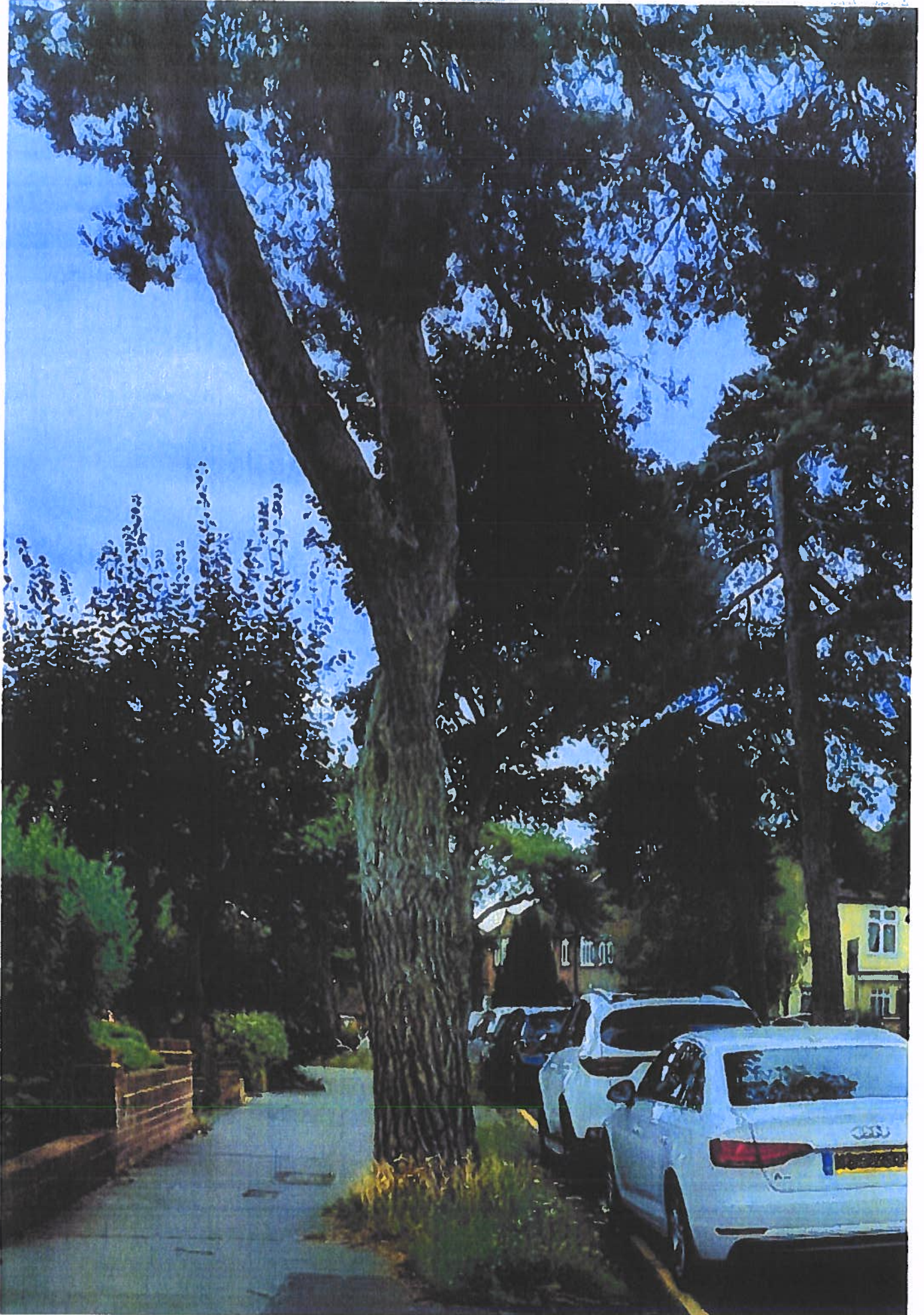
Sunday ~7pm:

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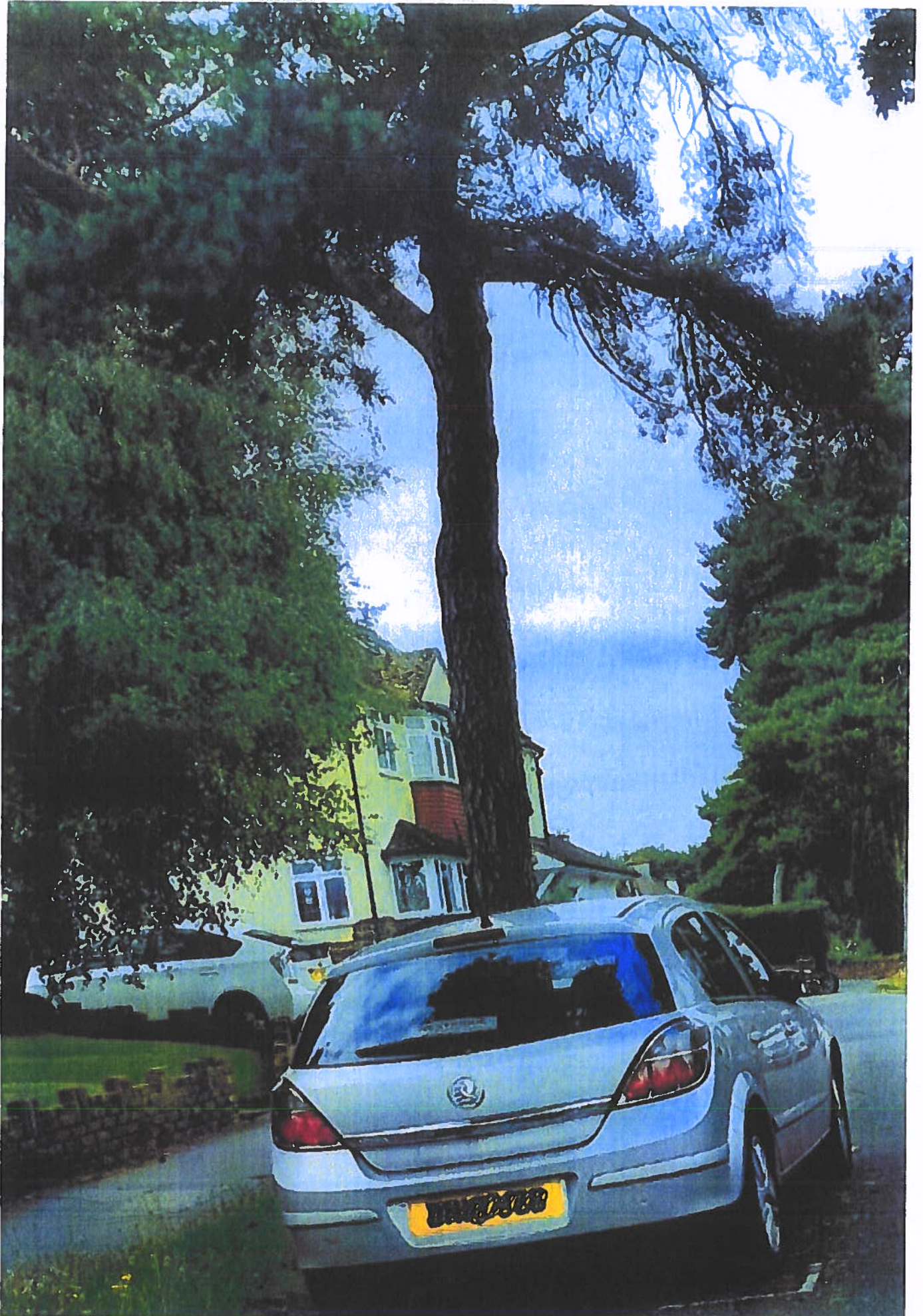
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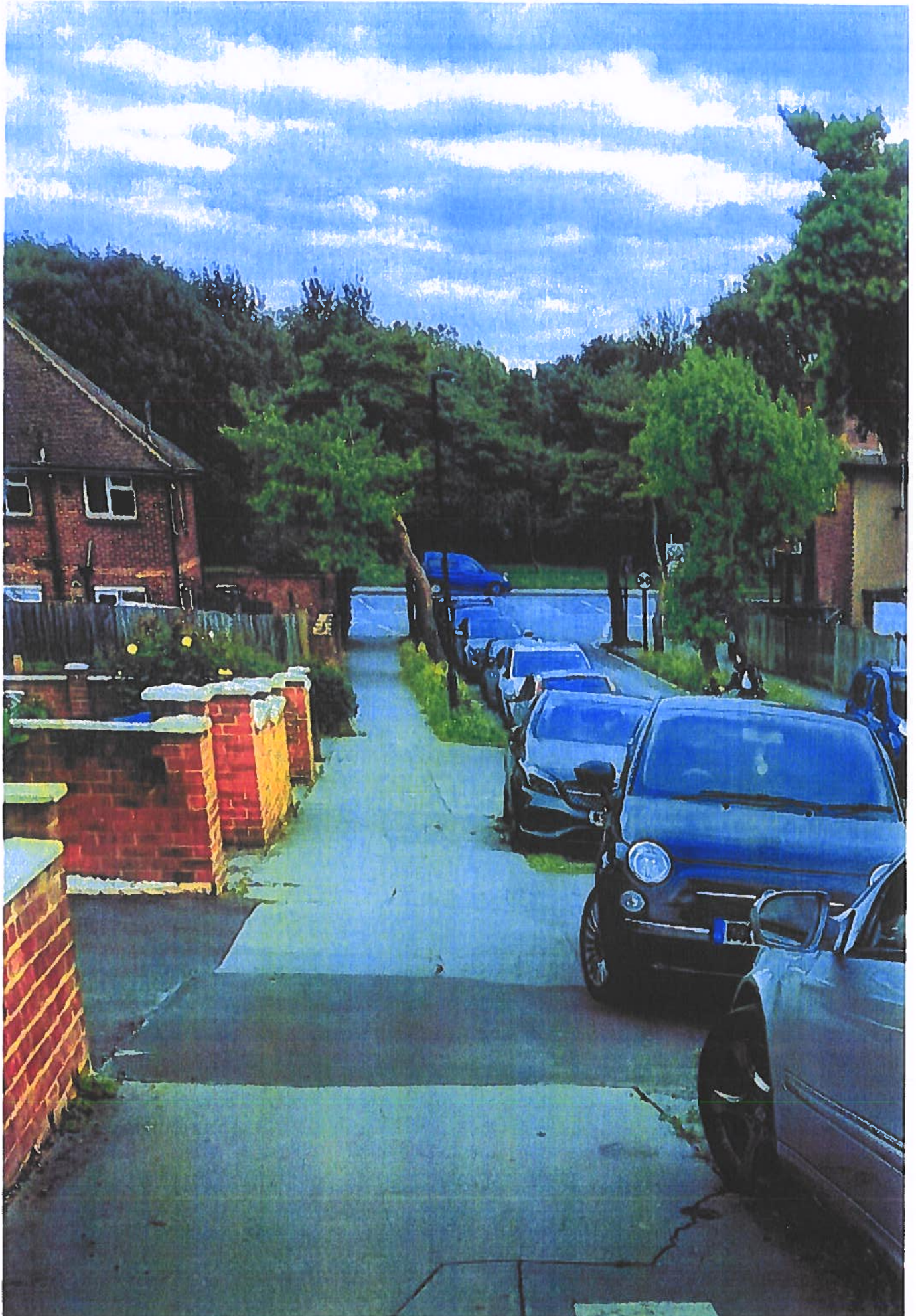
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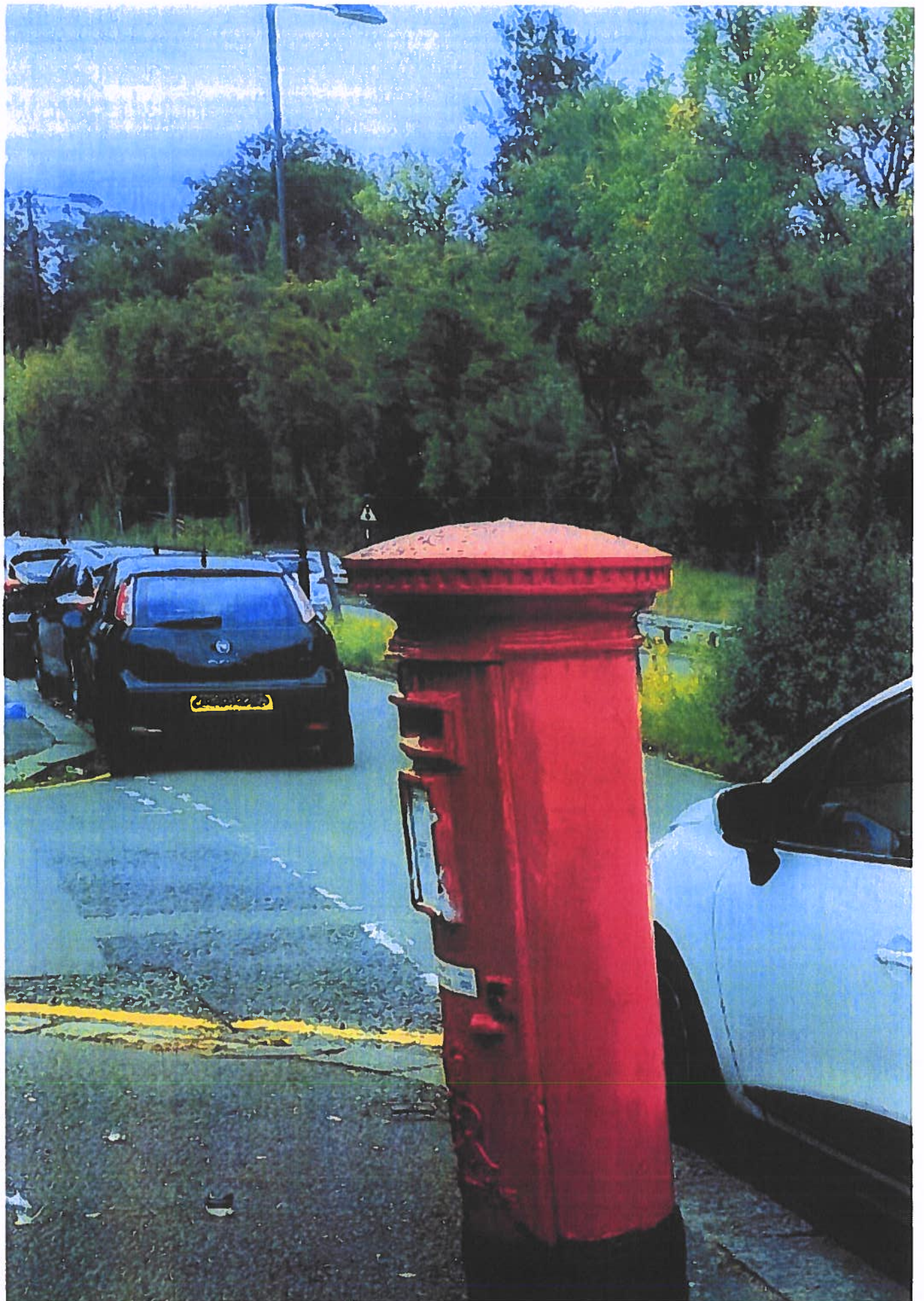


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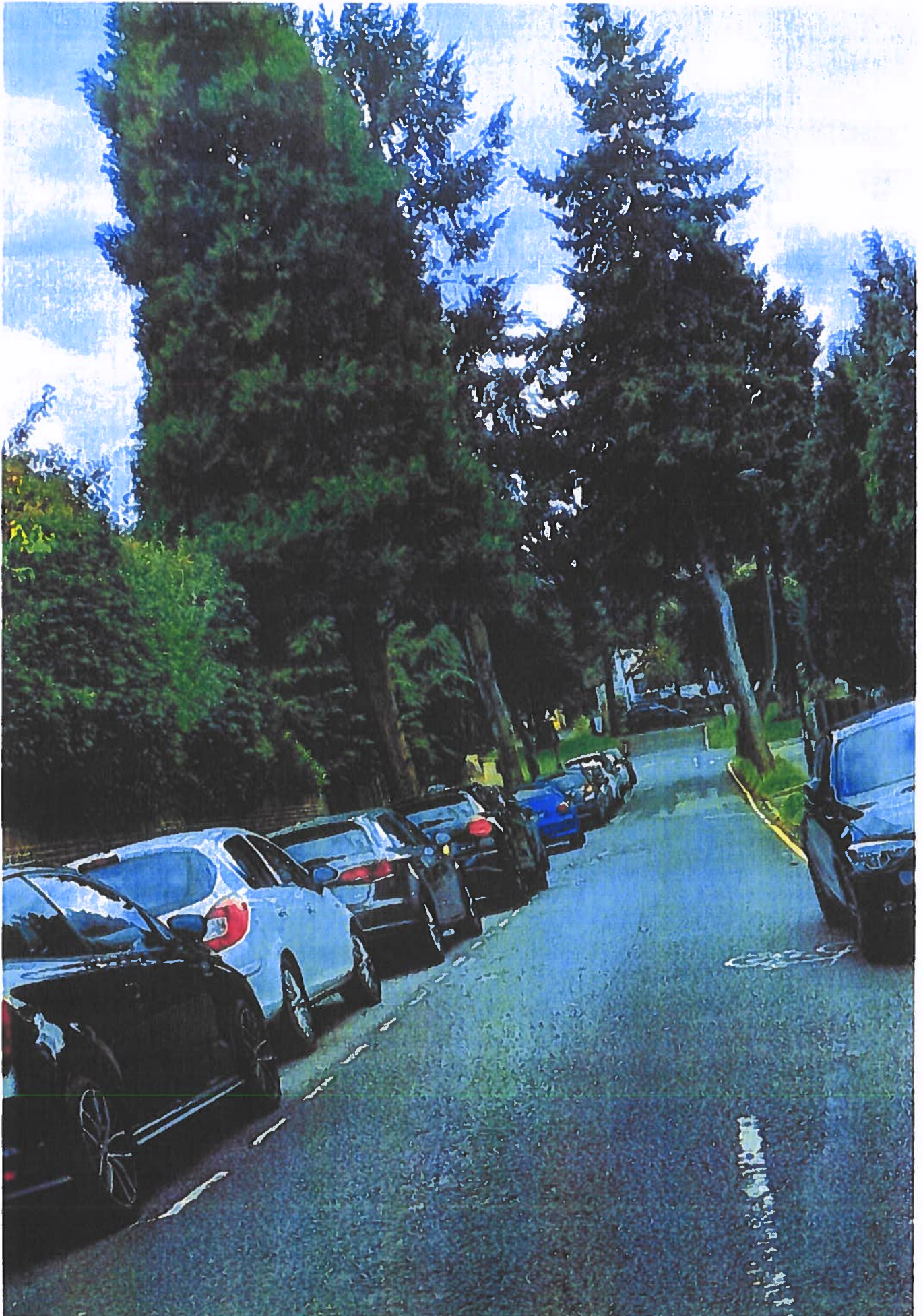




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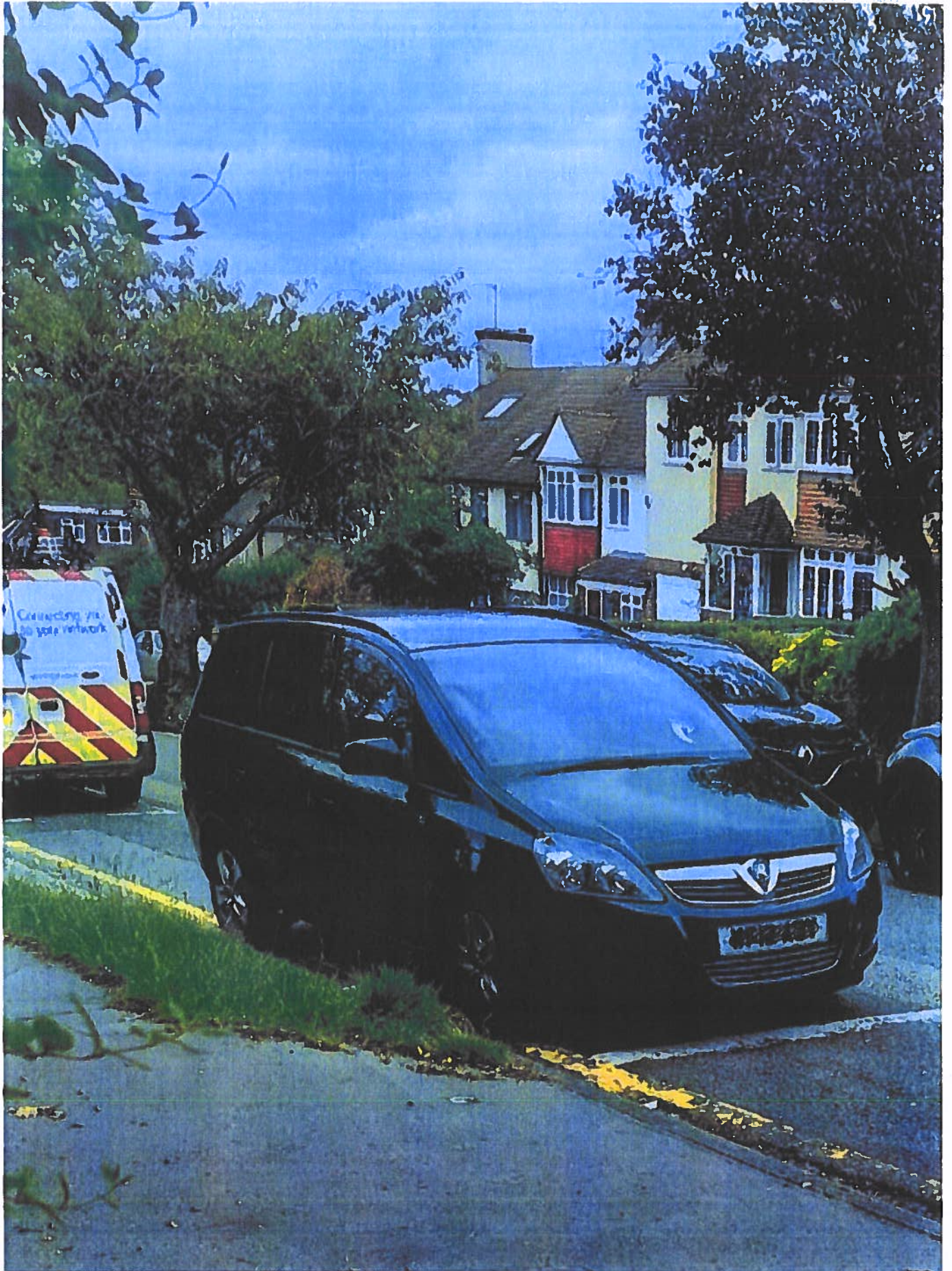


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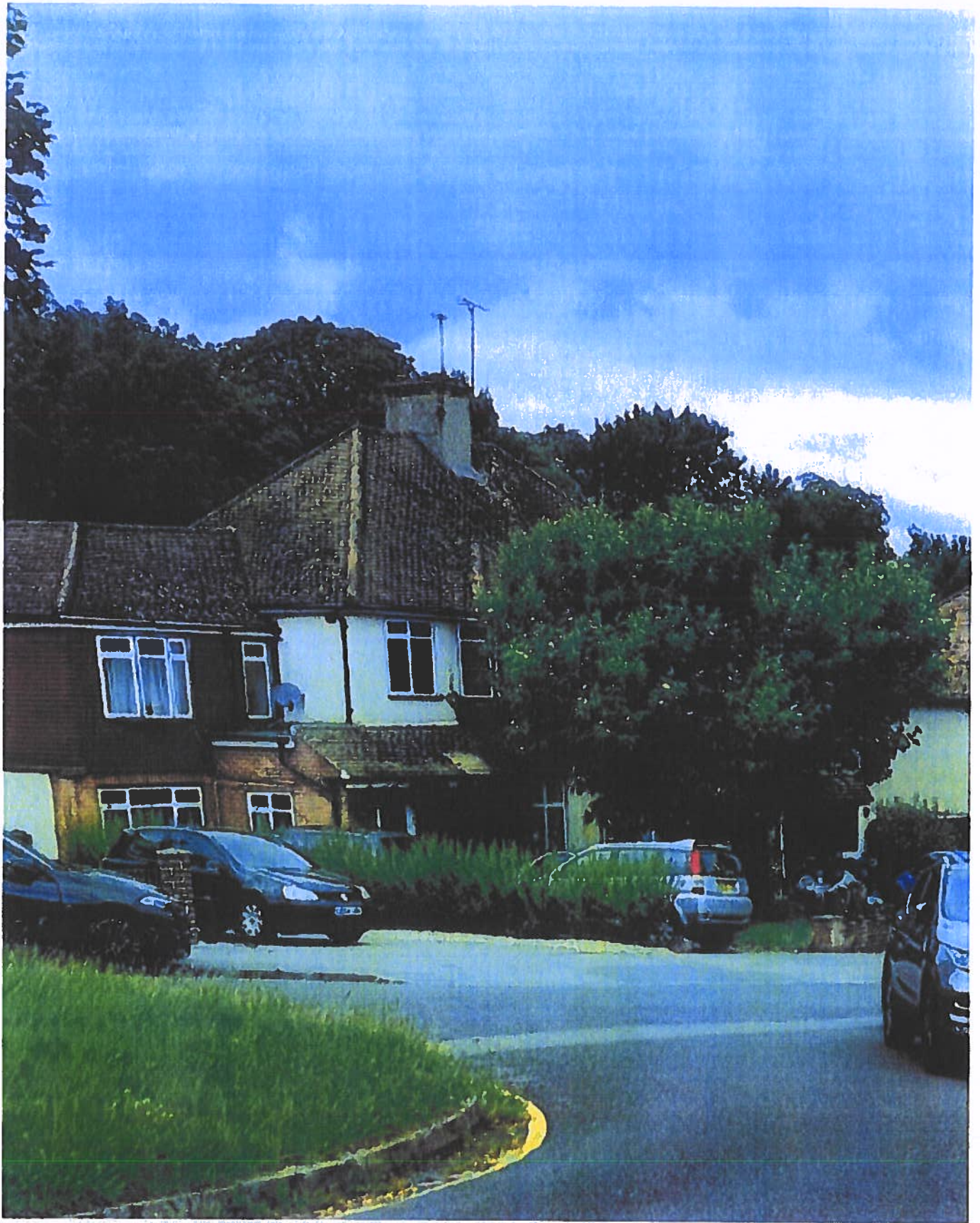




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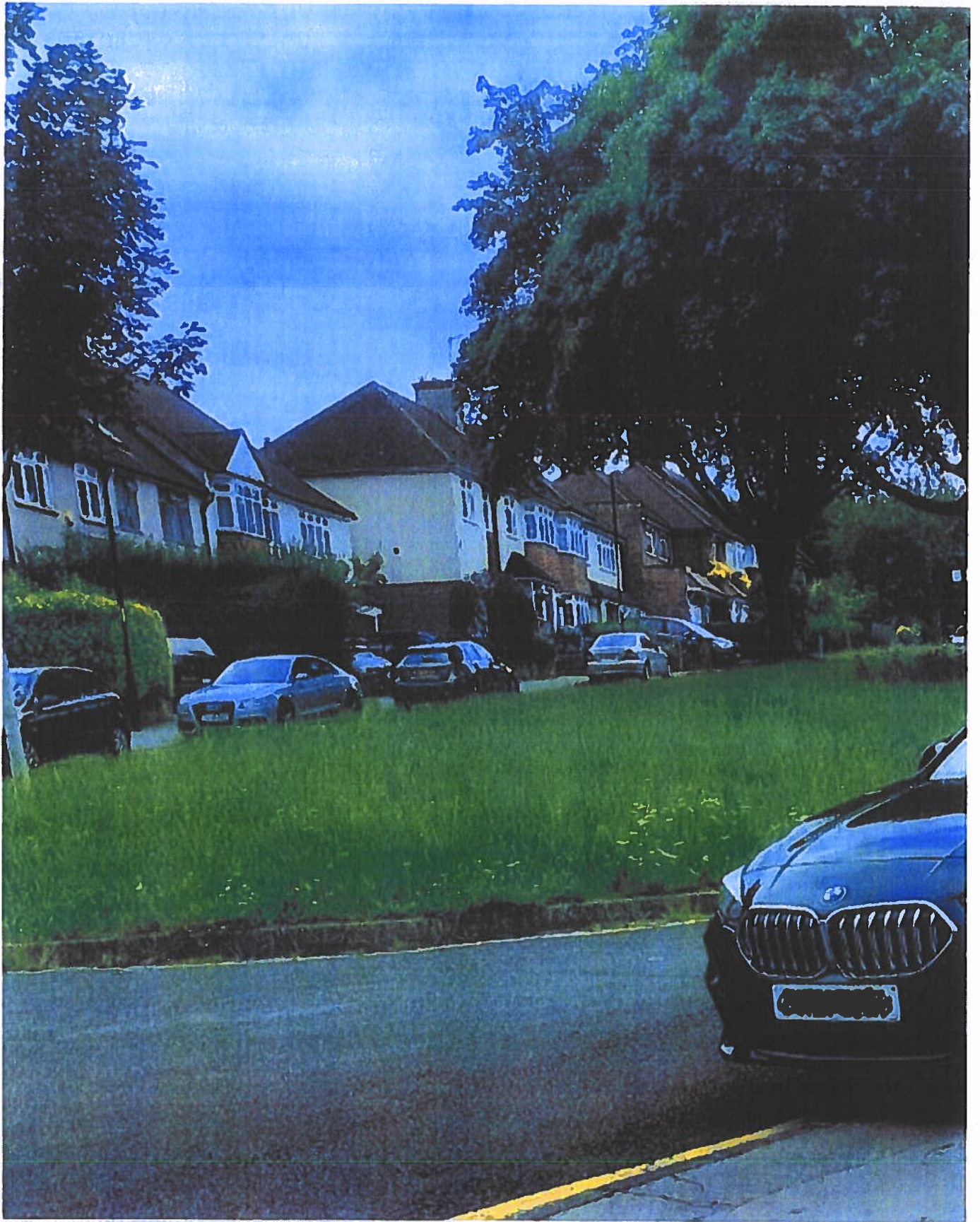
A5



A 5



A5



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If you would still like to continue, please click on the “Log a New Report” button at the bottom of the page. If you have found the report has been reported, click on “Return to Home Page” to return to the home page.

Unfortunately due to limited resources, the system is only able to prioritise the removal of graffiti. Please submit reports of graffiti here

Highways parking

Map

Satellite



Food & Safety Team
Place Department
6th Floor, Zone A
Bernard Weatherill House
8 Mint Walk
Croydon
CR0 1EA
Tel/typetalk: 020 8726 6000

[REDACTED]
[REDACTED]

Croydon

By email

Contact: Michael Goddard
Email:
Michael.goddard@croydon.gov.uk
Our Ref: COM/6922
Date: 16 September 2021

Dear [REDACTED]

I am writing in respect of your email of complaint dated 16 August 2021, with accompanying photographs, in respect of Addington Festival Event – Crossways – Council Failings. I have dealt with your complaint at Stage 1 of the Council's complaint procedure.

Your Complaint

I would like to make a complaint regarding the event that took place in Addington Park over the weekend of the 14th – 15th August. This complaint will likely involve the failings of multiple departments within the council and therefore the webform on complaint area of your website that expects me to pre-filter this to a single team is unhelpful. I expect a coordinated response from the council, rather than an attempt to blame a different team.

I am a resident on Crossways and as a result of this event I would like to complain about the lack of parking controls, anti-social behaviour and the inability to contact the council / the council to respond in a meaningful timeframe.

To summarise my complaint:

1. The council granted a licence to use this park for the weekend, why weren't residents notified or warned in advance? Given this restricted access to green space and (as I will detail) this was always likely going to negatively local residents I find this to be disappointing
2. The event attracted a lot of visitors that elected to drive to the event. The parking controls on Crossways are clearly not designed for an additional 50+ cars to park on the road safely, let alone the hundreds of cars that spent the majority of Saturday and Sunday afternoon circling

trying to find a parking space – Why wasn't this anticipated and controls reviewed in advance?

3. To expand this point, myself and my neighbours experienced 'desperate' event attendees parking opposite and adjacent to driveways, making it extremely dangerous to exit our properties. Again, no provisions were put in place to protect residents.
4. In many cases these attendees parked on the pavement, on the grass verges, on the corners of junctions and in at least one case, smack bang in the middle of the green space island on Crossways.
5. Early Saturday afternoon it was noted that a traffic officer did ticket 2 vehicles within sight of my property (the aforementioned vehicle on the island and one partially blocking the pavement). After this initial ticketing a traffic warden wasn't seen for the rest of the weekend, allowing attendees to park illegally with impunity from the council, at the expense of the local residents.
6. In some instances cars parked dangerously opposite each other, severely impeding the width of the road – this almost certainly would have prevented a large emergency vehicle from accessing the road. At the same time, a vehicle on the Gravel Hill / Crossways slip road had also parked badly (read: at least 30cm off the curb) which would have also prevented an emergency vehicle accessing the top end of Crossways as this is the only alternative route into the road. The council should think themselves extremely lucky that there wasn't an emergency and nobody lost their life over the weekend.
7. On both Saturday and Sunday afternoon I attempted to call the parking offence team (020 8726 7100 – option 3) but the number would just disconnect after the initial ring. Why can't this team be effectively contacted? Why isn't there an answerphone? Why isn't a duty officers contact details published?
8. The main contact number for the council is Monday – Friday 9 – 4pm, in this type of example how is a resident supposed to contact the council? It might surprise you that people can illegally park their vehicles outside of these hours, especially when there is a large event ongoing (which the council ultimately authorised)
9. I reported multiple offences via the council 'report it online' service, as mentioned, nobody from the council attended – why not? [Image attached]
10. As mentioned, 10's of vehicles parked on the grass verges – when will the council be inspecting these for damage? Who will ultimately brunt the cost of any repairs?
11. As mentioned, several vehicles were parked dangerously on the corners of junctions and this was reported inline with the councils process. Why wasn't action taken to remediate these issues? A vulnerable road user (such as a cyclist) could have been injured
12. I have seen several examples of smashed bottles on the pavement (likely linked to the event). I haven't seen anybody from the council cleaning up the streets – why not?

AE

13. Directly opposite my property I witnessed a man urinating on a tree after the event, again, no council presence or any community policing presence was to be seen

I would like to understand:

1. Who is responsible for each of these failings?
2. Why these risks were not foreseen and if they were, what mitigations were put in place?
3. A response as to why the council just left residents on my road on their own?
4. What steps are going to be put in place to deal with the issues mentioned?
5. Cynically, given the council ignored these issues your official metrics are not going to make record of the vehicles that were illegally parked and the other issues outlined are they? How is this to be recorded the next time a licence request is made this is taken into account?

I have attached a range of images captured at around 8pm on Saturday and 7pm on Sunday which should add some colour to the words above.

Croydon Council should be embarrassed by the way this has been handled. As a local tax payer I believe there are serious examples of incompetence and neglect here which need to be urgently addressed.

My Findings

I have spoken with officers from the Council's Public Events, Parking Services and Environmental Services teams. For ease of reading, I will endeavour to answer each of your points in turn.

An application for a premises licence (under the Licensing Act 2003), time limited to 14 and 15 August, was submitted to the Council (as Licensing Authority) by the applicant, Butterfly Enterprise Limited. I can confirm that the application was properly advertised by the applicant. Representations were made on the application by local residents and ward councillors and the application was therefore referred to the Council's licensing sub committee to consider, which they did at a meeting on 23 June 2021. The licence was granted, with conditions attached and expired at the end of 15 August.

In respect of the concerns you raise about parking, in the months preceding, the event was discussed by the Safety Advisory Group (SAG), a multi agency group comprising different Council teams, the Metropolitan Police, the London Ambulance Service and public transport providers, such as Transport for London and Tramlink, amongst others. The event organiser also attended the SAG meeting. Please note that the SAG is distinct from the licensing process. A post event SAG debrief meeting was recently held. This meeting considered the positive safety controls and the safety aspects that were lacking in respect of the event.

AGS

Whilst conversations had taken place between the Council's Highways Team and the event organisers prior to the event, it was formally recognised that parking was extremely poorly controlled. The belief was that due to the location and the available public transport links, most attendees would use public transport. Many will have done but clearly, a significant number attended in private motor vehicles, which caused the resultant parking issues.

It was recorded by the SAG that traffic/parking restrictions and parking enforcement must be fully considered and appropriately implemented should any future, similar events take place in the same location. Without such controls, any such similar event may not be considered as safe to proceed by the Event Safety Advisory Group. In addition, the Council's events process will be reviewed.

In respect of calling re parking offences, I am advised the parking enforcement team are operational 7 days a week, Monday to Saturday 7am to 10pm and Sunday 9am to 4pm but that currently, there is no service outside of these hours. Parking offences can be reported to the parking team directly during these operational times on 020 8760 1966 option 3.

With regards to enforcement during the event weekend in question, the restrictions in the area are as follows:

Crossways – Monday to Friday 8am – 6:30pm and Monday to Friday Noon – 1pm
Rawlings Close – Monday to Friday Noon - 1pm
Gravel Hill – Monday to Friday Noon – 1pm
Kerr Close – Private

These restrictions were implemented for the purpose of preventing commuter parking and therefore at weekends the entire area is unrestricted, which means that all of the vehicles parked on yellow lines during this event weekend did so legitimately and there are no grounds for us to legally enforce any of these vehicles. The parking bays are also unrestricted and offer free parking to anyone all day every day.

The footway and grass verge parking can be enforced and it is unfortunate that our officers did not patrol at the peak times of parking, but due to there being no weekend restrictions in the area it would not have been part of our routine patrols over the weekend.

With regard to the online reporting system, this method of reporting issues is not as immediate as reporting over the phone and the reports wouldn't have been processed and reached the front line enforcement team until Monday morning, which would have been too late to take any action in regards to this specific case.

In respect of the main contact number for the Council, I can confirm that the core hours are 9am to 4pm Monday to Friday. The Council can still be contacted on that number over a weekend but callers may experience delays in calls being answered due to reduced staffing resources outside of the core hours. I am also advised that there have been recent technical issues, particularly at weekends, with the telephony system which has resulted in calls not being able to be answered and this may have coincided with a time when you tried to call the Council.

In respect of vehicles parking on grass verges, the council will endeavor to inspect all roadside verges via its Highways contractor and Grounds Maintenance teams and check for damage. If found to be damaged the Council will attempt to recover all associated costs from the event organisers.

In respect of a post event clean up, this was done but only extended to the immediate vicinity outside of the event space and did not extend on to the highway/roads. Waste and litter on the highway/roads would be cleared by our street cleansing contractor as part of scheduled cleansing. Please let me know if there is still broken glass in the area and I will ensure this is removed as a priority.

In respect of the individual urinating on a tree, this is clearly unacceptable behaviour and the Police would have dealt with this individual, as they would anywhere in the borough, if they had been in vicinity at the time and seen this.

In summary, it is acknowledged that parking issues were underestimated prior to the event, specifically in regard to the number of people who might attend the event in private vehicles and where they may decide to park as a result and that steps need to be taken, going forward to try and ensure this does not happen again – and the SAG have undertaken to do that. I can only add my apologies that you and other residents were inconvenienced by this and I also acknowledge the potential risks you highlight to emergency vehicle access/egress.

If you feel that your complaint has not been investigated properly or you wish to provide significant new information then you may complain to the next stage of the complaint procedure. For your complaint to be considered you will need to contact the Complaint Resolution team explaining clearly why you feel your complaint has not been investigated properly, or provide details of any new significant information or evidence that may alter the decision made:

Complaint Resolution Team
Floor 7, Zone C
Bernard Weatherill House
8 Mint Walk
Croydon CR0 1EA
Phone: 020 8604 7015
Email: complaints@croydon.gov.uk

A5

Should you wish to discuss matters or require clarification on any point, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in blue ink, appearing as a dense, scribbled mass of lines.

Michael Goddard
Departmental Complaints Officer
Croydon Council

Rep 2

I write in response to the application for an event proposed to be held in Addington Park on 16th September 2023.

We have had several events in Addington Park in over the last few years, but this is the first event proposed by this applicant. The management of these events has been getting steadily better and I wish to continue this trend.

The main reason behind the smooth running of the most recent events has been that lessons have been learned from previous events. The local Residents Association produced a document detailing the issues from the 2021 event, which was sent to the council. I as ward councillor also put together a document on a similar theme. Both are attached.

The specific issues which were highlighted and addressed for earlier events, which must be similarly addressed on this occasion are as follows:

- There was a considerable police presence to ensure the safety of event-goers and local residents. Experienced security guards were also provided by the event organiser.
- Aggressive parking was a problem in 2021. No council officers were on hand to enforce compliance and issue tickets. This must be rectified. More recently a tow away vehicle was available.
- Security at the 2021 event let through too many cars into the park to park cars. In my view no parking other than the minimum required to run the event should be allowed within the park.
- To prevent parking in local streets residents themselves had to supervise entry to their streets in 2021. Many event-goers tried to get through these restrictions. Some were very aggressive when they failed to get through. Nearby streets should be closed as in 2022 with the costs carried by the event organiser. Exactly which streets need to be closed requires consultation with local residents associations.

Consequently, I wish to address the committee to make representations related to the following licensing objectives:

- the prevention of crime and disorder
- public safety
- prevention of public nuisance

Here are some specific concerns:

- Orientation of the stage is not optimal for noise.
- Issue of people accumulating outside to listen for free needs to be addressed.
- Traffic management has been the key issue of past events, generating anti-social behaviour and worse. This needs to be specific in terms of the roads that will be closed off and how.
- Toilets external to the venue need to be provided in the event of queueing prior to entry.
- Alcohol should be served only until 9.30 pm with the opark being cleared by 10.30 pm.
- The number of SIA trained stewards needs to be specified (it is currently blank) and should be in line with previous events.

A general concern is that in contrast with previous events communication with the most affected residents association in Addington Village has so far been poor. I share their concern on effective management of the event.

For the avoidance of doubt, these concerns relate to:

- the prevention of crime and disorder
- public safety
- prevention of public nuisance

Cllr Robert Ward
C/O Croydon Town Hall
Katharine Street
CR0 1NX

Rep 3

I am writing to you in my capacity as both a Resident and ~~Member~~ of Addington Village Resident's Association in regard to the application for an alcohol License for the proposed event to be held in Addington Park on Saturday the 16.09.23.

Previous experiences and importantly good liaison with Organisers (specifically Made in the 90s in 2022 and 2023) with large scale Music events in the Park has resulted in minimal disruption to local Residents and a good level of coordination between the Organisers, the Police and the Council. I attach 2 specific documents that the Licensing committee have been sent previously which were prepared by Cllr. Robert Ward and ourselves. Importantly in these cases there has been a level of confidence gained that the main licensing objectives were met.

Regrettably the same degree of confidence cannot be said with the "In the Park Events" company and their Consultant Darryl Crossman of UK Premier Licensing with whom I have had limited telephone conversations and emails with. The liaison regarding Addington Village Residents Association has been sketchy and whilst I appreciate that things are amended from the original application as a result of SAG meetings etc. we are not party to these meetings, so I have asked on a number of occasions for specific information on matters such as Traffic Management which are of major concern to the Residents, to be provided if they are in place as they claim they are. I have explained that we would request a number of reassurances that they will honour. Certain potential security factors that can and would affect us if they were not in place. However, despite my plea to have written assurances in good time for me to meet the deadline of June 22nd for comments and or objections to yourselves, I received a couple of revised layouts at a late hour yesterday but still no proper traffic management plan. Such was my concern that the event company have the ability to execute their event prompted me to speak with PC Edwin Sear 2157SN who is coordinating the Police involvement. At this stage I expressed concerns surrounding the Police presence on the day for which of course he is unable to say at this point.

In light of my concerns and observations and due to the lack of some fundamental basic factors surrounding 1. Prevention of crime and disorder (Egress) 2. Public safety, principally Residents and their property and 3. Prevention of public nuisance, such as adequate toilet facilities at the exits to the Park as a whole, I wish to address the committee to make representations to the above Licensing objectives. It would be reassuring if the Licensing

committee would consider the concerns and make a number of conditions that form a part of any License being granted which has worked well in the past. Thank you.

Rep 4

I am writing on behalf of Addington Palace Events Limited which owns Addington Palace under a long lease from Croydon Council.

I write to express my concerns about the above event and in particular in relation to noise levels. The business of Addington Palace is mainly as a wedding venue. We are fully licensed for weddings inside and outside and have accommodation used by wedding guests. Last year over the 2022 August bank holiday weekend there were two days of events which caused us considerable problems (as previously advised to you). The issue was with the sound levels from the music. I do not know what the limits were on the level of sound but it was clearly audible at an unacceptable level both inside and outside our buildings for prolonged periods, to the extent that it interfered with conversations in parts of our building. It also ruined our customers' wedding day.

We note that the level of sound according to the Event Management plan is from 80 decibels peaking at 137 decibels, which is extraordinarily high. Although we are some distance from the Park, there is nothing between us and the event site apart from a few trees so we get the full impact of any excess sound. If the sound levels did drop off with distance they must have been well over acceptable levels for the noise to carry through to us in the way that it did on the last August bank holiday and the noise monitoring was therefore insufficient. We therefore object to this application as being a nuisance to our business.

In the event the application is granted, we would ask that the sound tests referred to in relation to nearby residences are also undertaken at Addington Palace on notice to us and that we are given the results so that we can assess the impact on our customers. We would also like assurance that sound levels will be properly monitored.

Generally customers book with us long in advance so we cannot work round the dates of events in the Park. We have however blocked off 29th and 30th July to avoid problems on that weekend but this is a considerable loss to our business at one of the busiest times of year for weddings. On days when there are noisy events in Addington Park we cannot even do show rounds for customers.

We have not objected to the other events this summer as we were not aware of them in time to file objections, but would have made the same points. Please confirm that noise levels at all events going forward will be properly monitored.

I attach a link to a video demonstrating the impact of the noise of last summer's event.
C:\Users\rosha\Downloads\IMG_4818.zip



Addington Village Resident's Association

Please reply to: avr.committee@gmail.com

Report into the Garage Nation event in Addington Park, 14th/15th August 2021

Prepared by [REDACTED] (Chair) and [REDACTED] (Vice Chair) Addington Village Residents Association.

The factual story of what happened from the Residents point of view.

- How we first heard about it

Several copies of the official notice of the 2021 Application for an alcohol license were posted on the perimeter fence of Addington Park but only ones at entrances would have been seen. There were no other notifications anywhere else that we could tell of. It was spotted by chance by a committee member 3 days after it had been posted. The notice stated that any objections had to be put to the Licensing Officer by the 28th May. It referred to the Croydon.gov.uk website to see the full application. However, this information was NOT available until Councillor Ward had notified someone at the Council of this administrative error. Further suspicions were aroused when the name of the applicant was not Garage Nation but that of a [REDACTED] The Butterfly Enterprise based in the Portsmouth area. Two other factors were his business was nothing to do with Music/Entertainment but a Companies House search revealed The Butterfly Enterprise as an "Unlicensed Carrier". Importantly, the Company had only been incorporated in March 2020 and there had been no accounts filed for this Company. What guarantees were there that Council Officers had examined the background of the individuals particularly as Garage Nation had a poor track record in other parts of the Country when it came to staging an event like this. There had not been an event of this nature before in Addington Park, and it had only been declared officially in January 2021 as a conservation area.

- The application to the licence committee

It became very clear to us that the way in which the License application was handled in respect of Resident's objections was both unsympathetic and in many cases fairly blunt as to what was going to constitute a genuine objection or not based on the lack of consideration to some crucial and potentially detrimental points that a significant number of Residents were pointing out to Council Officers whom we believed did not have a good "on the ground" knowledge of. The potential Security issues, protection of our Heritage sites, Resident's safety, potential litter issues and the obvious parking and traffic issues were some of the points raised by us. Fortunately, a couple of us were granted the opportunity to speak at the License Sub Committee meeting and we feel very strongly that many of our valid points were taken into consideration by that Committee and some significant conditions were placed on the Organisers. It was very apparent that the Licensing sub

Committee were not in possession of certain information in advance of the meeting which was not helpful. The Council were insistent that the profile of the attendees was going to be much older than in fact they turned out to be. Also that despite the insistence that the majority of Festival goers would arrive and leave by public transport, this turned out not to be the case.

Liaison with the organiser

This condition within the terms of the granted license was without doubt extremely beneficial from both Garage Nation's and Viking's point of view but also Addington Village Resident's Association too. Within a couple of days there was a willingness on the part of ~~Garage Nation~~ of Garage Nation to meet with ~~Garage Nation~~ and ~~Garage Nation~~ of Addington Village Residents Association and Cllr Robert Ward. After an initial meeting at which they imparted much of the organisational elements to the Festival, they sought to allay a number of our concerns. There was a good liaison and rapport with Garage Nation and we were able to get certain measures put in place particularly with security.

- **Liaison with the residents**

Addington Village Residents Association is well organised and has a huge amount of support amongst it's members. We were able to inform people via email and or letter drop of the progress with the different concerns and fears they had. It became apparent that other Residents Associations in the area knew little or nothing about this event leading up to August 14th/15th, so we were able to provide information to them as well. In the week of the event we met with the head of Security to go over the potentially dangerous traffic issues on the sharp bends in Addington Village Rd. Also with our help the disgraceful and often threatening behaviour of some of the festival goers in cars attempting to park would undoubtedly have been a lot worse had we not taken measures to minimise this. This could have been alleviated had the Council taken responsibility for ensuring that pavements etc. had not been blocked. (There is strong photographic evidence of this) Garage Nation also provided a dedicated hotline to us with a trained Community Security Liaison person who was invaluable in deploying additional security when situations outside the event could and did occasionally get "tense".

- **Liaison with police and others**

Due to our very strong and good relationship with the local Police, Inspector Cathy Thomas and her team were extremely well prepared. We understand that due to local ongoing gang activities and criminal behaviour in the local area the Police presence may have been increased but the whole Police operation as we understand it was very good. Worth noting that were it not for good policing and the arrests that were made on site there may well have been more criminal activity. It would be worth the Council looking into the exact figures for arrests etc. for reference. Also under this we had first hand reports of under age drinking and there appeared not to be the ID checks in many cases. This was again something that we pointed out there was the potential for but we were assured this wouldn't happen.

- **License Committee decision**

Obviously the majority of the Residents would have preferred the event to have been staged elsewhere in a more suitable setting. The final decision was fair based on the information that the Committee had been supplied with and we are grateful for their decision to impose certain conditions of the License being granted. In our opinion more consideration of local factors needs to take place before a decision to grant a License. It was also felt that there was an undue pressure to grant the License as a deposit for the hire of the Park had already been taken. In addition Garage Nation's legal advisor made mention of 2022 which we felt was rather presumptuous.

- **The run up to the event**

Only by a thorough dialogue with Garage Nation did we discover the full implications of the set up/build period and the strike/take down period for the Festival. There were no obvious or adverse things that came to our attention other than the many dog walkers who were reticent to use the Park during this period.

- **What happened during the event**

As far as the local Residents were concerned the biggest issues were obviously the level of noise for which we were told was within legal limits. But this appeared to increase occasionally when all 3 stages were in operation at the same time. For the future, how is sound measured as logically 3 stages in operation at the same time you would think collectively would produce a greater level of sound. Also despite claims that the music would reflect the average age of the attendees, this was most certainly not the case as it was a much younger audience! What did become apparent was the need to have Council enforcement officers to ticket offenders who blatantly parked all over the grass verges and pathways and on the roundabout at the bottom of Lodge Lane and up Spout Hill. We operated a screening policy identifying genuine Residents. Despite our best endeavours extremely aggressive behaviour and frankly dangerous driving on the part of some determined people who had a complete disregard for people's property, just drove across some peoples flower beds in an attempt to park wherever they could. We personally attended a number of houses where such was the aggressiveness that Residents retreated into their houses and only answered the door when an AVRA committee member called with a Police escort to reassure them. Cars were just parked on driveways and front lawns. This is totally unacceptable. One poor Resident in New Place was threatened with the possibility of her pet being killed if they didn't let them park at the rear of the flats. Security were not enough of a match for this especially as some people were quite drugged up. We really could have done with some uniformed Police visible to act as a deterrent.

- **What happened after the event.**

Post event, the egress was well organised, but there were not enough toilet facilities. There were a couple of impromptu parties and revellers that congregated at the rear of the Church and in Roxton Gardens for about an hour and a half which was noisy and it appeared that drink and drugs were consumed. In the main the clear up was largely well done and the

expected litter outside of the Park was well cleared. James of Garage Nation spoke with us on a number of occasions as he'd been let down by contractors to completely clear the Park itself. By the Friday post event there were a few issues for which Cllr Ward contacted the Council about some broken glass etc. (photos supplied) and nobody at the Council appeared in a hurry to make an inspection which we believe may not have happened till the Tuesday. By the Wednesday, the Park appeared completely clear. A week later than was planned. We noted at the time there was this broken glass in the long grass that there were children playing. If there had been a serious injury who would have been responsible?

What went well

- Under the circumstances it could have been worse. But as we had always stated from the "get go" the people who were likely to be most affected were the Residents in the local area. We strongly believe that were it not for our Residents Association's valuable assistance to the Organisers, our time and effort and frankly in some instances the courage to face some seriously aggressive behaviour on the part of a significant number of attendees to the event, then it could have been a different story. For information on consultation with Garage Nation the aggressive clan appeared to be friends/fans of the popular artists and not locals.

What could have gone better

- Bluntly from the Residents point of view, it would have gone better if it had not been held in Addington Park in the first place. This is not sour grapes, but without a proper infrastructure and the Council taking steps to eliminate certain issues that were beyond both the organiser's and the Police's capabilities then this would likely happen again in the future. In our discussions with Garage Nation there is an acceptance that The Park is not an ideal venue for this kind of large scale music festival....their words not ours.

Caveats to ourselves and others

If this were to happen again or if a similar event is planned somewhere else in the Croydon area, what are the things to watch out for? Consideration and more feasibility. It would appear that the procedure by which someone with no track record can just apply for a License when the SAG (Safety advisory group) had only met once before the License had been granted seemed odd. If the Council wish to comment on the above then we would be willing to discuss the above.

Prepared by the AVRA Committee 02.10.21.

Lessons learned from the Garage Nation event held in Addington Park 14th/15th August 2021

This is my first experience of a large event in my ward in the three years that I have been a councillor. I think it is important that we learn lessons, especially from infrequently occurring events. These are my thoughts on what we did well and how we might do better next time should a similar event be proposed in the future.

Context

We were fortunate in many ways in responding to the application and the event itself. The local residents' association is well organised and engaged both proactively and practically with the event organisers and the authorities. The event organisers were also willing to engage cooperatively with stakeholders. I am sure this is not always the case, but I am sure that without these two factors we would have had a much less successful outcome.

The licence application process

Publicity so that local residents are aware of a licence application was not as effective as it might have been. Physical notice of the event was posted only very close to the event location and in some cases in places where nobody would see the notice.

The legal requirement may be that it is sufficient to post a notice of the application in an obscure newspaper in a section nobody reads but I recommend proactively using social media to publicise that a licence for a large event has been applied for. NextDoor and Facebook are free and effective. When residents learn of the event late in the day, or worse, after the application has been approved, it gives the impression that the application has been sneaked through.

The advice of other agencies, especially the Police, is valued highly by the Licensing Committee in considering the application and imposing conditions on the licence, should it be granted. It is not clear to me how this works. I was not reassured that it worked as well as it could have in this case. I was not clear what discussions had been held and with whom; whether both the local and more centrally located police had given input and whether the local situation had been fully considered, in particular, had there been a site visit. It is possible that these were all fine, merely that I was not aware. In my opinion local councillors should be fully aware when it is such a high profile event.

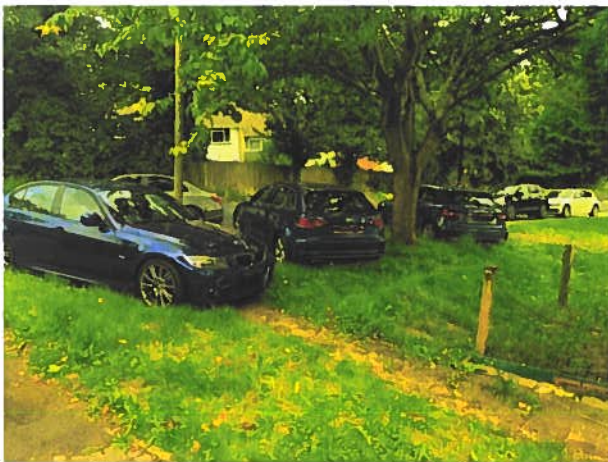
Factors to consider

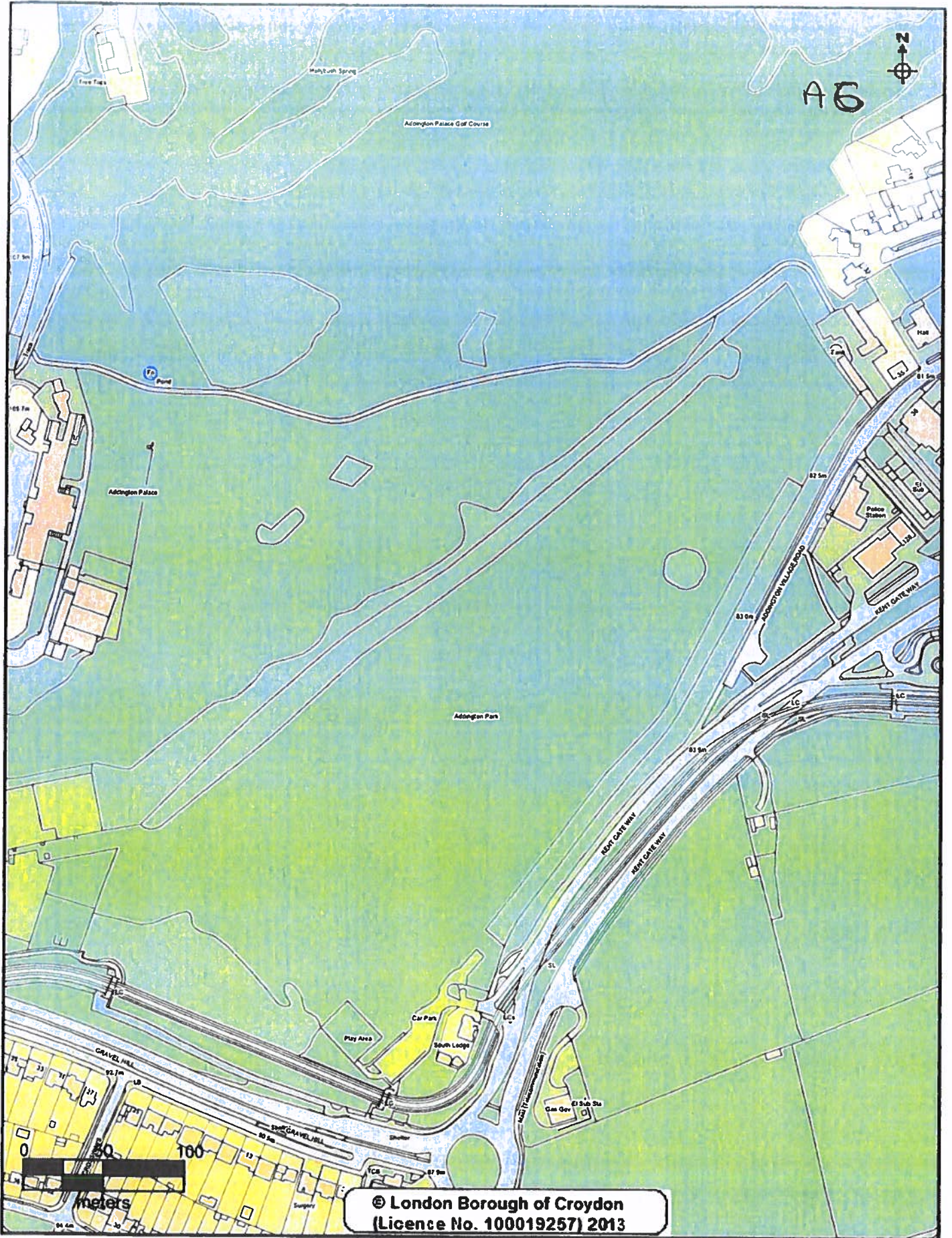
I suspect residents faced with an event close to their houses all have similar concerns: crime, disorder, noise, litter, traffic, and general disruption to a normal weekend. Satisfying yourself that the authorities have taken adequate account of the local situation and the concerns of resident is crucial. The knowledge of local residents in both identifying risks and mitigation measures should not be underestimated.

Access of emergency services to vulnerable residents, risks associated with the extra traffic, heritage sites that might need protecting, and above all communicating what is happening to the residents are just some of the ways the local residents' association can help. Not all will be prepared to be as pro-active as the Addington Village Residents Association was, most obviously in manning traffic barriers to discourage parking in residential streets.

If there is one factor which turned out poorly, and could have been even worse, it was aggressive parking on pavements, grass verges, residents' driveways, and pretty much anywhere that did not already have a car on it already. There was a core of people who really did not care where they parked. They were highly aggressive to anyone who offered the least resistance.

Photos of aggressive parking





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