

E. NESBIT'S **THE**  
**RAILWAY**  
**CHILDREN**  
WRITTEN BY MIKE KENNY DIRECTED BY DAMIAN CRUDEN

The Railway Children - Planning Application  
Our Reference (D-TRC-KX-14-007)

## Design & Access Statement

### Client

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### Development Management



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### Architect



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## Introduction

This document has been written in support of an application for a temporary theatre venue which is proposed for Zone A, Goods Way, King's Cross Central, London N1C 4UR. The proposal is to install a temporary clearspan marquee structure to accommodate a theatre venue on the site at King's Cross to house a showing of the successful stage show, 'The Railway Children', produced by Theatre Tracks Limited.



The project is a time limited theatrical production, staged in a 967 seat temporary theatre auditorium for a fourteen month period from December 2014 until January 2016. The show is intrinsically linked to a temporary theatre structure which provides the custom designed auditorium space, and the ability to house the star of the show – a 44 tonne Victorian Steam Engine – for this reason the show cannot take place in a 'normal' theatre building.

The team are world leaders in providing tent-based theatrical shows and bring together experienced theatrical production and touring show specialists. The company has a history of working in temporary structures.

## Background

In the summer of 2008 The National Railway Museum played host to a unique and remarkable event – a spectacular stage production of E. Nesbit's classic children's book, *The Railway Children*. This adaptation, written by Mike Kenny, was produced in conjunction with the York Theatre Royal and after a sell out run and acclaimed reviews, returned in 2009.

In 2010 a consortium of West End Theatre producers acquired the rights in the production and subsequently brought it to London staging it at the former Eurostar Terminal in Waterloo Station where a 1,000 seat venue was built around the railway tracks with audiences seated on either side.

Following fourteen four star reviews and after winning a prestigious Olivier Award for "Best Entertainment" the production was hailed as London's theatrical sell out event of the year and ran for 28 weeks. After closing for works to be carried out by Network Rail on the station, the production was remounted in June 2011 where it ran for a further 18 week sell out run eventually closing in January 2012 due to the announcement of the abolition of BRB and Network Rail repossessing the building. A second production was also mounted in Canada, at Toronto's historic Roundhouse Park in 2011.

Written by Mike Kenny, directed by Damian Cruden, designed by Joanna Scotcher, lit by Richard G Jones, with music by Christopher Madin, and sound by Craig Vear, this extraordinary production perfectly captures both the tone and wonder in Nesbit's picaresque tale of three children, Bobby, Peter and Phyllis, whose lives change dramatically after their father is arrested on suspicion of espionage. They move from a large comfortable house in London to a poor cottage in rural Yorkshire where they befriend the local railway porter and embark on a magical journey of discovery, friendship and adventure.

Performed on moving platforms that glide on and off the real tracks and on the wooden platforms either side – the play is set within a country railway station in Yorkshire – providing the perfect stage for the show's star – a real, live period steam train ... and setting the scene for the final emotional return of the children's father. "I was in shameless emotional thrall to "The Railway Children," the York Theater Royal's inventive adaptation of E. Nesbit's much-loved novel from the early 1900s" **Ben Brantley, New York Times**.

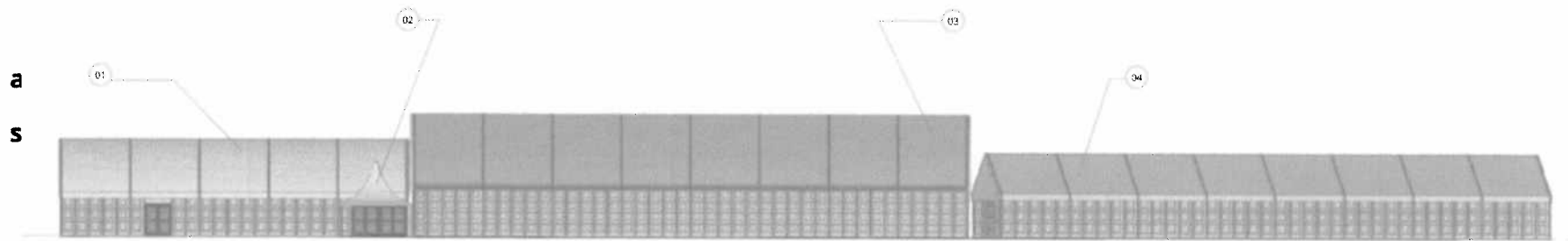
## About the Structure

The show will take place in a series of clearspan marquee structures to provide spaces for the auditorium, audience gathering and back of house storage and dressing rooms.

The requirements of the show, combined with a limited site footprint and quick build time have led the producers to European temporary structure specialists, DeBoer who, in conjunction with the designers, creative and production teams have created a venue which will successfully ensure a safe, reliable and exciting performance venue with no internal support columns, meaning every seat in the house has a great view of the action.

There are four structures used in the production of the show:

- 01) Audience bar/ circulation space
- 02) Entrance tent
- 03) Auditorium
- 04) Back of house and storage



*(top) – Western elevation – Audience structure to the left (01), auditorium to the centre (03) and storage / back of house structure to the right (04)*

*(bottom left) – Northern elevation - Audience structure (01) to the foreground with the auditorium behind (03)*

*(bottom left) – Southern elevation – Back of house structure (04) to the foreground with the auditorium behind (03)*

## About Theatre Tracks Limited

We have been behind some of London's most innovative theatre productions over the last 5 years. Our company focuses on creating engaging and exciting theatre in unusual site-specific locations for a broad demographic. The amalgamation of drama and beauty, scale and intimacy, entertainment and fun are integral to what we are all about.

Our past successes have included a large-scale production of the much-loved children's classic *Peter Pan* staged in a 1,300 seat state of the art tent in Kensington Gardens where J.M Barrie wrote the original story; The Olivier award winning production of E. Nesbitt's *The Railway Children* staged on the platforms of the disused Eurostar terminal at Waterloo Station both in 2010 and 2011; Rupert Goold's restaging of *The Lion The Witch and The Wardrobe* outside Kensington Palace, again staged in a 1,500 seat state of the art tent.

With all of these productions we demonstrated that first class family theatre can be staged for an extended period in a cherished location, without detracting from the natural beauty of the setting whilst also attracting a broad demographic audience, many of whom that are new to both theatre and the local area.

### OLIVER ROYDS (PRODUCER)

Oliver is an Olivier award-winning, West End theatre producer. His theatre credits include the award winning production of *The Railway Children* at Waterloo Station and subsequently at The Roundhouse Park in Toronto. Stephen Daldry's award winning production of J.B Priestley's *An Inspector Calls* at both The Novello and The Wyndham's Theatre in the West End followed by two highly successful UK tours. Most recently he General Managed Rupert Goold's 2 million pound production of *The Lion The Witch and The Wardrobe* in Kensington Gardens in a bespoke, 1,500-seat purpose built, tent. In 2009 he general managed *Peter Pan* in Kensington Gardens and at the O2 Arena. He was General Manager of PW Productions from 2008 - 2012 for which he looked after their touring and West End productions including *The Woman In Black* and Arthur Miller's *Broken Glass*. In 2007, he produced a sell out run of James McLure's hilarious double bill *Lone Star and Private Wars* at The King's Head Theatre starring Shane Richie and James Jagger and was an associate producer on the UK Tour of Andrew Lloyd Webber's *Aspects of Love* starring David Essex. After graduating from Newcastle with a BA Hons in History, Oliver set up his own

production company B.O.S Productions Ltd in 2004. The following year he won the Shell Entrepreneur of the Year award and was the subject of a Channel Four documentary called '*The Producers*.' He has recently been appointed as a board member of The York Theatre Royal.

### SUE SCOTT DAVISON (PRODUCER)

Following over 25 years as an actress, Sue was awarded a Stage One New Producer's Bursary in 2004. She won a Meridian Theatre Interact Award for the development and production of Glyn Maxwell's *Liberty*, which she co-produced with Shakespeare's Globe in 2008, followed by a UK tour. This was the first Globe co-production, and indeed the first show to tour from the mainstage. Other productions include: The critically acclaimed and Laurence Olivier Award-winning *The Railway Children* at Waterloo Station (2010-12) and in Toronto, *After Troy* (Oxford Playhouse and Shaw, 2011), *Future Me* (Theatre 503) and UK tour 2007-09), *Two Way Mirror* (Courtyard, 2006) and *The Lifeblood* (Edinburgh Fringe and Riverside Studios, 2004-05). Most recently, she co-produced the acclaimed revival of *Our Boys* at The Duchess Theatre. As well as producing, Sue has been casting for over 10 years. Outside of her own projects above, she has also cast: *The Railway Children* at Waterloo Station, *To Kill A Mocking Bird* (The Touring Consortium), *The Mystery Cycle*, *A Funny Thing Happened On the Way To The Forum* and *Little Shop Of Horrors* (York Theatre Royal). She is currently casting a season of plays for Andy Jordan for the West End and UK touring.

### TRISTAN BAKER (PRODUCER)

Tristan is an award-winning theatre producer. He most recently produced E. Nesbit's classic *THE RAILWAY CHILDREN* live on the former Eurostar platforms at Waterloo Station with a real steam train. This production also ran for an extended season in Toronto. He also co-produces *FOOTLOOSE* The Musical which has so far completed five UK tours, two West End seasons at the Novello and Playhouse Theatres and its first international season in Johannesburg, South Africa. Tristan co-produced *NEVER FORGET* the musical based on the songs of TAKE THAT which completed two major UK national tours and a run at the Savoy Theatre in London's West End. His other productions include *Bad Girls* at the Garrick Theatre, the UK tour of the multi-award winning Broadway and West End production of *Kiss Me Kate*, a UK tour of *Love Shack* and the UK tour of the classic musical *Calamity Jane* and its subsequent season at the Shaftesbury Theatre in the West End.

## About the Venue

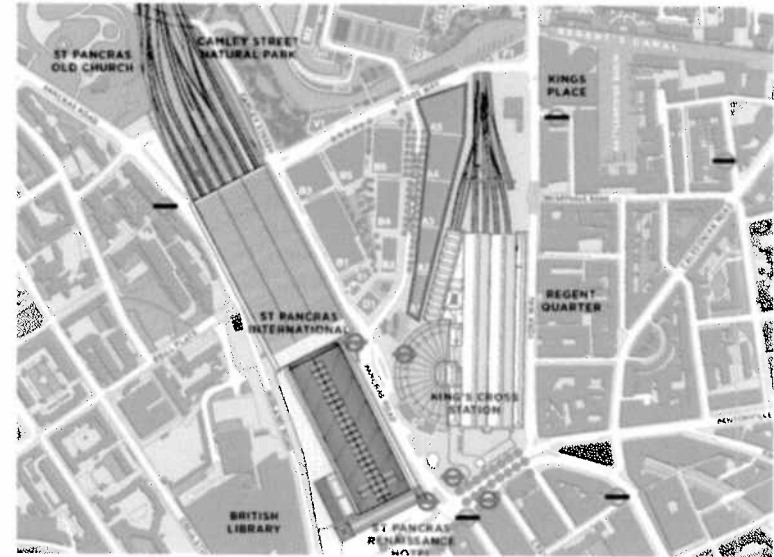
The Railway Children at King's Cross hopes to continue the successes seen by previous iterations of the show in York, London UK and Toronto Canada.

There will be seven show days per week. At King's Cross the schedule for build and de-rig, as well as the running of the show itself will be as follows:

- **Event build** December 2014
- **Rehearsals** December 2014
- **Live Shows** December 2014 – January 2016
- **Event de-rig** February 2016

## About the Location

The King's Cross Theatre will be located at Zone A, Goods Way, King's Cross Central, London N1C 4UR



The site is currently laid to gravel and is largely unused as it is awaiting redevelopment as part of the King's Cross Central scheme regeneration.

To the north of the site lies Goods Way (public highway), the Regent's Canal and then further developments including offices, shops, leisure spaces and residences which form the King's Cross Development site. To the west of the site is King's Boulevard (pedestrian walkway), with additional office space further to the West.

To the south of the site is additional empty land and the King's Cross/ St Pancras entranceway and to the east of the site are a number of railway lines and associated buildings / yards which feed King's Cross station.

## The Purpose of this Document

This Design and Access Statement has been prepared on behalf of Theatre Tracks Limited for their proposed temporary theatre structure, which will be provide a venue for a theatrical production of The Railway Children and potential other shows. The purpose is to explain the primary design principles of the temporary installation of a temporary theatre venue to be located and erected at Zone A, Goods Way, King's Cross Central, London N1C 4UR between December 2014 and January 2016.

This statement forms part of the application for planning permission for these facilities.

## Assessment

An assessment has been made for the need of this temporary theatre venue, to be located at Zone A, Goods Way, King's Cross Central, London N1C 4UR.

This production of The Railway Children is intrinsically linked to the temporary structure which houses the auditorium, front of house and production areas, and as such the performance is not suited and cannot be run in a normal theatre building. A completely unique venue has been created by the show's producers – bringing together a trackside auditorium (where the audience sit along the entire length of either side of the stage), capacity for flying lighting and sound equipment and the use of a real 44tonne steam train.

The King's Cross Central scheme was selected as a potential location for the running of The Railway Children due to a number of selection criteria:

### 1) Existing Entertainment Venue

Since its redevelopment in 2011/2012, the spaces around the King's Cross Central scheme have been used for a number of live events within the Granary Square, Kings Place, Shaw Theatre, Scala and Water Rats Theatre venues.

The site is well known both locally and nationally and the addition of The King's Cross should add to (rather than detract from) the offering that is already available on site.

### 2) Transportation

The King's Cross Central scheme is provided for by a number of excellent transport routes from within central London and out to national towns and cities. In addition to the 315 space St Pancras car park, there is direct tube, national and international rail access within a ten minute walk of the venue entrance. In addition the space is well served with taxi ranks, cycle routes and bus routes which run 24 hours. The venue is very well served for guest access – whether they want to arrive by public or private transport.

Marketing materials will encourage the use of public transport and list the nearest public transport links for attendees. In addition, staff and guests will be encouraged to use public transport to get to and from the venue. No car parking will be available within the designated event area, with all parking located within the existing car parks near the venue.

The public site entrance will be located on the northern side of the site, joining the main pedestrian route from the King's Cross and St Pancras stations to the Granary Square part of the site. This will allow guests arriving at the venue to access the site in a direct route from public transportation and car parking locations. All entrance, exit and emergency gates / doors will open onto pedestrianised areas and none will access onto road carriageways. Furthermore any pedestrian emergency exits from the site will exit onto hardstanding pathways to the designated places of safety and RVPs.

More information is provided in our Transport Impact Assessment (D-TRC-KX-14-008), and in the attached site layout plans and maps.

### 3) Location

The choice of site within the King's Cross Central scheme has brought together many considerations, including good access, the desire to have a low impact on other users in and around the site, the desire to have a low impact on neighbouring properties and to meet the needs and requirements of the landowners. The site sits on an underused area of development land – currently laid to asphalt and hardcore prior to its eventual development.

It should however be noted that working within the context of the King's Cross Central scheme is not without its specific challenges. Our production team have, and continue to, work closely with our neighbours inside and outside the complex to reduce as far as possible any impacts on their daily lives and routines. For more information please see the attached supporting documents relating to sound and traffic management.

#### Physical Impacts

The proposed theatrical venue is temporary in nature, and as such will have minimal lasting impact on the proposed site. The location chosen for The Railway Children venue is currently unused space, which is awaiting development. There is no requirement to dig permanent foundations, nor change any of the current site facilities – once the venue has been used for the run of the show it will be completely removed and the site returned to its previous condition. Some levelling of the site will be required which will see additional hard core materials brought in. Once the venue has been removed in 2016 this levelling material will be either removed or preferably reused in the substructure of the new building or as piling mat materials for the piling rigs, minimising the lorry trips to the site in the main build.

Although this venue is temporary in nature, it was designed from its inception by experts in the provision of event venues, with many years experience of millions of event visitors. This has meant that they are able to build in elements that would be expected from a more permanent building structure – specifically

when it comes to facilities to those with disabilities, large and high quality front of house facilities and good toilets provision for the theatre goers. All of this can be achieved in a cost effective, safe and reliable way, within the context of the venue being temporary and demountable.

#### Social Impacts

Whilst The King's Cross Theatre is a temporary addition to the King's Cross Central scheme, it will allow the producers and venue owners to work together to provide a cultural theatrical show that is different in nature to the other offerings available in the locality. The increased choice available to visitors will support the diverse range of projects already in place around Camden and ensure that there is 'something for everyone'.

#### Economic Impacts

The addition of The Railway Children venue to the King's Cross Central scheme will lead to both increased visitor numbers to the area, as well as extend the visiting times of those who are attending a show. The benefit of the additional revenue from car parking, restaurant visits and sales of other items from the venue will help towards ensuring the success of the venue in the future.

In addition the project will employ over 100 people in a variety of positions from the cast and crew for the show, to those in management, food service, security and venue management positions.

#### The needs of visitors to The Railway Children venue

Whilst ensuring that the venue structures do not cause long lasting environmental or ecological damage to the chosen location, it is also important that the venue is suitable for those visiting the shows that are to take place there. The choice of site, site layout and design of the structures have been determined to meet the needs of visitors to the event.

Given that the weather is not something within the control of the event producers, it is a requirement that all activities will take place within the temporary structure. In addition to the main auditorium structure, there will be three additional structures to house storage, box office, production and office space, as well as plant equipment to include HVAC systems, power generation equipment (if required) and waste management / storage locations.

For more information please see also document D-TRC-KX-14-011 which shows images of the ancillary equipment and facilities.

### Sound Impacts

Unlike a normal outdoor 'stage based' events venue, our tented structure can be susceptible to inbound external noise. We suffer more from unexpected loud noises coming into the venue than our neighbours will from the sound created by the events inside. The location at King's Cross provides an excellent location – close enough to excellent public transport links, but far enough away for us not to suffer from the associated noise from busy roads.

The show & production management teams for Theatre Tracks Limited have a great deal of experience in the creation and management of temporary venues and are well used to working with Environmental Health Department teams to ensure that sound restrictions which are put in place are adhered to and provided a satisfactory solution. The location of The King's Cross Theatre is nearly 125m from the nearest residential properties to the East (York Place, located on York Way) and 210m to the North (Block J). The site is however acoustically sheltered between buildings and although there is a soundscape within the production, it is not a high volume show (i.e. a musical) nor is it a music based production (i.e. a rock and roll concert).

More information can be found in document D-TRC-KX-14-014 (Sound Management Plan) and D-TRC-KX-14-015 (Sound Management Protocol).

### Involvement

Many groups have been approached and consulted regarding The Railway Children project. Principle stakeholders such as Camden Council (Planning, Environmental Health, Licensing and Events) have already been contacted and contact with the Police, Fire and local Ambulance Authority is also planned.

Argent LLP and their clients have also been identified as a key stakeholders and partners to the project, working closely with the producers on a number of areas of mutual interest, such as joint marketing efforts.

The organisers of this project will ensure that communication channels with local residents are made available to inform them of the project and to enable them to contact the site management team during the build, running and breakdown of the venue.

### Evaluation

Through our work with the key stakeholders it is felt that the site at King's Cross fits the criteria required for the running of The Railway Children within the temporary theatre space. The situation of The King's Cross Theatre as part of the wider context of the King's Cross Central scheme, good transport links and the use of under-utilised land means that the proposal is well suited to the space.

More information is included in our detailed Sound Management Plan (D-TRC-KX-14-014) and it is stressed here that the producers understand the issues on this site regarding noise and will work with both the Planning, Environmental Health and Licensing Offices to ensure that suitable and sufficient noise mitigations are in place to ensure that the show can be run in a way that will not be detrimental to the performance, nor affect any local residents.



## Design

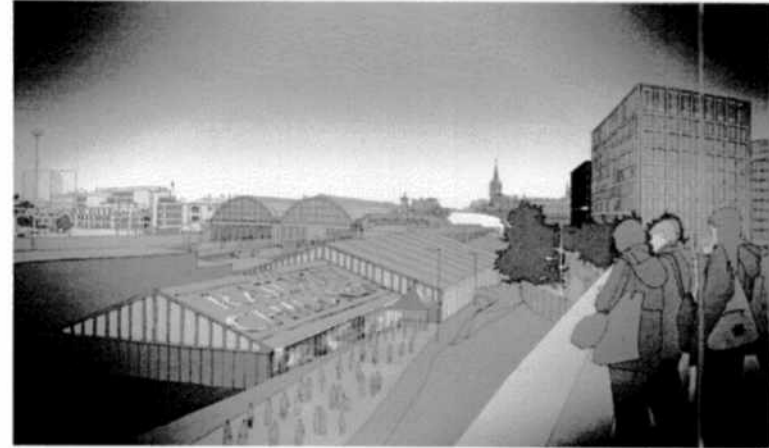
Although a temporary venue, many of the challenges faced by traditional theatre venues in London can successfully be overcome through experience of other shows and careful and extensive planning. The applicants intend to offer excellent facilities for all attendees, regardless of ability, whilst remembering that the venue is temporary and will be removed after its use.

Whilst to an extent the applicants are limited in their options for a tensile structure that will accommodate their requirements, through consultation and careful planning the proposed venue will allow for the enjoyment of the show in a safe and secure environment whilst providing for all that is needed to run and stage a show of this size with specific technical and requirements.

The site that has been chosen provides an excellent venue space with onsite (St Pancras) parking and excellent access to public transport, whilst minimising the impact of noise and traffic on the local residents. Careful consideration and consultation between Argent LLP (site managers), the Theatre Tracks Limited team and Camden Council has shown that this location will work well in providing the space, access and requirements of the project.

The temporary, low impact nature of the event means that the relative impact on local people and the chosen site makes it a perfect project to make use of an otherwise poorly used part of the King's Cross Central scheme.

Although it is expected that the events will attract a large number of people, this will be spread over a number of weeks and months. This means that the venue will be able to adequately satisfy the needs of the local theatre goers, without the usual traffic, noise and litter problems that would usually be associated with a one-day event that would attract a similar number of people (such as an outdoor festival or concert).



View of proposed structure from the viewing platform (north west corner)

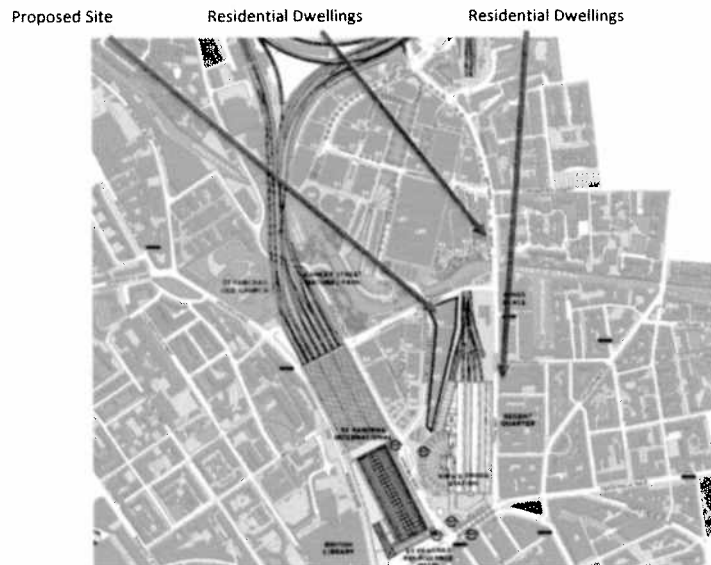
## Use

### Description of the site

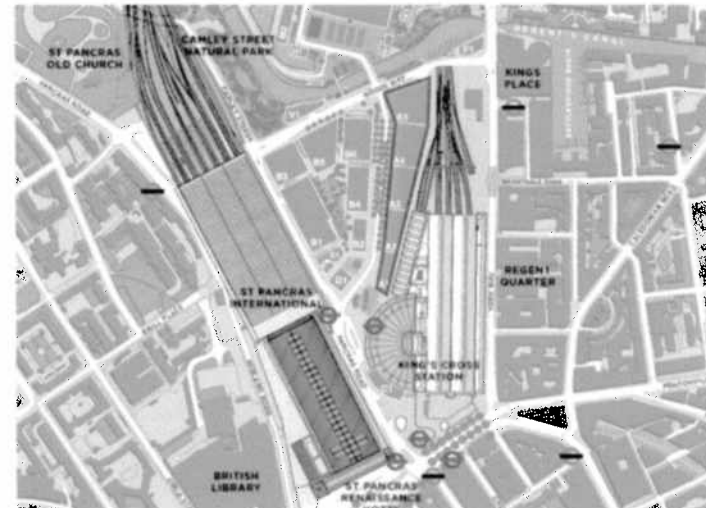
The proposed site for The King's Cross Theatre venue is an open area of land at the centre of the King's Cross Central scheme, to the north of King's Cross station and to the south of Goods Way.

The area is a level, open space which is laid with an unfinished surface. The site has been proposed following consultation with Argent LLP, the operators of the King's Cross Central site.

The choice of the site has brought together planning considerations such as the requirements of the applicants, site accessibility and the desire to have a low impact on the local residents and neighbours. Specifically the site is mostly neighboured by existing commercial buildings and transport infrastructure, with the nearest residential buildings, between around 125m away to the east.



The venue site follows the previously defined shape of address and no permanent alterations will be made to the physical features or layout of this space. The King's Cross Theatre venue will be wholly contained within the site as defined above and shown below.



The auditorium will be located at the centre of the site, with the main entrance to the northern end. In addition, to the north there will be a structure to house audience space for bars, toilets and circulation space. To the south there will be a structure for storage and backstage facilities. All facilities (apart from plant for power, heating and cooling) will be contained within a marquee type structure.

Access will be maintained to all existing buildings, roads and pedestrianised routes, so as not to impact on the day-to-day working of the site and nor will the addition of The King's Cross Theatre affect the safety and evacuation procedures of any neighbouring buildings or facilities.

As the site is currently vacant (awaiting redevelopment), no activities, businesses or persons will be displaced for the course of the running of the venue.

## The development

The project is a time limited theatrical production staged in a 967 seat theatre marquee for fourteen months starting in winter 2014.

The activity at the temporary structure will be that of families, school groups and theatre lovers visiting the theatrical performances and provision of drinks and refreshments to these audiences.

The situation of the venue within the site of the King's Cross Central scheme means that there is a broad range of facilities, activities and transport options with just a few minutes walk. In addition, careful consideration has been given to the impact of the proposed temporary venue on the operations of the existing businesses, local residents and access / egress to and from the venue.

Evidence from previous similar productions has shown that many of the attendees of the shows will make use of local facilities in addition to attending the show. With the refreshment and restaurants of both King's Cross and St Pancras a short walk from the venue, and the newer restaurants which make up the Granary Square area, it is thought that many will combine a trip to the theatre with other activities, increasing local visitor spend.

### Accessibility

Theatre Tracks Limited is committed to providing an accessible event venue (please see document D-TRC-KX-14-013 'Access Statement'). The proposed development will meet or exceed all requirements for buildings of this nature for the provision of an accessible site. Main guidance will be taken from the following documentation:

- BS8300: 2009 - Design of Buildings and Their Approaches to Meet the Needs of Disabled People.
- Buildings Regulations Approved Document Part M
- Technical Standards for Places of Entertainment by David Adams for the District Surveyors Association (DSA) and the Association of British Theatre Technicians

### Identification of policy and need

We have been unable to find any policy documents relating directly to temporary theatrical events or temporary structures. Where applicable, policy relating to access, transport and environmental considerations have been adopted as part of this development.

### Impact on Local Businesses

Due to the timescale of the project, as well as the distance from other areas, we anticipate that the impact on local businesses should be minimal. Evidence from previous productions has shown that the installation of the venue will bring additional business and visitors to local attractions, vendors within the nearby station buildings and to transport and accommodation providers.

It is not anticipated that there will be any impact on other event venue provision in the area, as the decision to proceed with this event has involved a detailed viability study to show that there are few (if any) existing locations that would be suitable or provide sufficient capacity or facilities.

## Amount

The proposed development is for a temporary theatre auditorium, bar and merchandise area to be contained in four temporary marquee structures. All structures used for the installation of The King's Cross Theatre will be of a clear span marquee nature:

- Main Auditorium - 30m wide x 40m long at 9m to the apex of the roof
- Front of House - 20m wide x 25m long at 8m to the apex of the roof
- Back of House - 15m wide x 40m long at 7m to the apex of the roof
- Entrance - 5m wide x 5m long at 5m to the apex of the roof

The structure has a total floor space of 2,325m<sup>2</sup>

Although it is planned to utilise mains power on the site, it may be that backup generators are required, along with diesel powered heating and cooling systems.

The overall site size is approximately 7,983 square metres meaning that the structures occupy approximately 29% of the space available. Due to the nature of the performances and opening times of the venue, it is not expected that members of the public will spend much time outside of the venue structures, however limited outdoor seating areas and a small wooden decked area will be built for audience access. Of the 2,325 m<sup>2</sup> internal floorspace, 500m<sup>2</sup> has been given over to the front of house bar/ catering and merchandise areas, to ensure that there is enough space for all attendees to be able to congregate indoors, without having to use the auditorium areas.

The venue makes good use of the available land whilst maintaining access to neighbouring businesses and infrastructure.

As a time limited project the impact of the venue on the overall community will be limited, however the project is not without its impacts. Careful consideration has already been given to the impact that sound will have on local neighbours, For more information please see our noise management plan (D-TRC-KX-14-014).

This application is for a fourteen month period with the site dates as below:

- **Live Shows** 14/12/2014 – approx. 31/01/2016
- **Site de-rig** approx. 31/01/2016 – approx. 28/02/2016

There will be seven show days a week with shows running until the end of January 2016 (depending on ticket sales). The site will then take approximately three weeks to clear, with all site activity being completed by around February 28<sup>th</sup> 2016.

The vast majority of the shows within The King's Cross Theatre will take place between 12:30 and 22:30 with the venue closed by 23:00. On limited occasions (as determined by the premises license) it is the desire of the show producers that either a) earlier morning shows specifically aimed at young families and/ or b) late night comedy style events may be offered to make the full use of the venue space. This would mean that at its very maximum the venue could run between 10:00 and 01:00.

The sound implications of the late nights will be carefully managed by the operators of the venue and show producers.

### Deliveries

During venue construction / deconstruction periods deliveries will be made to site between the hours of 0700 and 2000 with the bulk of the deliveries between 0800 and 1800 (only during very heavy build periods will we extend the delivery hours, and this will be for a limited number of contractors on a limited number of occasions).

For more information about deliveries and collections to/from site, please see document D-TRC-KX-14-008.

### Working Hours

External 'noisy' works will be limited to 0800 – 2000. In this instance, noisy works are those which can be heard outside the boundary of the event site.

Internal and 'quiet' works may, at times take place 24hours a day. These activities will not result in noise being heard outside of the boundary of the event site, and staff, contractors and visitors will be advised not to make noise when leaving the venue during unsocial hours (i.e. between 2000 and 0700).

For more information about the draft construction, live and deconstruction phases of the event, please see document D-TRC-KX-14-009

## Layout

For a proposed layout plan, please see drawing P-TRC-KX-14-001

The site layout has been specifically designed with a number of considerations in mind, and following consultation between the applicants, event production teams and Argent LLP the development and asset management company responsible for the site.

It is expected that the most popular mode of transport will be via public transport. No matter which transportation method is used, all attendees will approach the event site from the pedestrianised route along King's Boulevard to the east of The King's Cross Theatre.

The main entrance and ticket check / box office will be located to the northern side of the site. The ticket check will be located at the entrance to the site and be located to allow for all guests to have their credentials checked prior to being granted access to the site. This will also be designed to minimise queuing times. A holding area will be created inside the boundary of the site, but prior to entry to the event areas, to ensure that no queuing takes place in areas that will cause emergency egress from neighbouring buildings to be affected.

Special consideration has been given to the site layout:

- Good access/egress to and from the site by audience members
- Good access to infrastructure for deliveries, cleaning and restocking
- The venue has been positioned with the management of sound in mind – with the stage elements facing away from as many residential units as possible to ensure that any sound that escapes the venue will face areas that are unlikely to be occupied outside of business working hours.
- The site is deliberately small with all elements fitting within the space. It is not however too small to achieve a good balance between safe systems of exit from the venue and the creation of a functional pleasant environment able to provide a high quality experience to our audience. The site layout is confined within its own boundary, with some external space for people to gather.

The main entrance to the venue is the closest possible point for people approaching the venue from the ticket office, providing the minimum amount of time that they will be outside the venue. This entrance route is also the shortest possible route for wheelchair users from the ticket office.

Plan P-TRC-KX-14-008 shows the gates which will be used to control access and egress to and from The King's Cross Theatre site

Gate A – Vehicle & Production Entrance

Gate B – Audience Pedestrian Entrance

Gate C – Emergency Exit Gate (south)

More information will be presented in the Transport Impact Assessment (D-TRC-KX-14-008).

## Front of House Areas

The project will comprise a structure with a seated capacity of just 967 people providing sufficient floor space for covered public assembly and production functions such as catering, stage areas and storage. The entire site and all equipment are contained within a fenced area, and virtually all elements are under the cover of marquee structures.

The maximum number of guests on any day will equal the number of seats in the venue and every patron will require a ticket. In addition to the cast and crew of approximately 50 people there will be around 50 support staff running different functions of the venue.

### Outside Public Areas

There is limited outside public space, however areas will be dressed in keeping with the high production value of the theatre event being held within the temporary structure.

### Toilets

Sufficient toilet will be provided on site through the use of vacuum toilet units, which are design for use in temporary structures. All public sanitary facilities will be housed within the event site and patrons will not have to leave the event perimeter to use the facilities.

## Back of House Areas

These areas will contain the cast and crew resources for the show. These will include dressing rooms cabins and offices, storage and backstage areas. The public will not have access to these areas. In addition to general production equipment, the 44tonne steam train will also be stored in this area.

### Generators & HVAC Systems

It is hoped that mains power will be available for the structure, however in the event that mains power connections cannot be made, diesel generators will be used to power the site. Heating and cooling systems will be used to maintain a comfortable temperature in the main structure. All systems will be installed and supplied by competent suppliers, who are known to the producers of the show.

### Rubbish Store

Rubbish created during the show run will be collected throughout the event days with final large-scale cleans carried out

at the end of every day. Rubbish collected from around the site will be moved to the rubbish store. A waste contractor will then remove the waste as timetabled. The rubbish store area will be fenced off and secured, within the back of house area, and will only be accessible by permission from the duty site manager.

#### **Catering Areas**

The catering areas will be located in the front of house structure, where limited food storage and preparation will take place. More details of this will be shared with the Local Authority Environmental Health team closer to the event time. The public will not have access to these areas.

### **Deliveries**

GATE A (Production Gate) will be used as the access for vehicles both during the build and derig of the site, and during the running of the venue as well. The entire site is laid to hard standing capable of holding vehicles of the sizes required to construct and manage a venue of this type, which will vary from small private cars to 13m articulated vehicles, cranes, cherry pickers and other plant equipment.

The temporary nature of the tensile structure will mean that the installation of the venue will have a limited impact on the site. Further information about transport management can be found in the Transport Impact Assessment (D-TRC-KX-14-008) which incorporates information about vehicle routes to and from the site.

#### **Emergencies**

Provision has been made for emergency access routes to be created from the event site to ensure that audience members, staff and others can escape from the venue in the case of an emergency. A provisional plan shows these emergency routes (see drawing D-TRC-KX-14-004), however this is still to be confirmed and more details will be provided to the fire officer and local authority safety departments.

#### **Flood Risk**

The area is not considered to be susceptible to flood risk and it is not located within a Flood Zone. Extensive works were undertaken as part of the original outline planning application for the site, the findings of which are attached in document D-TRC-KX-14-016

### **Scale**

The overall footprint of the proposed site is approximately 240m by between 13m and 30m (average sizes) in an approximate rectangle (see plan P-TRC-KX-14-002) which gives an overall area of 7,983sqm. The total floor area of the auditorium venue structure is 2,235sqm which is approximately 29% of the overall event site space. In addition HVAC units and generators (if required) will be located outside the tent although the overall size of these is relatively small. The majority of this un-used space will be located in backstage, non-public areas to allow for the safe and smooth running of the performance. These area will be kept clear of equipment, rubbish and machinery to ensure that safe exiting routes can be maintained.

A site much smaller than this would begin to present issues relating to circulation, audience facilities, emergency egress routes and access to the site for the emergency services.

The highest points of the temporary tensile structure are just 9 metres above ground level (approximately the height to the ridge of a two storey house) and will be visible from some directions outside of the boundary of the site. It is intended that the venue structure itself becomes as much a part of the theatre going experience as the show itself. The structure will be used in part (through lighting, special effects and props) to start the visitor experience before they actually get inside the venue.

### **Landscaping**

No permanent landscaping is planned because this is a temporary site. Any features that are added, such as decking, fencing, plants or other decoration will be temporary in nature and most likely be in pots and planters. They will all be removed at the end of the use of the site,. However during the running of shows, any landscaping will be of a high quality nature to match that of the high theatre production value.

## Appearance

It is acknowledged that the considerations relating to the context of a temporary marquee structure, in relation to its surroundings, cannot apply in the same way as they would for a permanent bricks and mortar building. The tent is build to stand at a wide variety of locations worldwide, which means that matching materials and design to as-yet-unknown future locations is not possible.

The design of the structure is of a standard clearspan marquee design with a wall height of 3m to a ridge height of no more than 9m. Large glass wallings along the eastern elevation of the front of house tent will invite audience goers into the structure, and surfaces of the structure will be used to promote and advertise the show. The white skin of the tent provides black out to the inside of the tent and can sit well in most settings and environments. It may be that lighting is used to pick out individual elements of the outer design, and projection onto the external surface of structure is being considered as part of the pre-show visitor experience.

- There are very few restricted view seats, and those that are restricted are only partially so
- The structure allows for a full size, 44tonne steam train to appear within the set pieces of the show.
- Sufficient space is created within the largest structure to allow for the auditorium of 967 seats.
- In the front of house areas, bar and merchandising areas, toilets and circulation space will be created.
- In the backstage structure, show facilities, dressing rooms and office space will be created.

The producers of the show want to give their show a feeling of quality and to separate it from having a 'circus' feel. For this reason they wanted to avoid a structure in garish colours or multi-patterns.

## Conclusion

The King's Cross Theatre will create a stunning, but temporary addition to the King's Cross Central scheme for a period of 14 months from December 2014 to the end of January 2016.

With the combined experience and working partnership of Theatre Tracks Limited and Argent LLP a high quality, memorable experience will be created, which makes use of a currently unused site.

## Contacts and Further Information

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