



**DELFONT MACKINTOSH
SONDHEIM (AMBASSADORS) THEATRE,
WEST STREET, LONDON**

**PRODUCTION CHANGE - DELIVERY AND
SERVICING OUTLINE MANAGEMENT
REPORT**

OCTOBER 2017



the journey is the reward

**DELFONT MACKINTOSH
SONDHEIM (AMBASSADORS) THEATRE,
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**PRODUCTION CHANGE - DELIVERY AND
SERVICING OUTLINE MANAGEMENT
REPORT**

OCTOBER 2017

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Delfont Mackintosh
Sondheim (Ambassadors) Theatre, West Street, London
Production Change - Delivery and Servicing Outline Management Report

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1 Introduction

- 1.1 It is proposed that a S106 obligation will be applied to the proposed redevelopment of the existing Ambassadors Theatre, West Street to cover the requirements in terms of servicing options, routing, notification and monitoring for the production changeovers termed 'Get Out/Get In'.
- 1.2 As stated in the letter to the Council dated 29th September 2017, the Production Change is anticipated to occur 3 to 4 times per calendar year.
- 1.3 The final delivery and servicing requirement will be subject to a S106 obligation, but this skeleton plan, sets out the details in terms of:
 - Routes to be Used
 - Notification
 - Monitoring

2 Details of Ongoing Servicing Management

- 2.1 As discussed at the meeting with the London Borough of Camden on the 17th October 2017, the balance of the operational requirements of the Theatre with the operational issues raised by the Council, dictate the pragmatic way forward is that a single servicing solution cannot be used for each Production Change, but that a series of options can be followed dependent upon the nature of the movement.
- 2.2 In relation to the Theatre, this takes into account:
- The reasonable distances that the different items can be moved, for example lighting is provided in a way that is more capable of being taken long distances along the public footway than a larger set.
 - That different sizes of vehicles may be used for different production changes.
 - That in some instances the vehicle can manoeuvre on the public highway at times of very low flows, but that the production change can take place at times to ensure minimal impact on people's amenity.
- 2.3 In relation to the Council, this takes into account:
- The restriction on vehicle size that certain roads can accommodate
 - The desired restriction on load, for certain parts of the network
 - The practical requirement to fit any proposed parking suspensions or road closures with other events/activities requiring similar orders on the local highway network

Servicing Options

- 2.4 From discussion with the Council, the servicing Options could be drawn from the following list:
- **Option 1** – Smaller Vehicles restricted to 10m. The use of Earham Street and Tower Street. This is shown in plan **MBSK 20170929-2**.
 - **Option 2/3** – The use of West Street. Under **Option 2** the vehicle would be required to unload and cage the goods from a position close to the junction with Upper St. Martins Lane. This is considered suitable for certain loads such as lighting and is shown in plan **MBSK 20170929-0/1**. Under **Option 3**, a closure of West Street would be sought to allow a vehicle to load outside of the Theatre. It is recognised that Option 3 requires a temporary stopping order approved by the adjacent authority and therefore would be only be available in certain instances.
 - **Option 4/5** – The introduction of a raised servicing bay on Tower Street to allow a managed reverse from Upper St Martins Lane or a temporary closure of Tower

Street during the production changeover. The reversing manoeuvre is shown in plan **MBSK20170929-4**. For the purpose of the managed reverse, trained banksmen would be used.

Notification

- 2.5 It would be proposed that an initial notification of likely Production Changes is provided at the start of each year to the London Borough of Camden and the system operated for an initial period of 2 years.
- 2.6 Formal notification would be provided two months before the Production Change, which would provide details including:
- The proposed route option to be used
 - The type of vehicle to be used
 - The likely loadings
 - Details of the required parking suspensions and road closures

Monitoring

- 2.7 Monitoring would take place for a period of 2 years from first occupation to provide comfort to the Council in terms of the operation of the works. The monitoring would provide details of:
- Before and after photos of the immediate highways kerbs and street furniture shown in the vehicle tracking to demonstrate that damage has not occurred
 - Video footage of the vehicle positioning manoeuvre to demonstrate that no adverse blocking of traffic has occurred.
- 2.8 This information would be provided one month following each production change.

3 Conclusions

- 3.1 This Delivery and Servicing framework sets out the proposed ongoing management of Production Change, consistent with the practical understanding of the Theatre Operational Requirements and the Highway Amenity and Management Issues raised by the Local Highway Authority.

APPENDIX A: Drawings

MBSK 20170929-2 P2

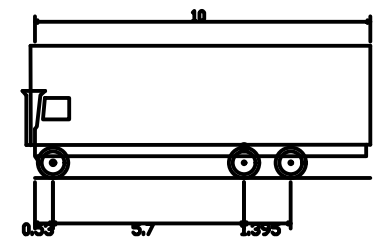
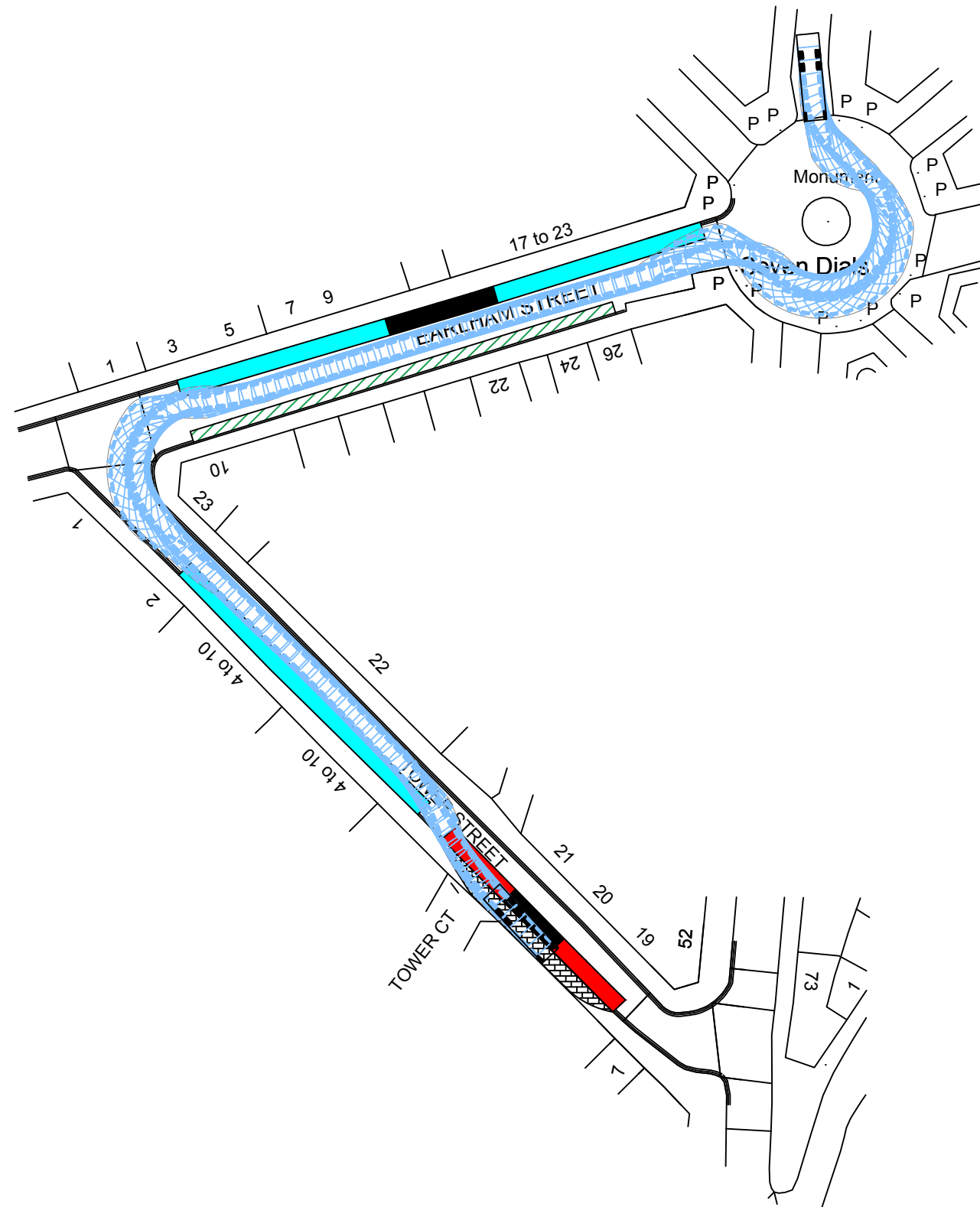
MBSK20170929-4 p2

MBSK20170929-0

MBSK 20170929-1



- Key
- Residential Permit Holders
 - Motorcycle Parking Bays
 - Pay and Display Bays 0830-1830
Max Stay 2 Hours
 - Area for Market Stalls



10m Rigid Vehicle
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.946m
Min Body Ground Clearance 0.430m
Track Width 2.550m
Lock to lock time 3.00s
Wall to wall Turning Radius 10.815m

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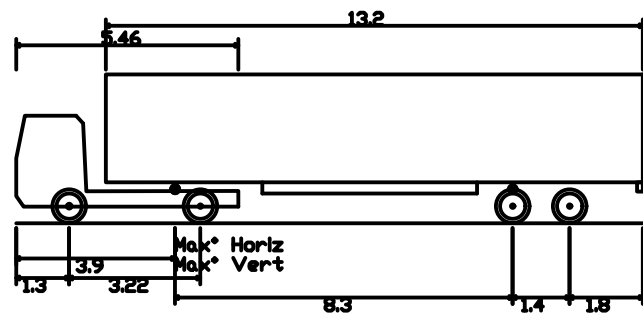
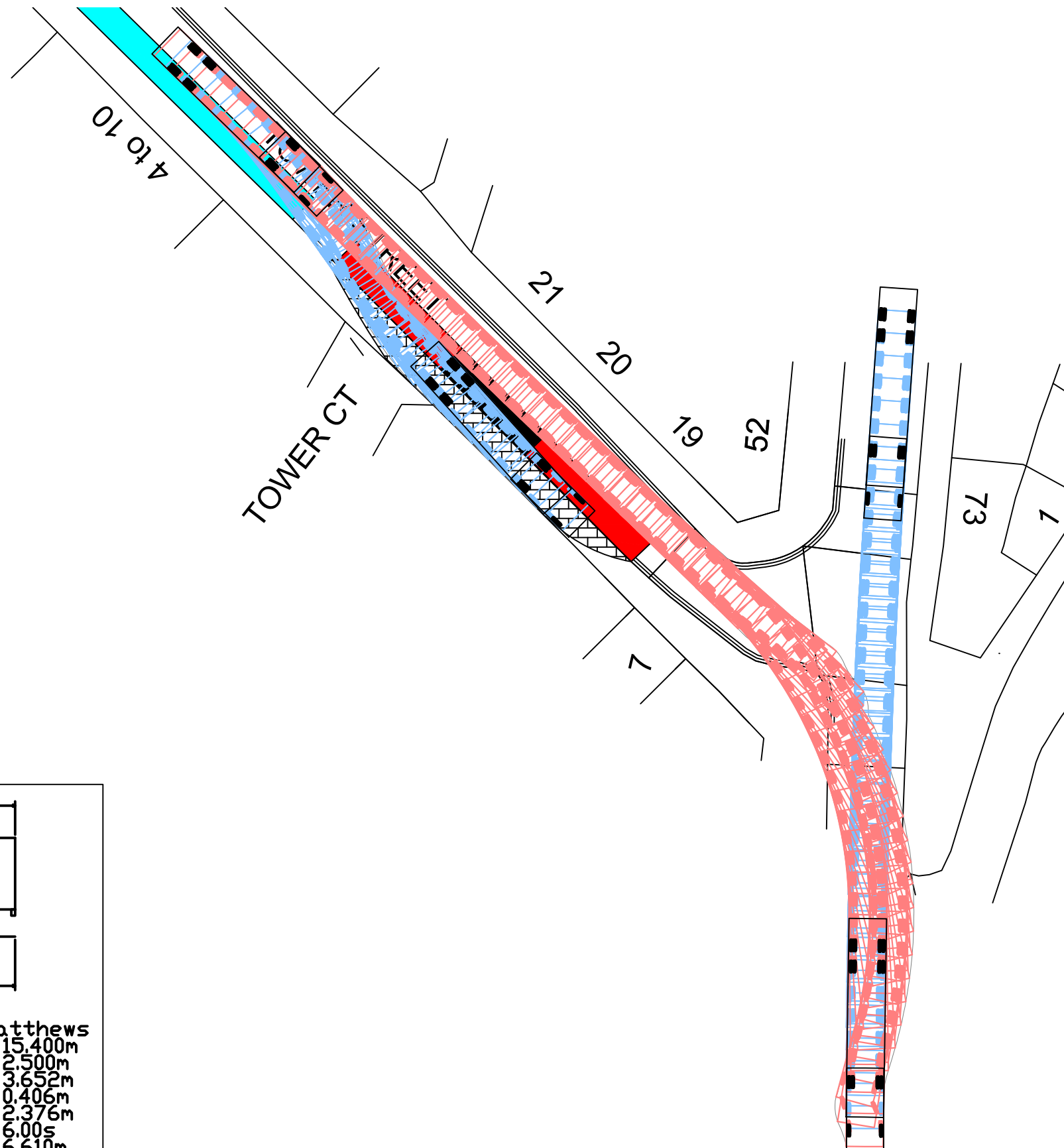


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client
DELFONT MACKINTOSH THEATRES
project
SONDHEIM (AMBASSADORS) THEATRE

title
ANTICIPATED SWEEP PATH OF A
10M RIDGID VEHICLE
OPTION 1

scale 1:666 @ A3 | drawn by JR | checked by IM
date SEPTEMBER 2017 | cad file 2017-09-28 PARKING SUSPENSION PLAN.DWG
drawing number MBSK20170929-2 | rev. P2



Large Articulated Vehicle Paul Matthews
Overall Length 15.400m
Overall Width 2.500m
Overall Body Height 3.652m
Min Body Ground Clearance 0.406m
Track Width 2.376m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.610m

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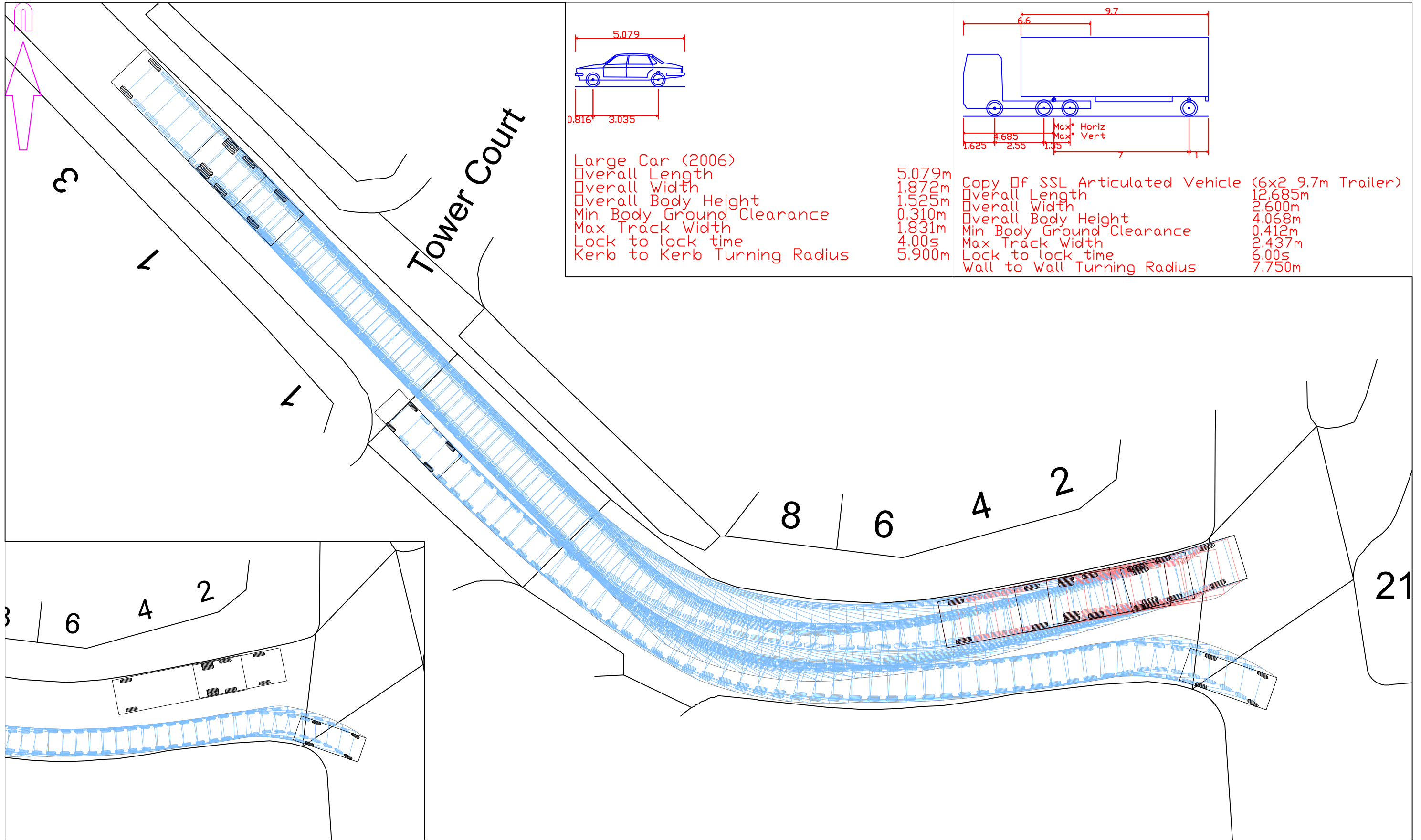


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title
ANTICIPATED SWEEP PATH OF
15.4M ARTICULATE4D VEHICLE
REVERSING INTO LOADING LAYBY
OPTION 2

scale 1:333 @ A3	drawn by JR	checked by IM
date SEPTEMBER 2017	cad file 2017-09-28 PARKING SUSPENSION PLAN.DWG	
drawing number MBSK20170929-4	rev. P2	



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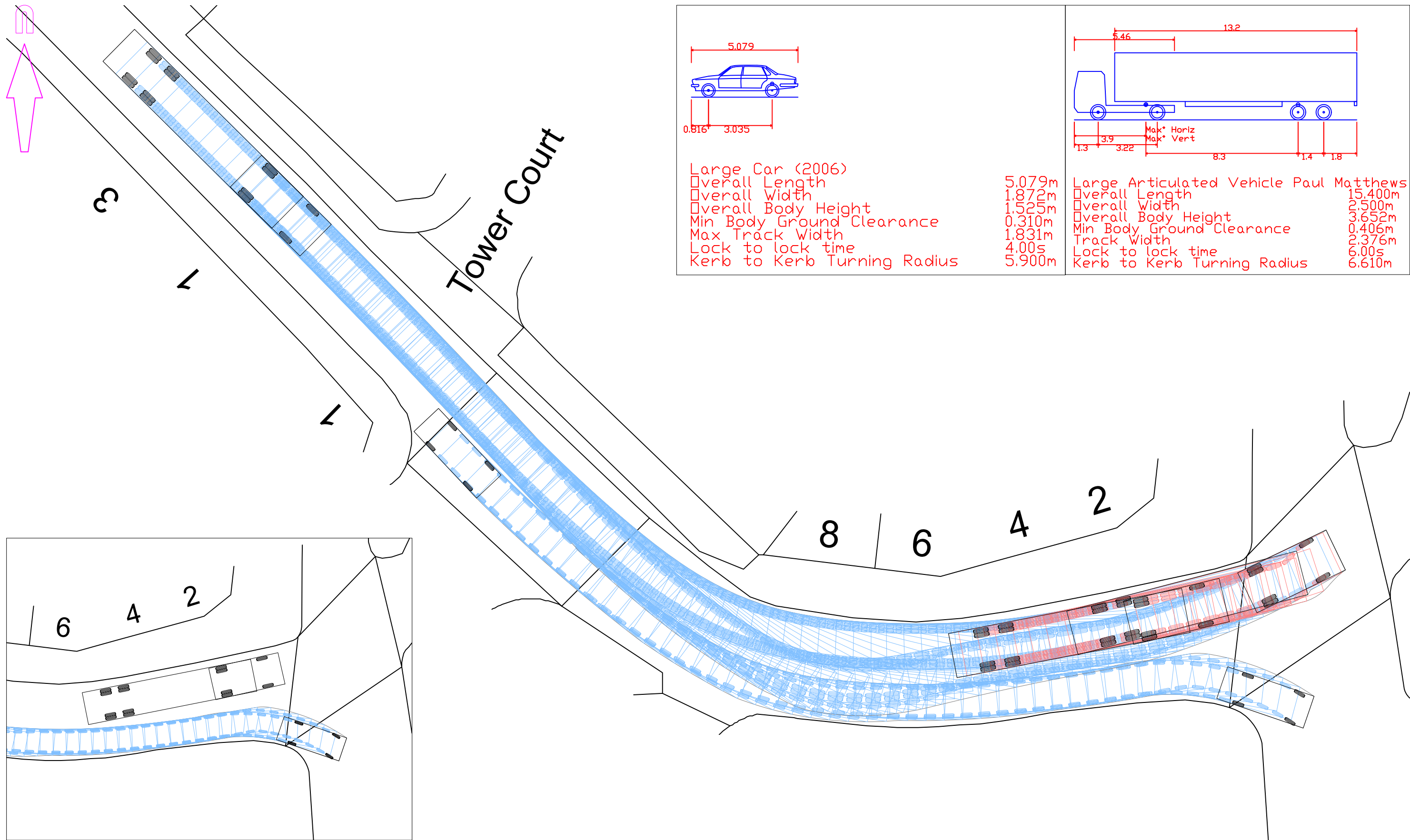
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project
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title
ANTICIPATED SWEPTTH PATH OF A LARGE CAR
PASSING A PARKED 12.685M ARTICULATED
VEHICLE
OPTION 3

scale	1:200 @ A3	drawn by	JR	checked by	IM
date	SEPTEMBER 2017	cad file	2017-09-28 WEST STREET TRACKING.DWG		
drawing number	MBSK20170929-0				rev.



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DELFONT MACKINTOSH THEATRES

project
SONDHEIM (AMBASSADORS) THEATRE

title
ANTICIPATED SWEPT PATH OF LARGE CAR
PASSING PARKED 15.4M ARTICULATED
VEHICLE
OPTION 3

scale	1:200 @ A3	drawn by	JR	checked by	IM
date	SEPTEMBER 2017	cad file	2017-09-28 WEST STREET TRACKING.DWG		
drawing number	MBSK20170929-1				rev.

