

Get-In Vehicle Statement

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Introduction

TPC has been asked by DMT to assess the implications for access to the proposed Sondheim Theatre for vehicles delivering scenery and technical equipment for productions.

Theatre Get-In

The get-in for the Sondheim is on Tower Court, 5m from junction with Tower Street. The proposed stage is at street level providing largely level access from Tower Court straight onto the stage. This will make getting shows into the Sondheim among the easiest in the West End, as many others have a stage above or below street level. Access from a parked trailer will be direct and in a straight line onto the stage. As the Sondheim will be a playhouse, designed for smaller productions, there will be less scenery with fewer complex elements than larger musical productions. A well managed get-in should be achievable quickly, with scenery unloaded onto stage and laid off in flat packs on the back wall of the stage and flight cases, furniture, props, wardrobe etc, stacked downstage ready for distribution around the theatre as needed. This should minimise the time needed to hold the delivery vehicle on site. A similar process would be adopted for get-out. This should also avoid large amounts of scenery and equipment being stored on Tower Court.

Vehicles, approach and parking

Access to the Sondheim get-in is from vehicles parked in Tower Street. As access from Earlham Street to the north involves a tight corner, any vehicle larger than a Luton van will have to reverse into Tower Street. The attached satellite photograph indicates how articulated trailers, container lorries and large rigid body vehicles should approach:

1. On Monmouth Street from Seven Dials to the north, passing the end of Tower Street.
2. Reversing approximately 30m into Tower Street keeping to the west side of the street, stopping with the rear of the trailer at the building line of the St Martin's Theatre. This will necessitate the suspension of the motorcycle and parking bays.
3. Once loading/offloading is complete, the vehicle leaves driving south onto Monmouth Street/Upper St Martin's Lane.

Impact on vehicle and foot traffic

The attached sketch shows an articulated vehicle with 12m trailer and tractor unit parking alongside St Martin's Theatre, close to the kerb. There is approximately 2m of clear roadway

to the east of the parked truck and both footpaths remain clear and open. Vehicles from Earlham Street should pass with ease but may be required to mount the opposite kerb.

Impact on St Martin's Theatre

The impact on St Martin's will be minimal. Should *The Mousetrap* come off, both theatres will have plenty of notice of its closure. This will allow the respective managements and producers to liaise in order to ensure get-outs and get-ins do not clash.

Impact on local residents

Shows in the Sondheim are proposed to run for 12 to 16 weeks. This represents more frequent show changeovers than residents will have experienced in recent years during the long run of *Stomp*. However, prior to this, the pattern of show changes at the Ambassadors was similar to that proposed for the Sondheim, therefore, 3 or 4 times a year there will be a get-out and get-in of a new show.

Conclusion

Show get-ins at the Sondheim will be among the simplest and easiest in the West End. Access from vehicles onto the stage is short and direct, minimising the time needed for vehicles to be parked on Tower Street. Suspension of parking bays will be necessary for get-in/out but this will not disrupt pedestrian or vehicle access along Tower Street. The impact on residents and users of the area will be minimal, but Delfont Mackintosh should ensure good information is provided in advance of planned changeover dates with clear information on how and to whom a compliant should be directed.



