

# WAIKATO REGIONAL THEATRE

## Traffic Management Plan

**Foster Construction Limited**

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Rev. # 01



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# 1 Introduction

## 1.1 Project Description

The construction of the new Regional Theatre which is to incorporate a community performing arts centre and new commercial premises as well upgraded hospitality offerings in the heart of Hamilton.

The expectation is for the Theatre to accommodate up to 1300 audience members as well as accommodation for performers, musicians, and operating staff.

The building is to comprise of basement and sub-stage levels, 3 suspended floor levels above the stage level with 3 seating tiers within the auditorium as well as fly-tower construction for stage engineering operations. Specialist stage engineering, lighting, audio-visual, and acoustics will provide a state-of-the-art base for the performing arts on a local, national, and international stage in the Waikato region.

The commercial offering will see the restoration of the Hamilton Hotel façade on the Victoria St & Sapper Moore Jones Place with a new structure behind. The ground floor will comprise of Hospitality spaces, level 1 will comprise of an open plan commercial space and a mixed-use space that can be utilised for theatre production overflow.

## 1.2 Programme of Works

The Contract period is approximately 30 months comprising of the following:

- Demolition & Enabling works - October 21- Feb 22
- Construction – Mar 22 – Jan 24
- Commissioning & Siteworks – Feb 24 – April 24

## 1.3 Hours of Operation

The site is likely to be operational 6 days a week; however, where programme allows Saturday work will be minimised.

Hours of work will generally be:

7.00am - 6.00pm Monday to Saturday, and outside of these hours by arrangement with Foster Construction Site Management, all relevant authorities & NLG.

It will always be the intention to minimise disruption to neighbouring properties / businesses and roadways; but flexible working times will be required during specific activities.

## 2 Traffic Management

### 2.1 Management of the Public

Management of the public is seen as paramount; hence our Traffic Management Plan (TMP) will identify the control measures to be always employed ensuring safety of the public. The following closures will need to be implemented to ensure safe and efficient operation for the public and site operations:

- Closure of the footpath & left lane adjacent to the site boundary within Sapper Moore-Jones Place whilst maintaining segregation to the public right-of-way.
- Closure of the Victoria St footpath & parking bays directly in front of the site
- Closure of Embassy Park

Access to the lower riverside footpath at the bottom of Sapper Moore-Jones Place will be maintained; however, there may be periods during high-risk activities where we would deem it necessary to block access for agreed periods, this includes closure of the river path directly below the site as well.

Public access to Embassy Plaza will be closed off from Victoria St down to the lower third of the park where we will look to provide access for the residential units at 240 Victoria St down to the lower river path initially. When works commence on the upgrade of Embassy Park the lower section of the Embassy Park will need to be closed off to residents for day to day to use but will be made available for emergency exit purposes only.

As trucks enter and exit from Embassy Plaza temporary barriers will be employed to block the footpath and adjacent crossing whilst this operation is undertaken. The footpath will be reopened once the truck has completed its manoeuvre.

The Victoria St footpath closure will see the public diverted across Victoria St at the nominated crossing point which is the current raised crossing adjacent to Embassy Park. If access is required to Sapper Moore Jones Place this can be accessed by crossing at the traffic lights on the corner of Victoria & Hood Street.

### 2.2 Site Access

Ingress and egress for construction traffic will be controlled at the single-point entry / exit gate located within Sapper Moore-Jones Place as per the appended Site & Logistics Plan. A secondary access / egress location is proposed within Embassy Plaza; the primary objective is for this to be used only as required to suit specific operations on site; however, it will also serve as a valuable delivery and lay-down area for larger structural materials on that side of the site.

A site drop-off and unloading area will be created on Victoria St in front of the site, this will allow for materials to be lifted directly off Victoria St into the site. As the project progresses, alternative access / egress locations may be made; the TMP and relevant Management Plans will be updated to reflect any changes. A sign in register will be held at the site office whereupon any staff member, operative or visitor will be required to sign in and out. Refer to Appendix A, B & C for Overall Site Plan & expanded views of Embassy Park Truck Entry Radius's.

## **2.3 Site Parking**

Due to the limited area and access no vehicles will be permitted to park on site; contractor parking will be restricted to on-street parking or public parking within the area. Contractors will be permitted to off-load tools, equipment, and materials only; this will be by agreement with the site logistics manager / gateman We will encourage car-pooling to help minimise the additional vehicles to this area. Refer to available parking areas plan – Appendix D.

## **2.4 Onsite Traffic Movement**

Movement of plant and equipment will be restricted to what is required at the time depending on the operation. Most of the loading / unloading will be from Victoria St & the designated loading areas in Sapper Moore-Jones Place and Embassy Plaza; the loading zones are identified within the Site & Logistics Plan.

During periods of high traffic movements such as concrete pours, the Victoria St loading zone will be used to accommodate waiting trucks. Where possible timing between loads will be managed to minimise queuing of waiting units.

With large volumes of material required to be cut from the site during the excavation stage of the project we anticipate approx. 40-50 6-wheeler truck movements a day at the peak of the excavation. Outside of these periods truck movements will be significantly reduced except for concrete pours. Once we know the location of the tip site a suitable truck movement route will be confirmed to reduce the impact on the inner-city traffic & residents.

A Wheel wash facility will be provided at the Sapper Moore Jones Place entry during the demolition, earthworks, and foundation construction periods. If required a road sweeper will be employed to sweep up any excess debris that has not been removed by the wheel wash.

The construction site entry will be stabilised with a suitable material to limit tracking of material off site. This will be replaced as required to ensure a high level of environmental standards are maintained. We will also look to upgrade the Embassy Park crossing to a suitable standard to withstand truck loading. This will be completed as part of the early works package.

The site will have bunding and silt fences in place as required by the CEMP.

## **2.5 Lane Closures**

Any lane closures required will be carried out under strict agreement with the local authorities having given the required minimum notice period. Our site notice boards adjacent to the main site entrance will be updated regularly; this can be viewed by the public at any time; the notice boards provide information such as:

- High-risk activities
- Proposed Lane Closure Dates
- Working hours
- Site contacts
- Site Rules and Access Requirements
- Covid Protocols

Any impacts on the neighbouring residential properties or directly affected businesses will be communicated through the NLG process and monthly newsletter. All attempts will be made to ensure access to the driveways of 238-240 Victoria St & Sapper Moore Jones Place are not affected during any lane closures. The task specific TMP will show how access will be retained.

## **2.6 Pavements / Car Parks / Kerbs & Street Furniture**

### **2.6.1 Pavement Closure**

It is proposed that the pavement to Sapper Moore-Jones Place be closed to the public for the duration of the contact works; as per the appended Site & Logistics Plan, this footpath as well as part of the road would be required for site establishment and operation. Temporary diversion of the public will be required during the project period; this will be agreed with HCC prior to construction commencement. The Sapper Moore Jones re-contouring, services upgrades and surfacing works will require further planning with local businesses and residents once the final scope and programme is confirmed.

Victoria Street footpath will be closed for approximately 10-12 Months once demolition and construction begin on the Heritage Building. Significant facade retention structural works will need to be installed on the footpath therefore removing ability for public to safely access this area. Once the façade restoration works are complete and the supporting structure can be removed, we will review if it is safe to reopen the footpath for access by public with the local authority, given we will be still craning materials over the path below. A containerised walkway system could possibly be installed if it is deemed essential to reopen. Refer to Appendix E & F for Details

It has been raised as to whether the Victoria St footpath needs to be opened outside the site working hours for access to the hospitality facilities on Sapper Moore Jones / South end Victoria St. After consultation with the local business groups the feedback was that most people enter from the South End of Victoria St or from Hood St, so we propose to not open the loading bay lane after hours.

Segregation will be provided throughout the construction period between the site activities and the remaining operational public footpaths.

### **2.6.2 Council Car Parking Bay Suspensions**

As per the appended Site & Logistics Plan, it is proposed that all parking bays within Sapper Moore-Jones (SM-J) Place be taken out of commission, this applicable to both sides of the road. As entering SM-J Place, the parking bays to the left will be encapsulated within the proposed site boundary and therefore unusable. Those to the right will be taken out of commission to allow for 2- way traffic to be maintained ensuring constant access remains available for the restaurant (Madam Woo) car park and+ the basement car park entrance for 136 Victoria Street.

Parking, Bus Stop, removal of Street Lights and Parking limiting Islands to Victoria Street immediately outside of the existing building will be suspended to allow for a truck slip lane to be created for waiting / offloading of materials and concrete trucks during the concrete pour activities. Initial discussions have occurred with HCC regarding these suspensions. Refer to Appendix 6 for fencing details.

Discussions need to be finalised around reconstructing the centre carparks in front of the Hamilton Hotel to be able to be accessed from the northbound lane rather than the southbound lane to allow for easier and safer access for the public to be able to utilise these spaces. The carparks concerned are highlighted on the overall site plan.

Suggestions from local businesses around reconfiguring carparks on Victoria St have been supplied, we are happy to review these with HCC to see if they can be implemented.

### 2.6.3 Removal of Parking Meters

Parking meters installed to parking bays identified within 2.6.2 above will need to be either suspended and or removed.

### 2.6.4 Removal of Council Road Signage and Street Furniture

Upon completion of the initial dilapidation survey, a full schedule of Council signage, street furniture and assets will be documented including the condition at time of site possession. If any of these items are to be removed, this will be coordinated with the relevant Council. It would be anticipated that all existing street furniture, fixtures, and installations currently positioned within Embassy Plaza and Sapper Moore-Jones Place will need to be removed; albeit on a temporary basis to prevent potential damage. The storage and reinstatement would be carried out in conjunction with Council protocol. Refer to Street Furniture Removal Plan on Appendix G

### 2.6.5 Kerb Realignment

As part of the final Sapper Moore Jones Road layout the Kerb on the corner of Sapper Moore Jones Place & Victoria St (South Side) is to be realigned to allow for easier manoeuvring of trucks around the corner as the exit the theatre loading dock. We propose to complete this work early in the programme to assist with construction and resident traffic turning because of the narrowed lane way.

## 3.0 Queries & Complaints

### 3.1 Queries

Any queries relating to the project can be sent to [queries.wrt@fosters.co.nz](mailto:queries.wrt@fosters.co.nz)

### 3.2 Procedures for Handling of Complaints

In all probability a Traffic or Pedestrian related complaint will firstly be directed to Hamilton City Council, it would then be expected that Hamilton City Council would inform Foster Construction within 24 hours of the complaint having been lodged, from which Foster Construction will investigate. The following procedure will be as follows:

- The caller's name and contact details will be recorded and immediately forwarded to the appropriate Foster Construction Project Manager
- The Foster Construction Project Manager will then inform the applicable subcontractor and take the most practical action to address the Traffic or Pedestrian Management issue
- The Foster Construction Project Manager shall inform the complainant of the actions taken to address the issue and ensure that the matter is closed out
- A complaints file shall be maintained onsite which shall be made available for inspection by HCC and any affected / interested party.

## 4.0 Communication

Several forms of communication to notify public and residents of changes to any road layouts or lane closures during the construction period. These include the following:

- Regular meetings with HCC to review upcoming works, so they can communicate through their channels
- Site Signage notifying of lane closures as well as VMS boards displayed prior to works commencing
- Monthly Newsletters to the NLG & Local Business Groups
- Momentum Website

## 5.0 Corridor Access Request

A CAR has been applied for the project

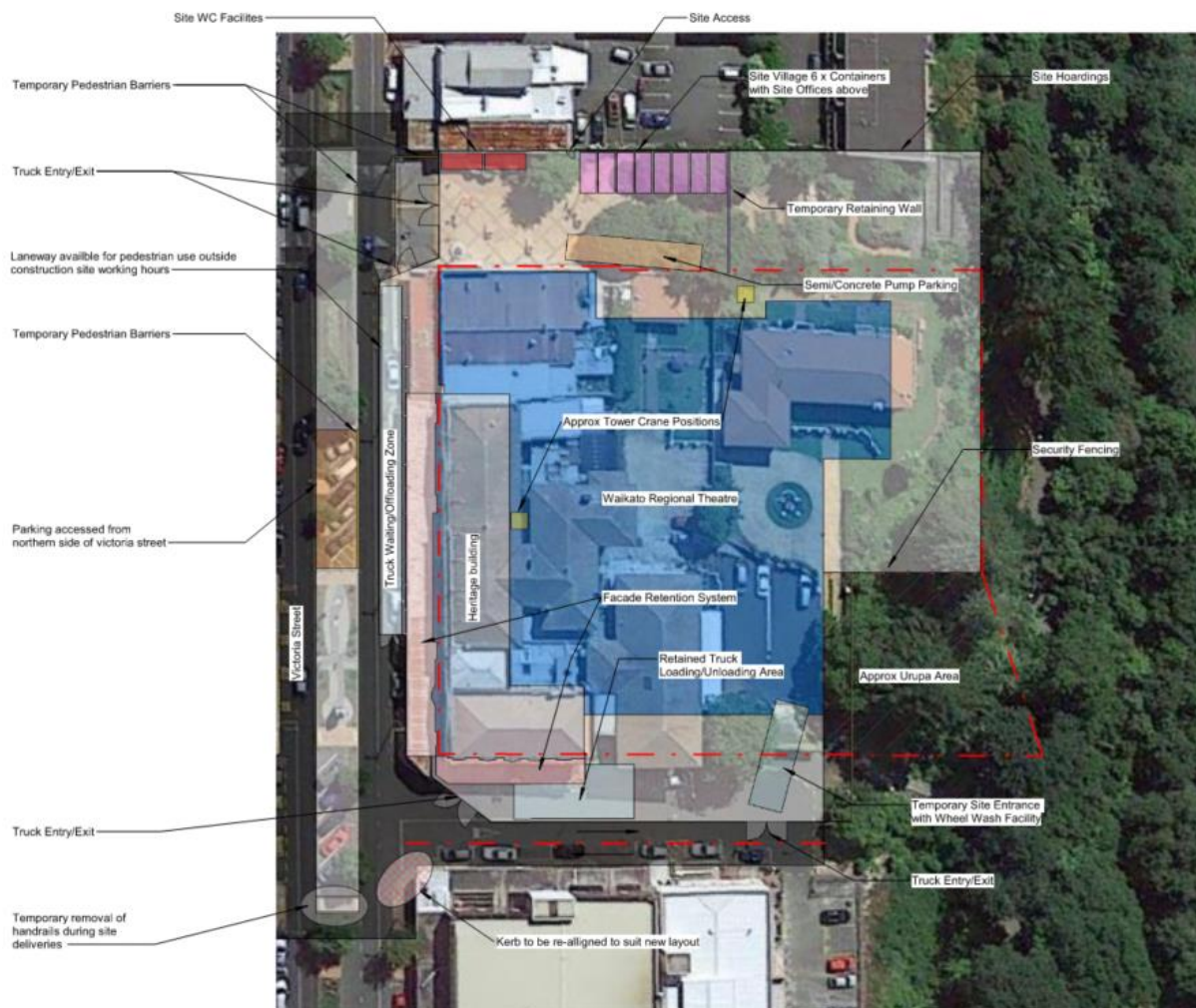


## 6.0 Appendices

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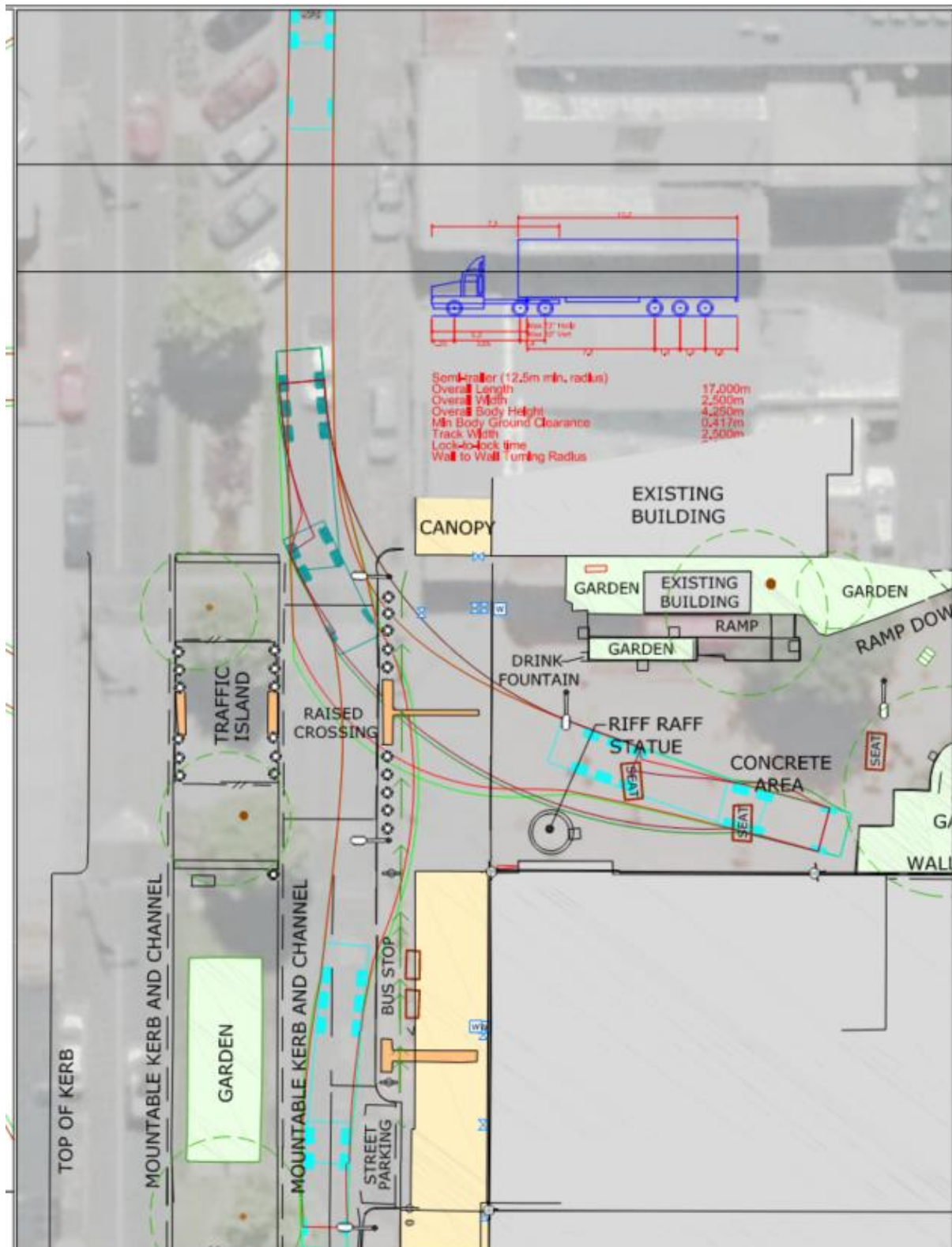
## Appendix 1

### Overall Site Plan



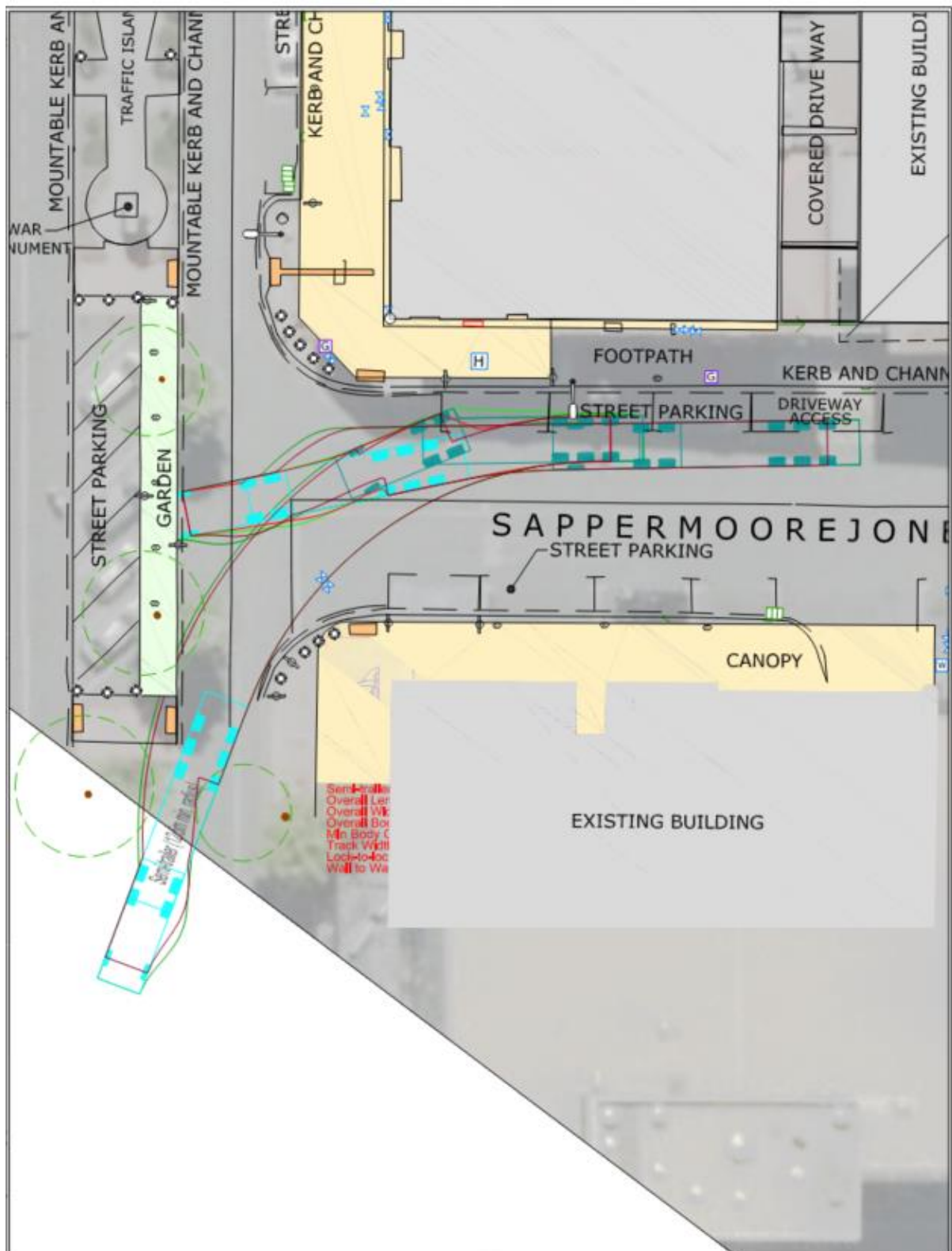
## Appendix 2

### Embassy Park Truck Turning



### Appendix 3

#### Sapper Moore Jones Place Truck Turning





## Appendix 4

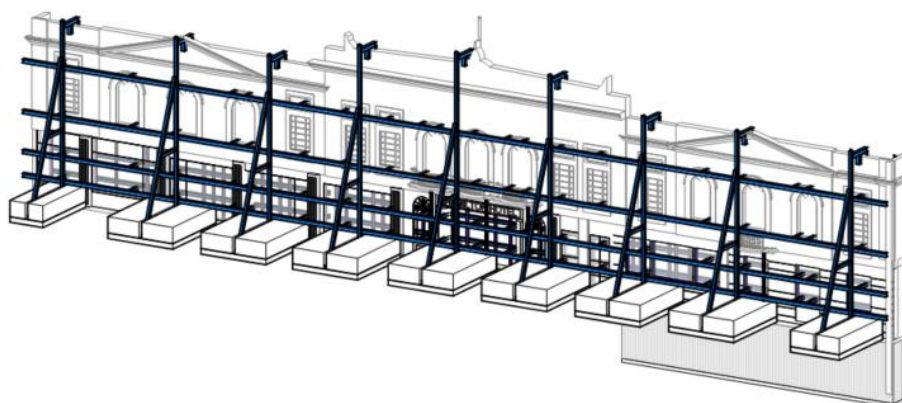
### Offsite Car Parking Availability

- Museum Carpark Pay & Display
- Knox St Carpark
- Meteor Theatre Carpark
- Memorial Drive / Grantham St
- Union Square (Once Carpark building constructed approx. late 2022)
- CBD Parking in line with HCC Standard Parking Restrictions

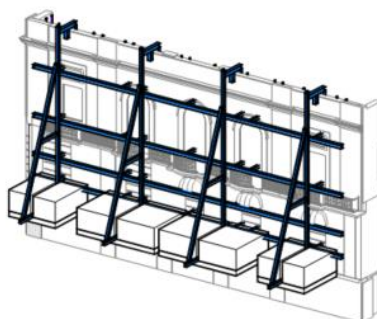


## Appendix 5

### Victoria Street Façade Retention



① Temporary Propping\_Victoria Street



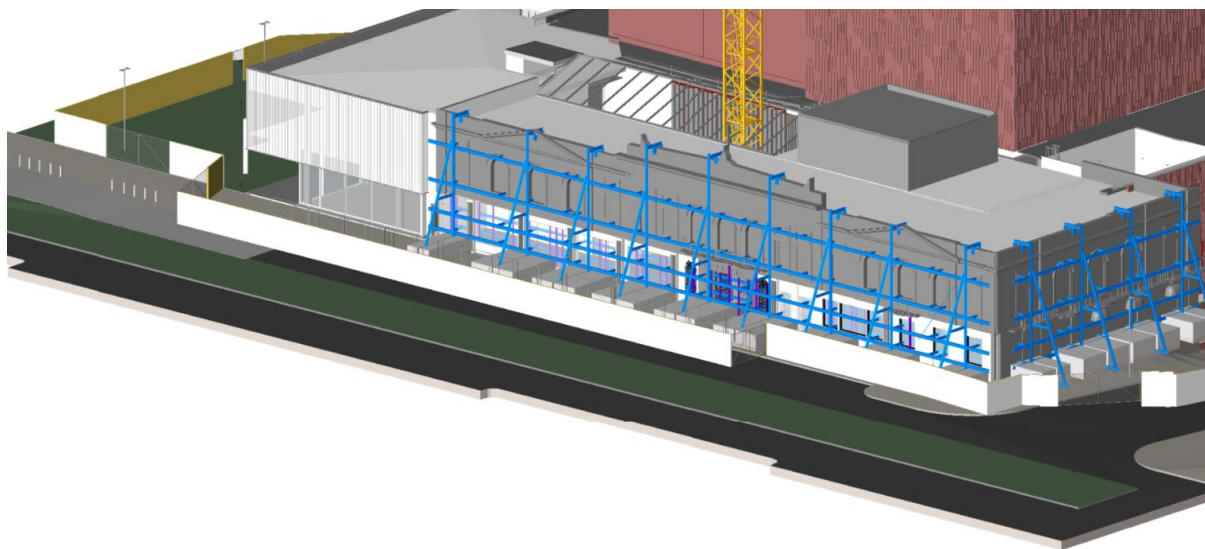
② Temporary Propping\_Sapper Moore-Jones



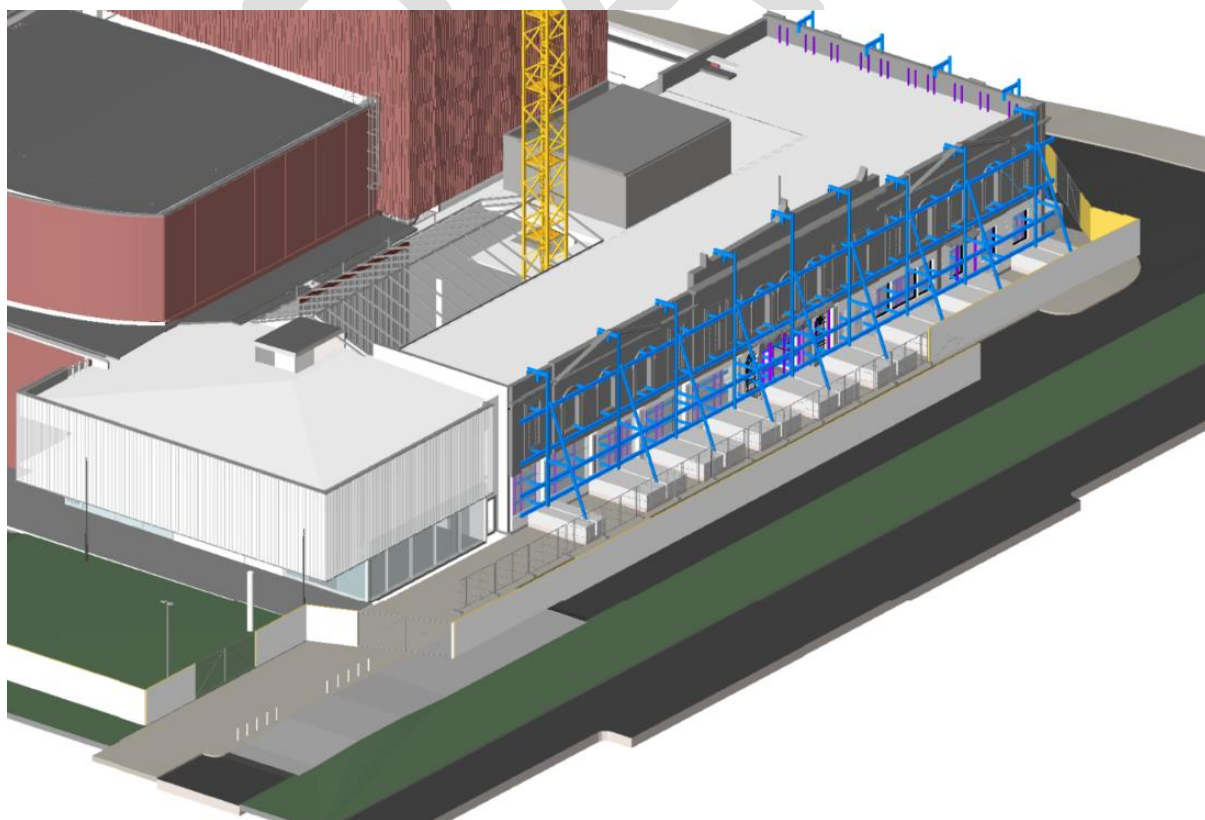
## Appendix 6

### Victoria Street Site Fence & Lane Way

#### North View

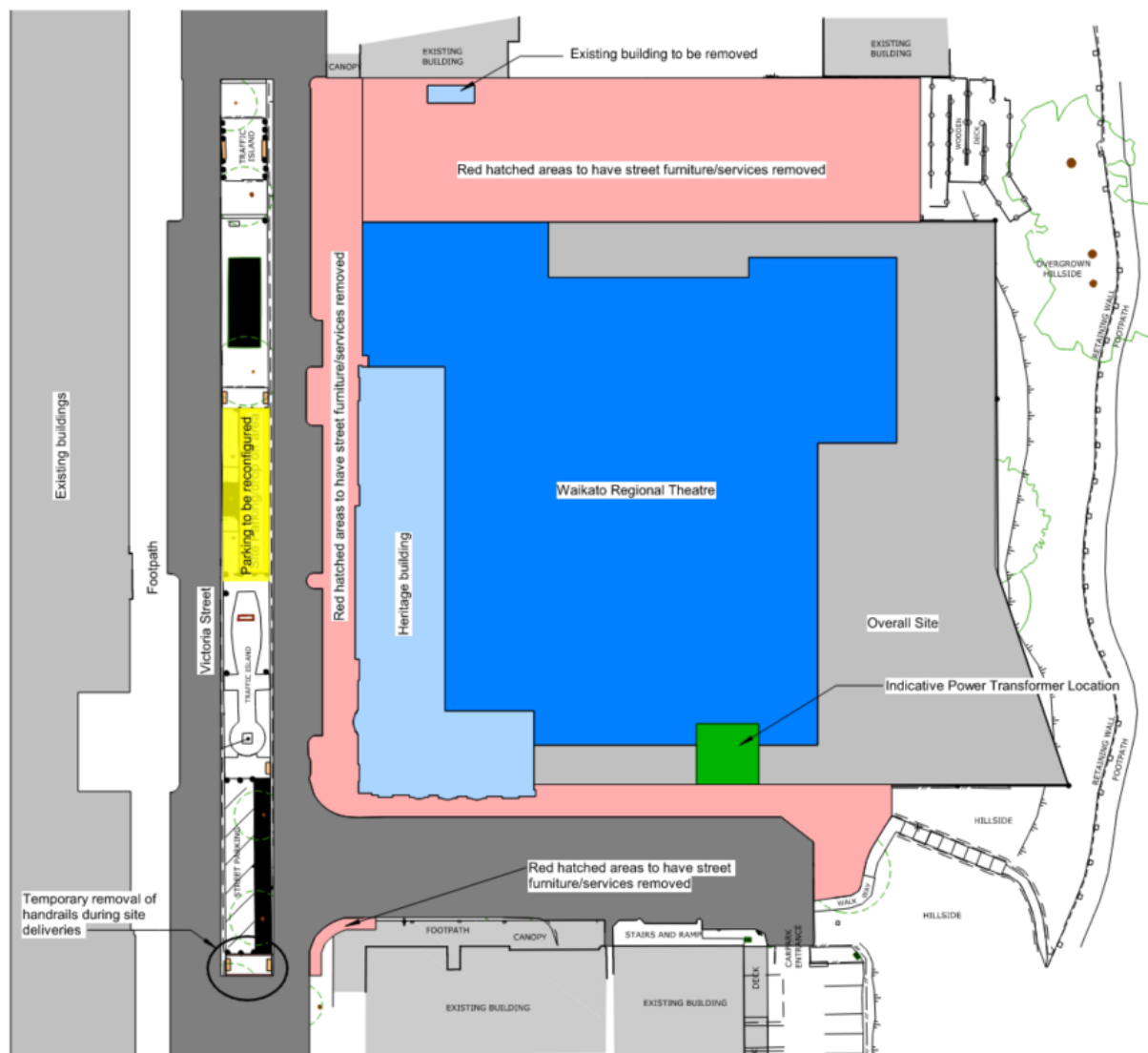


#### South View



## Appendix 7

### Street Furniture Removal Plan



- Red hatched area indicates areas for street furniture removal