

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Note: The following supporting documents have been submitted in conjunction with the Section 92 responses provided in the table below and the Assessment of Environmental Effects report.

- Appendix A. Heritage Section 92 Response
- Appendix B. Transport Section 92 Response
- Appendix C. Acoustic Assessment
- Appendix D. Geotechnical Interpretive Report
- Appendix E. Developed Design Report
- Appendix F. Embassy Plaza and Victoria Street Concept Plans
- Appendix G. Infrastructure Plans
- Appendix H. Sapper Moore-Jones Place Long Section Drawings
- Appendix I. Arboriculture Memo – Section 92 Response
- Appendix J. Contamination Section 92 Response

Issued 06.06.19	Request	Action For	Response
GENERAL			
1.	The subject site is currently made up of a number of different buildings and features; many of which are specifically listed within the District Plan. Given the complexity of the proposal (see comments on Section 4 of the Application for Resource Consent and Assessment of Environmental Effects (the AEE) below), the AEE would benefit from a clear and succinct description of the subject site ¹ . Please therefore provide an annotated version of Figure 3 (Aerial Site Photograph) and an associated table clearly identifying/describing the various aspects which make up the subject site (e.g. address, legal description, building description, area and current land use, any scheduling in District Plan etc.).	Tattico	<ul style="list-style-type: none"> ▪ Refer Amended AEE.
2.	The subject site is identified as being subject to the River Front Overlay within Figure 5-1 of Appendix 5 of the District Plan. Please therefore confirm compliance, or otherwise, with the requirements of Rule 7.5.1 of the District Plan (Protection of the Riverbank).	Tattico	<ul style="list-style-type: none"> ▪ Refer Amended AEE.
3.	Please provide a comprehensive assessment of the proposal against the provisions of the relevant City-Wide chapters, which include but may not be limited to: <ul style="list-style-type: none"> ▪ 25.2 Earthworks and Vegetation Removal ▪ 25.6 Lighting and Glare ▪ 25.8 Noise and Vibration ▪ 25.10 Signs ▪ 25.12 Solid Waste ▪ 25.13 Three Waters ▪ 25.14 Transportation ▪ 25.15 Urban Design 	Tattico	<ul style="list-style-type: none"> ▪ Refer Amended AEE.
4.	The introduction of the AEE states that the proposed design has taken into consideration the recommendations of local iwi regarding the development. However, there is no description within	Tattico	<ul style="list-style-type: none"> ▪ Refer Amended AEE. ▪ Site visit with THAWK completed on 3/3/19 with Clough Associates and Jasmox.

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
	<p>the AEE as to what consultation has been undertaken or how the proposed design reflects the outcomes of this consultation².</p> <p>Please clarify how proposed design has taken into consideration the recommendations of local iwi.</p>		<ul style="list-style-type: none"> ▪ Following the completion of the site visit with THAWK, an Assessment of Maori Values has been completed by Clough and circulated to iwi for review. This assessment is attached as Attachment F to the resource consent lodgement documents submitted in November 2018. ▪ Waikato Tainui and Ngati Wairere have not yet provided their comments, however the applicant is undertaking on-going discussions with both iwi to address any issues raised. Further updates of this consultation will be provided to Council as it is received by the applicant.
5.	<p>Section 6.11 of the AEE has focused on the cultural (in terms of arts) benefits of the proposal but has not addressed the cultural effects of the proposal on tāngata whenua values despite the subject site being identified as an urupa site within the District Plan. Furthermore, it is concluded within Section 8 of the AEE that the proposal is consistent with the principles of the treaty, yet no further details are provided to explain the reasoning for this conclusion.</p> <p>Please therefore provide the following:</p> <ul style="list-style-type: none"> ▪ An assessment of the proposal on tāngata whenua/cultural values; ▪ Details on how the applicant propose to continue to engage with local iwi³; and ▪ Details on what, if any, mitigation is proposed⁴. 	Tattico	<ul style="list-style-type: none"> ▪ Refer Amended AEE. ▪ As noted, an Assessment of Maori Values has been completed by Clough and referred to iwi for review following a site visit with representatives from THAWK and Waikato Tainui. ▪ Accidental discovery protocol will be implemented to protect any unknown taonga/items within the site, given the historic use of the river by Maori. ▪ All appropriate site management protocols will be implemented to ensure the integrity of the known urupa site is maintained. ▪ As detailed in the assessment by Clough, a number of recommendations have been made regarding the on-going discussions with local iwi to ensure that they are informed of the progress of the application and throughout implementation.
6.	<p>Please provide a comprehensive assessment of the proposal against the relevant objectives and policies of the following chapters:</p> <ul style="list-style-type: none"> ▪ 22.2 Hazards ▪ 25.2.2 Earthworks and Vegetation Removal ▪ 25.13.2 Three Waters 	Tattico	<ul style="list-style-type: none"> ▪ Refer Amended AEE.
7.	<p>Please note that in light of the assessment of the proposal against the provisions of the relevant City-Wide chapters requested in 3 above, there may also be other objectives and policies of the District Plan which are relevant to the proposal.</p> <p>Please therefore provide a revised assessment of the proposal against the provisions of the RPS.</p>	Tattico	<ul style="list-style-type: none"> ▪ Refer Amended AEE.
8.	<p>The following documents are potentially 'other matters' that could be relevant and reasonably necessary to determine this application for the proposal:</p> <ul style="list-style-type: none"> • The Waikato-Tainui Environmental Plan • Access Hamilton • Arts Agenda • Hamilton Heritage Plan <p>Please therefore provide an assessment of the proposal against these documents and any other matters in terms of s104(1)(c) of the RMA.</p>	Tattico	<ul style="list-style-type: none"> ▪ Refer Amended AEE.
9.	<p>Sections 6.12 and 9.1 of the AEE conclude that overall the actual or potential adverse effects on the environment from the proposal will be less than minor; with the same conclusion made in relation to specific topics/effects within Section 6 of the AEE. However, a number of the technical assessments supporting the AEE conclude that the proposal will in fact have minor or moderate adverse effects⁶.</p> <p>Please provide further details on how the overall conclusion within the AEE on effects has been made in light of the differing conclusions within the technical assessments.</p>	Tattico	<ul style="list-style-type: none"> ▪ Refer Amended AEE. ▪ Overall, the proposal will result in less than minor effects, subject to conditions of consent. It is our view that, the proposed conditions of consent will ensure that any actual and potential adverse effects will be mitigated or remedied to a level where they will have less than minor adverse effects on the surrounding environment. ▪ Fundamentally, the proposal is not considered to result in any adverse effects which cannot be managed through the detailed design phase or through various management plans to ensure the development is implemented in a manner which will reduce anticipated adverse effects to a level that is practicable and reasonable.
10.	<p>Please confirm if there are any easements, encumbrances or other legal instruments on the titles for the subject site that will be affected by the proposal. If so, please provide copies of the relevant documents and explain how any effects will be addressed.</p>	Tattico	<ul style="list-style-type: none"> ▪ No easements/encumbrances or other legal instruments on the title are affected.
11.	<p>Further to the requests below relating to specific topics/effects, it is noted that throughout the AEE a number of conclusions relating to the magnitude of effects and consistency with provisions are</p>	Tattico	<ul style="list-style-type: none"> ▪ Refer Amended AEE.

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
	<p>made 'subject to conditions of consent', yet no proposed conditions of consent have provided in the AEE.</p> <p>On the basis of the apparent reliance on conditions of consent within the AEE, please provide a draft suite of consent conditions to confirm the scope of mitigation that is proposed by the applicant for the proposal.</p>		<ul style="list-style-type: none"> ▪ Heritage Implementation Plan Condition <p><i>"A Heritage Implementation Plan be prepared in accordance with ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value: 2010 to identify the methodologies to recognise and manage historic heritage values of the former Hamilton Hotel building."</i></p> ▪ Traffic Management Plan / Construction Management Plan / Travel Demand Management Plan <p>Construction Traffic <i>"Prior to the commencement of the any demolition and construction works on the subject site, a finalised Traffic Management Plan (TMP) shall prepared in accordance with Hamilton City Council District Plan requirements and shall address the control of the movement of construction vehicles to and from the site. The TMP shall be submitted to the Council for approval prior to any works demolition and construction works commencing on site.</i></p> <p>Travel Demand Management Plan <i>"Prior to the occupation of the theatre and hotel, a finalised Travel Demand Management Plan shall be prepared in accordance with Hamilton City Council District Plan requirements and shall outline methods to manage traffic movements during "event scenarios", general loading/docking activities and hotel operation".</i></p> <p>The Travel Demand Management Plan shall be submitted to the Council for approval prior to the occupation of the building. The Section 92 response by Flow (refer Appendix B) includes a Technical Note which outlines the proposed framework for temporary traffic management during operation (e.g. semi-trailer truck management, theatre temporary drop-off/pick up parking, post-show pedestrian management)</p> ▪ Construction Management Plan <p><i>"Prior to the commencement of any works on the site, the consent holder shall submit to and have approved by Council, a Construction Management Plan (CMP). The CMP shall include but not be limited to addressing the following matters:</i></p> <ol style="list-style-type: none"> a. <i>Providing a construction timetable which shall be updated from time to time as necessary;</i> b. <i>Ensuring pedestrian safety along public footpaths or road edges;</i> c. <i>If required, need for temporary road closures and/or other restrictions on the surrounding road network during construction works</i> d. <i>Site perimeter security;</i> e. <i>The name and contact details of the Consent Holder's Engineer;</i> <p><i>All construction shall be carried out and managed at all times in accordance with the approved CMP."</i></p> ▪ Construction Noise and Vibration Management Plan <p><i>"Prior to the commencement of any works on the site, the consent holder shall submit to and have approved by Council, a Construction Noise and Vibration Management Plan (CNVMP). The CNVMP shall include but not be limited to the following matters:</i></p> <ol style="list-style-type: none"> a. <i>A description of works; hours of operation;</i> b. <i>Identify and adopt the Best Practicable Option (BPO) for the management of all construction noise and vibration in order to avoid, mitigate or remedy adverse effects;</i> c. <i>Inform the duration, frequency and timing of works to manage disruption;</i> d. <i>The relevant measures from DIN 4150-3:1999 structural vibration – effects of vibration on structures and NZS6803:1999 "Acoustics – Construction Noise" that apply to the construction works</i> e. <i>Contact details for staff responsible for the implementation of the CNVMP; communication/consultation/complaints response procedures</i> ▪ Tree Management Plan

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
			<p><i>“A Tree Management Plan be prepared detailing the methodology of work within the rootzone of the trees and methods of protection during construction works.”</i></p> <ul style="list-style-type: none"> ▪ Landscaping Plan <p><i>““A landscape planting and management plan (with supporting specifications) shall be prepared and submitted to the Council for certification prior to construction commencing.</i> <i>The landscape planting and management plan shall contain:</i></p> <ul style="list-style-type: none"> ▪ <i>Reference to the written description/concept plan</i> ▪ <i>A plan of the planted area detailing the proposed plant species, plant sourcing, plant sizes at time of planting, plant locations, density of planting, and timing of planting.</i> ▪ <i>A programme of establishment and post establishment protection and maintenance (fertilising, weed removal/spraying, replacement of dead/poorly performing plants, watering to maintain soil moisture, length of maintenance programme.</i> ▪ <i>the extent, materiality and finished levels of paving;</i> ▪ <i>the details of drainage, soil preparation, tree pits, staking, irrigation; and</i> ▪ <i>the construction details of all hard landscape elements (paving, fencing, gates, lighting etc).</i> ▪ <i>An irrigation system</i> <ul style="list-style-type: none"> ▪ Lighting Plan <p><i>“A Lighting Plan be prepared detailing the location; type of lighting; lux levels of the proposed lighting and monitoring compliance with standards outlined in the District Plan (Chapter 25.6)”.</i></p> <ul style="list-style-type: none"> ▪ Sapper-Moore Jones Place <p><i>“Prior to the commencement of the construction of the building, the consent holder shall obtain the necessary approvals for the proposed regarding Sapper-Moore Jones Place and the removal of existing on-street carparks to provide for on-site truck-loading and manoeuvring”</i></p> <ul style="list-style-type: none"> ▪ Western Embankment <p><i>“Prior to the commencement of the construction of the building, the consent holder shall obtain all necessary approvals, for the column supports located within the western embankment located adjacent to the eastern boundary of the site”.</i></p> <ul style="list-style-type: none"> ▪ Contamination <p><i>“Prior to the commencement of earthworks, the consent holder shall engage a suitably qualified and experienced practitioner to carry out a detailed site investigation (DSI). Subject to the findings of the DSI, the consent holder shall submit a remediation action plan (if applicable) in accordance with the requirements of the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health and to the satisfaction of the Waikato Regional Council and Hamilton City Council.”</i></p>
HERITAGE			
12.	<p>The photographs, captions and text within section 7 of the Heritage Impact Assessment (Attachment D) provide a good description of the history and current condition of the buildings.</p> <p>To provide a more robust assessment of effects, please provide a heritage significance ranking for the various features and structures.⁷</p>	Archifact	<ul style="list-style-type: none"> ▪ Refer Appendix A

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
13.	<p>The proposed removal of the varied shop frontages on Victoria Street, which are not consistent with the original building, and reinstating them in a manner which responds to the building's heritage value (see page 97 of the Heritage Impact Assessment) is supported. However, heritage elements such as the entrance and southern end of the building remain.</p> <p>Please provide further details on how heritage elements will be managed and incorporated into the design of the ground floor frontages.</p>	Archifact	<p>As noted in the S92 response by Archifact (refer Appendix A):</p> <p><i>“Please refer to the document at appendix a: addendum: tabulation of heritage significance for the proposed Waikato regional theatre (by archifact – architecture and conservation ltd, dated April 2019), which provides heritage significance ranking for the various features and structures.”</i></p>
14.	<p>Page 92 of the Heritage Impact Assessment states that the proposal ‘intends to reintroduce some of the elevation treatment of the original building.’</p> <p>Please confirm if this exterior work be informed by the preparation of a Conservation Plan, and if not, please explain how the ICOMOS standards will be followed.</p>	Archifact	<p>For clarification, it should be noted that the ground floor of the hotel is intended for food & beverage and other similar active uses which are permitted activities under the Central City Zone. The specific use of the ground floor is still being considered by the applicant as the engagement process with potential tenants has not yet begun.</p> <p>The internal design of the ground floor former hotel building will be finalised once the applicant has confirmed tenants and subsequently the uses/activities. This is to provide flexibility in terms of any operational or functional requirements of a future tenant which will need to be accommodated as a part of any internal fit-out. This also ensures that any recommendations from the proposed Heritage Implementation Plan can be incorporated into the proposed internal fit-out for these tenancies.</p> <p>It is important to note that the proposal does not seek works to the interior of the former hotel building and will only be seeking alterations and refurbishment of the exterior of the former Hotel building.</p> <p>Alterations to the exterior along the ground frontage will be limited to removing unsympathetic canopies etc. and restoring/repairing the façade of the building.</p> <p>As noted in the S92 Response Memo by Archifact (Refer Appendix A), requiring a conservation plan at this stage of the project would be ineffective given the level of advancement in the design.</p> <p>A Heritage Implementation Plan is considered to be more appropriate in this instance. As noted in the S92 response by Archifact (refer Appendix A):</p> <p><i>“The project architects, Jasmax Ltd, have yet to complete their preliminary design of this building element. While their intention is to utilise existing building elements in the final design, we are unable to comment on the design at this stage. A consent condition could be offered which requires that preliminary and detailed design of the street frontage areas of the former hotel should be further developed in collaboration with an appropriately skilled and qualified Conservation Architect, and to the satisfaction of Hamilton City Council.”</i></p>
15.	<p>Whilst it is acknowledged that internal alterations of buildings are a permitted activity under Rule 19.3b) of the District Plan, the proposal as a whole will be assessed as a non-complying activity, section 4.5 of the Heritage Impact Assessment indicates the HNZ listing 4203 includes the interior fittings and fixtures and several interior features/elements have been assessed as exceptional by Salmond Reed.</p> <p>Further to the request above, given the specific design of the interior has not yet been finalised, please confirm if the applicant would be agreeable to the preparation of a Conservation Plan which would inform the demolition, refurbishing and design of the proposal.</p>	Archifact	<p>A Heritage Implementation Plan is considered to be more relevant given the detailed design of the project has progressed beyond the point where a Heritage Implementation Plan would be helpful. This approach has been discussed with Council and they have agreed is acceptable.</p> <p>As noted in the S92 response by Archifact (refer Appendix A):</p> <p><i>“We have discussed the request for a Conservation Plan with Council’s heritage specialist, Dr Alexy Simmons (Simmons & Associates Ltd.). In this instance the preparation of a Conservation Plan would be inappropriate, as this document is typically prepared in advance of design works being developed. It establishes a researched baseline of the values of the place and the fabric, and functions best as a tool to guide designers throughout the design process.</i></p> <p><i>A Heritage Construction Management Plan [HCMP] will be a more appropriate document for this process, as its primary purpose is to guide designers and contractors to suitable workflows and methodologies with regard to working on recognised historic fabric and managing heritage values. It is prepared with a clear understanding of the guidance provided by the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value: 2010. This would form part of the Construction Management Plan, and</i></p>

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
			<p><i>should be developed in parallel with the architect’s detailed design phase to ensure consistency across the documentation and disciplines in accordance with ICOMOS principles.</i></p> <p><i>This approach was agreed by Dr Simmons, please refer to appendix b for email confirmation.</i></p> <p><i>A condition could be offered up which requires the applicant to engage an appropriately skilled and qualified heritage specialist to prepare a Heritage Construction Management Plan. The HCMP shall outline the management processes that will be put in place to guide the demolition and construction works with relation to heritage, to ensure that the works are undertaken in accordance with conservation good practice principles and methods, so as to avoid, mitigate or remedy any adverse effects. The HCMP shall at a minimum include the following:</i></p> <ul style="list-style-type: none"> <i>i) Contact details of project stakeholders, including contractor(s), architects, heritage specialist, and the applicant;</i> <i>ii) Construction schedule, with approximate timing for each phase of construction;</i> <i>iii) Work plan for each construction activity detailing demolition/deconstruction methods for each component of the building, including the requirements for any temporary works;</i> <i>iv) Outline of measures that will be taken to protect existing heritage fabric from damage during construction (including excavation, temporary support and vibration management);</i> <i>v) Plan for communication with the Council Heritage Specialist, including a schedule for meetings, inspections, and correspondence; and</i> <i>vi) Emergency response and project change procedures, including establishing clear lines of communication and response times.</i> <p><i>The HCMP should be provided to Hamilton Council for certification prior to physical works commencing and will form part of the contract documentation.”</i></p> <p>As noted in the S92 response by Archifact (refer Appendix A):</p> <p><i>“We have discussed the appropriateness of a Conservation Plan at query 3 (above), and have also provided our own tabulation of heritage significance at query 1 above. Jasmx Ltd, have yet to complete their preliminary design of the building interiors. While their stated intention is to utilise the interior fabric fittings, we are unable to comment on the design at this stage. While HCC exclude the protection of interiors from their heritage listing (in order to enable ongoing appropriate development and use of historic places) HNZPT consider the place in its entirety.</i></p> <p><i>In order to satisfy HCC’s concerns we suggest that a Resource Consent condition could be offered up which requires the applicant to engage an appropriately skilled and qualified Conservation Architect to consult with the design Architect and Engineers to ensure that the historic heritage values and fabric are appropriately managed through the design phase. The Conservation Architect will liase with HNZPT and seek a letter of support for the scheme prior to physical works commencing.”</i></p>
TRANSPORTATION			
16.	Please confirm the relevance of UK theatre trip generation rate to Hamilton site, given the differences in population density and public transport services. We note that various presentations on the project indicates that 40% of Founders/Claudlands audience are from outside Hamilton. (https://www.momentumwaikato.nz/uploads/report_wrt_presentation_hcc.pdf)	Flow	As outlined in Section 7.2 and Figure 7 of the ITA, the data retrieved from TRICS indicates that arrivals for the theatre will be staggered over the hours before a show starts, starting low and peaking before a show starts. This is assumed to be reflective of people choosing to go for dinner/drinks before a show starting, which is also assumed to be the case for the proposed Waikato Regional Theatre which is located in the Hamilton City Centre amongst a wide range of food and beverage tenancies. The 0.177 vehicle trips per seat (230 vehicle trips) is therefore reflective of the people that arrive in the city centre just before the show starts, as opposed to arriving early to drink/dine first. When considering the cumulative trip rate per seat over the three hours before a show starts (Figure 7 in the ITA), the overall vehicle trip rate prior to a show is 0.308 per seat, around 400 vehicle trips. However it is acknowledged that these vehicle trips rates are based on surveys of theatres in the UK that may have better public transport services than currently available in Hamilton, and despite the clarification above, it still indicates a high rate of people per car.

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
			<p>As a sensitivity test, if a higher rate of 0.5 vehicle trips per seat was assumed prior to a show (closer to an average car occupancy of 2/2.5 people per car, when factoring in departures and staff trips etc.), this would result in a total 650 vehicle trips to/from the Hamilton City Centre prior to a capacity show (noting that most will be to the city centre). However, in this regard, it is still considered that vehicle trips will be staggered, with some people choosing to arrive early to dine/drink prior to the show. Applying the same split of arrivals as indicated by the TRICS data, this would result in the following trips/arrivals prior to a show:</p> <ul style="list-style-type: none"> ▪ Three hours before a show – 99 vehicle trips/arrivals ▪ Two hours before a show – 177 vehicle trips/arrivals ▪ One hours/half an hour before a show – 374 vehicle trips/arrivals <p>These trips will not be focused on the theatre itself but will mostly be to the parking areas around the city centre. There will be some people who choose or need to stop by the front of the theatre on Victoria Street to drop people off before finding a car parking space, however this is likely to be a small proportion given the volume of parking within a short walk of the theatre, and also a behaviour that will likely be deterred if any congestion in this area of Victoria Street arises. When considering that the highest volume of trips prior to a show is unlikely to occur during peak weekday traffic hours, it is still considered the theatre will not have traffic effects that require any permanent mitigation.</p> <p>Additionally it is noted that before it closed in 2016, the Founders Theatre had a capacity of around 1,250 people, similar to what is proposed for the new Waikato Regional Theatre. The Founders Theatre building is located on the northern edge of the Hamilton City Centre. The volume of vehicle trips traditionally generated by the Founders Theatre is therefore likely to be similar to that of the proposed theatre. While the location is different, the Founders Theatre would have still generated vehicle trips to and through the city centre at similar times, therefore the effects are not expected to be dissimilar (noting that most trips will not be directly to the proposed theatre itself).</p>
17.	Please confirm that the trip generation rate used assumes that one visit to site = 2 trips (i.e. one trip to a site, and one trip from a site).	Flow	The vehicle trip rates specified in Section 7.1 and Figure 7 of the ITA include both arrivals and departures. However given the nature of theatre use, it is noted that vehicle trips prior to a show are predominantly arrivals and vehicle trips after a show predominantly departures.
18.	Please confirm whether the number of generated trips assessed considers the effect of drop-off / pick-up trips, which increase the number of trips generated (i.e. if someone is dropped off then four trips are created)	Flow	<p>The trip rate data obtained from TRICS states arrivals and departures, but does not clarify whether it includes separate trips for cars arriving, dropping off, then parking somewhere else, and returning to pick someone up before leaving, four trips total.</p> <p>It is assumed that drop offs at the theatre will generally occur closer to the time of the show. Earlier in the evening, the theatre is unlikely to be open, therefore people arriving early are unlikely to be dropped off at the theatre. As outlined previously, it is considered that it will be a low proportion of the total vehicle trips that will first stop at the theatre to drop people off/pick people up, especially if it starts to become congested on Victoria Street. While technically speaking, drop offs and pick ups double the number of total trips undertaken by a single vehicle, noting the above, the traffic effects of this are likely to be localised to the theatre site, unlikely to have network wide effects.</p>
19.	Please provide more detailed analysis of typical vs peak hour trip generation. This could be in the form of a typical weekly profile (table / chart) taking in to account the time (day / night), expected size and frequency of events and the associated trip generation.	Flow	<p>Information on typical size and frequency of events has been provided previously. Figure 7 in the ITA shows the TRICS trip generation rate profile between 5 pm and 12 am. This shows a peak around 7 pm when most people will arrive, and then again around 10 pm to 11 pm when a show finishes. However, TRICS also provides typical trip generation rates over the 16 hour period 8 am to 12 am, and in response to the query above, this typical weekday theatre vehicle trip generation profile is shown in Figure 1 overleaf. This shows that during a typical weekday, vehicle trips generation remains very low, with slight increases first thing in the morning and around 2 pm, likely associated with staff. As already outlined, vehicle trip rates peak right before and after a show.</p> <p>The previous query regarding the relevance of the TRICS vehicle trips rates is noted, and it is acknowledged that trip rates may be higher. However it is still considered that the volume of vehicle trips generated throughout a weekday, and during weekday peak hours will be very small. As outlined in the information regarding typical size and frequency of events, daytime, weekday events at the theatre are infrequent, and with patrons most likely school children or elderly, brought to the Hamilton City Centre via chartered bus/van. Therefore the volume of trips generated by these events will be much less than a typical weekday evening or weekend event.</p>

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
20.	Review of appropriate trip generation rates for the hotel, considering typical rates for New Zealand hotels and taking into account that the planned valet parking will increase the number of trips associated with each room during the peak hour.	Flow	<p>As noted in the ITA and in the commentary provided in the Gray Matter Section 92 Review, the data on hotel vehicle trip generation generally appears to assume onsite parking, which is not applicable to the proposed hotel, hence why the TRICS Data has been used.</p> <p>Specific data on the hotels included in the TRICS data is not available, but as the data was filtered to include only hotels based in city centres, it is expected that the data included hotels with valet parking, as well as drop offs by taxi/shuttle, which also creates a vehicle arrival and departure within a short space of time. However, as per the previous comment regarding the possibly better public transport access in cities in the UK, it is acknowledged that the actual vehicle trip rate in a Hamilton context could be higher.</p> <p>As noted in the commentary provided in the Gray Matter Section 92 Review, the New Zealand Transport Agency Research Report 453 suggests a peak trip rate for hotels of 1.2 vehicle trips per hour per room. As the proposed hotel only comprises 22 rooms, this would result in around 27 vehicle trips. Spread over an hour, this is considered a low volume of additional trips, that are unlikely to have any noticeable traffic effects in the wider transport network, and any congestion on Victoria Street at the hotel frontage is likely to be short lived, resulting from cars pulling into and out of the proposed P10 parking.</p> <p>Considering the above 27 trips further, and conservatively assuming two trips per room per hour during peak traffic hours (assuming every room is checked into during the peak hour with the guest utilising valet parking), this suggests 13 of the 22 hotel rooms check in or out within that peak hour. This is considered a relatively unlikely scenario, and guest arrivals and departures are expected to be more distributed throughout the morning check out and afternoon/evening check in periods.</p>
21.	Confirmation that the reinstated tenancies for the food and beverage activities have the same GFA as the existing tenancies.	Flow	<p>It is understood that the existing site has around 1,300 m2 GFA of food and beverage tenancies, and around 120m² of retail tenancies. The proposed development has around 890 m2 of food and beverage tenancies. There is therefore a proposed reduction in the GFA for these activities.</p>
22.	Confirmation of the frequency of vehicles using the loading dock. The ITA frequency of 9-18 times per year appears low.	Flow	<p>The frequency of trucks needing to use the loading dock is estimated in Section 7.3 of the ITA. The frequency referred to in this query appears to be just the frequency of semi-trailer trucks. Not all shows will require trucks of this size. At this stage the following frequency of events is anticipated by Charcoalblue:</p> <ul style="list-style-type: none"> ▪ Three NZ ballet shows per year, usually requiring two semi-trailer trucks for equipment (delivering and retrieving equipment on separate days) ▪ Six NZ orchestra shows year (one night only), usually requiring one semi-trailer truck for equipment ▪ Up to 18 various international/national performances (one night only), usually requiring one large rigid truck for equipment. <p>Charcoalblue have since advised that Hamilton Operatic equipment can occasionally arrive in shipping containers. This may therefore require an additional four semi-trailer trucks over two days, around twice a year.</p> <p>This is a total of eleven events per year requiring semi-trailer trucks (including Hamilton Operatic events), and 18 events requiring large rigid trucks. There will most likely be other local events at the theatre, but it is unlikely that these events will require large trucks to deliver a full suite of equipment in one go, as they are not travelling city to city, nor be of a comparable scale in production. Smaller trucks associated with servicing of the site are estimated in the ITA at up to eight per day, and there may be other additional smaller service vehicles as well.</p>
23.	Please confirm whether vehicles will remain at the loading dock for the duration of the event (potentially blocking the footpath) or be parked off-site.	Flow	<p>As stated in Section 8.5 of the ITA, for some events (such as one night only shows travelling from theatre to theatre), the event trucks may remain parked at the theatre loading dock from when they unload before the show, until after the show finishes. This is to ensure the show equipment can start to be packed up and loaded as soon as possible. These shows have strict timetables to meet, and the trucks are required to depart as early as possible to travel to the next theatre. In these situations, it is impractical to have the truck leave the site and return later after the show has finished. It is anticipated that these shows where trucks are required to wait at the loading dock will only occur around nine times a year. As outlined in Section 8.5/Figure 9 of the ITA, to mitigate this, it was proposed that a footpath will be constructed on the other side of Sapper Moore-Jones Place to allow an alternative route for pedestrians. With an alternative route in place, having the trucks wait at the theatre is considered a safer outcome than requiring these large trucks to manoeuvre in and out of Sapper Moore-Jones Place twice for each show, and potentially conflicting with show patrons when manoeuvring into position following a show.</p>

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
			Subsequent to the ITA being written, it is understood a streetscape upgrade for Sapper Moore-Jones Place is now being proposed. Plans for this are provided in the updated civil and architectural drawing sets. This upgrade will see the lower half of Sapper Moore-Jones Place become a shared space. In a situation where a large truck is waiting at the loading dock, there will be plenty of room in the shared space area for pedestrians to walk around the truck, or across to the other side of the street.
24.	Provide details of proposed mitigation in the event of footpath damage from heavy vehicles tracking over the footpath.	Flow	As stated previously, an upgrade to Sapper Moore-Jones Place is proposed which will see the lower half become a shared space, as opposed to a traditional street with a separate footpath. This work will be designed to ensure the pavement can withstand the turning movements of trucks.
25.	Please state the expected duration of time that the carriageway will be obstructed when heavy vehicles are manoeuvring into and out of the loading dock.	Flow	Given the short length of the street, it is assumed that a semi-trailer truck that may obstruct the carriageway when manoeuvring, would be able to manoeuvre into or out of the loading dock in less than 10 minutes. In the scenario where two large trucks are manoeuvring into the loading dock, this may take up to 15 to 20 minutes, given that the first truck needs to arrive first, turn and then wait for the second truck to turn and reverse into the loading dock. As detailed in the ITA, and further elaborated on in other section of this response letter, this truck manoeuvring will be managed to ensure other road user safety. It is also unlikely to occur during peak traffic hours, and given the other existing land uses on Sapper Moore-Jones Place, and the low frequency of large trucks, unlikely to create regular nuisance for other drivers needing to use Sapper Moore-Jones Place. Trucks smaller than a semi-trailer are able to turn into the loading dock without any traffic management, therefore any obstruction of traffic will be brief.
26.	Please provide more detailed information for the proposed regrading of Sapper Moore-Jones Place and footpath (including delineation and form) (shown in blue). It appears that the footpath is proposed at the same level as the roadway. Is there an effect on existing entrances, services or features?	Flow	Subsequent to the ITA being written, it is understood a streetscape upgrade for Sapper Moore-Jones Place is now being proposed. Plans for this are provided in the updated civil and architectural drawing sets. This upgrade will see the lower half of Sapper Moore-Jones Place become a shared space. This will result in the pedestrian only and vehicle/pedestrian shared areas being all at the same level. Access to existing properties will be maintained, and effects on services will be covered by the civil engineer.
27.	More detailed information on the traffic management proposed for large manoeuvring vehicles on Sapper Moore-Jones Place, detailing how this will be managed. We would prefer that a draft traffic management plan or frame work is provided with the application.	Flow	A technical note has been attached to this response letter, providing a framework with more detail on the proposed traffic management. Please refer to this document.
28.	Please provide more information on the proposed P10 parking spaces outside the hotel. The IAT indicates the hotel will generate demand for three spaces and three spaces are provided. How will access be restricted to hotel guests? It appears likely that these P10 spaces will be used by loading vehicles, given that they are currently a loading zone and they could be used by people visiting other businesses in the area.	Flow	<p>It is acknowledged that the proposed P10 parking will be available for general public to use. As it is located within a public road, there is no means to reserve the parking for hotel use only. Given the small size of the hotel (22 rooms), and the proximity of other loading zones, and the proximity of other general on-street parking, it is considered that the proposed 18 m of P10 parking is sufficient. Should at any time both the hotel and general loading/public demand for the P10 parking area exceed the three parking spaces available, there is other parking in the immediate area, and Sapper Moore-Jones Place immediately adjacent where people can pull into to be clear of traffic on Victoria Street.</p> <p>The VR Hotel on the opposite side of Victoria Street has around 40 rooms, 18 more than the proposed hotel. The hotel website indicates that there is a limited provision of onsite parking provided, assumed to be down the back alley off Alexandra Street, however the main frontage and access to the hotel is from Victoria Street where there is also just three P10 parking spaces provided, also available for public use. It is assumed that most people arriving at the hotel either in their own car or via taxi/shuttle would come to this main entrance and not to the back of the hotel that is not signed. In situations when this P10 parking is fully occupied, guests at this hotel are also required to find somewhere else nearby to be dropped off/park etc.</p> <p>Given the proximity of Sapper Moore-Jones Place and other on-street parking in the area that can be used if the P10 parking becomes full, the proposed P10 parking is considered sufficient. Providing more P10 parking outside the hotel may help to ensure that there is always capacity for hotel drop offs and pick ups right outside the front entrance, however this would require more general parking to be removed, and again there is no way to ensure it is always available for hotel related use. Being located in a city centre environment, it is considered acceptable that hotel guests may occasionally need to park or get dropped off a short walk away when checking in etc.</p>
29.	Details regarding how parking information will be communicated to staff and patrons, and subsequently managed and updated. For example, providing information via an app, website, with ticket purchase, will there be any parking incentives/ discounts? Are park and ride services planned? etc.	Flow	No park and ride services are planned, there is a significant amount of parking available within short walking distance of the proposed theatre. It is anticipated that the available transport options, including nearby parking locations, will be provided on the theatre website, similar to the Claudelands Arena. At resource consent stage, no consideration has been given to any parking incentives/discounts.
30.	Please confirm the proposed arrangements for patrons arriving by charter bus. For example, drop-off and parking locations.	Flow	As detailed in the ITA, and further elaborated on in other sections of this response letter, additional drop off parking can be provided via temporary traffic management on Victoria Street outside the theatre. If this drop off parking is implemented, it can be managed to ensure drivers move on after dropping off passengers, meaning it will also be available for charter buses to stop and let off

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
			<p>passengers. There is a wide shoulder between the traffic lane and the on-street parking on Victoria Street, therefore there is plenty of room for a bus to pull into one of the longer spaces, clear of through traffic.</p> <p>If temporary drop off parking is not implemented, there are other places a bus can stop to let passengers off. The P10 parking area is large enough to accommodate a bus, again noting the wide shoulder between the traffic lane and the on-street parking. However, acknowledging that this P10 parking area is shared with the hotel, and the general public, it is possible that this P10 parking may be occupied. The TCD rule defines loading zone as an area “designated solely for the purpose of loading or unloading goods or passengers”, as such, it would be legal for a bus to unload passengers in a nearby loading zone, provided the signs don’t specifically preclude it. With Sapper Moore-Jones Place upgraded to include a shared space, it may also be possible for a charter bus to pull into the street, turn around, and let passengers off in this area. There is also significant existing coach parking provided on Grantham Street by the Waikato Museum (200 m walk away), and on Caro Street by Garden Place (400 m walk away).</p> <p>Providing additional permanent P10 parking outside the theatre will not guarantee that there will always be space available for charter bus drop offs, as this will be available for other public to use. Providing specific short term bus parking outside the theatre in one of the longer parking bays is an option, but would remove more general parking from the area, and the parking would spend most of the time unused, in an area where there is assumed to be a high demand for general parking and a desire from local businesses to retain it.</p> <p>It is considered that in a situation where the temporary drop off parking has not been implemented, there are many places in the city centre where a bus can stop to let passengers off. It is also considered that this does not need to be directly outside the theatre, and a short walk is acceptable in a city centre environment. It is acknowledged that some bus charter passengers may have accessible needs, in this case, if space isn’t available in the P10 parking, and the temporary drop off parking isn’t implemented, a bus could use the proposed Sapper Moore-Jones Shared space which has direct access to the rear of the theatre to turn and briefly stop to let passengers out. Even with trucks stopped in the loading dock there will be enough space into the shared space for a bus to do a three point turn.</p>
31.	Please provide details regarding accessible access to the theatre including both wheelchair/ pedestrian access and the provision of accessible parking/ drop-off.	Flow	<p>The P10 parking and Sapper Moore-Jones shared space can provide accessible drop off areas if needed, in situations where temporary drop off parking has not been implemented. The map of accessible parking in the Hamilton city centre provided on the Hamilton City Council Website is shown in Figure 2. There are two accessible parking spaces provided on Sapper Moore-Jones Place immediately adjacent to the theatre site. However it is acknowledge that some theatre shows will require this parking to be temporarily removed to allow for truck access to the loading dock. In this situation the nearest accessible parking would be almost 200 m away on Victoria Street, Grantham Street, and Collingwood Street.</p> <p>As part of the work required to implement the proposed P10 parking restriction on Victoria Street in front of the hotel, the accessible parking spaces on Sapper Moore-Jones Place could be replaced with general parking, and new accessible parking spaces allocated on Victoria Street that will not be affected by truck tracking. Two possible spaces have been indicated in Figure 3, being two of the angle parking spaces opposite the theatre/hotel site that have adjacent additional space. It is acknowledged that this angle parking in the centre of the road may not be the best location however, and other options can be explored in consultation with Hamilton City Council (noting that these parking spaces would be used by the general public as well).</p> <p>(Refer Appendix B – Figure 2)</p>
32.	Sensitivity testing – please provide sensitivity testing around the number of drop-offs expected and the likely length of stay e.g. what would the effects be if there are more drop offs than expected? What is the effect of buses using the P10 spaces for drop offs, or waiting in the P10 area before a show finishes to pick patrons up?	Flow	<p>Taking into consideration the sensitivity test regarding theatre traffic generation outlined previously, a scenario where there are 0.5 car trips per theatre seat, applying the same split of arrival times as indicated by the TRICS data, and assuming all trips are arrivals, this could result in up to 374 trips arriving in the city centre in the half hour before a capacity show, assuming 50% of these trips are directly to the theatre to drop off passengers, this could result in a peak average demand of around 6 cars per minute arriving to use the drop off area. Assuming the drop off parking managed to ensure drivers do not dwell, the proposed temporary drop off parking is theoretically sufficient. In reality however, people ignoring the prompts to move on, and spike in arrivals may result in arrival rates peaking and congestion occurring in the drop off area.</p> <p>However, as alluded to earlier, given the proximity of parking (much of it within a five minute walk), it is likely that most people will go straight to their chosen parking area as opposed to stopping to drop off passengers at the theatre first, and returning to pick</p>

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
			<p>passengers up. Drop off/pick up behaviour will also likely be deterred if congestion occurs on Victoria Street before and after a show, with only those people who need to be dropped off being driven straight to the theatre site first, or picked up after a show. As such, it is considered that the proposed temporary drop off/pick up parking will be more than sufficient. It is also noted that providing more drop off/pick up parking may encourage drivers to drop off/pick up passengers, creating unnecessary congestion on Victoria Street, where it is preferable for them to drive to the parking areas and walk in. Overtime, it is possible that the extent of the temporary drop off/pick up parking is reduced, and possibly the temporary drop off/pick up parking not implemented at all.</p>
33.	<p>Please confirm how the six on-street parking spaces will be dedicated to theatre drop-offs / pick-ups. Who will manage signage and enforcement?</p>	Flow	<p>It is anticipated that the temporary drop off parking will be managed as per any other temporary parking restriction. Signs could be put out at least 24 hours in advance of the temporary parking restriction being needed, notifying users of the impending restriction, and then at the time the restrictions are due to be implemented, the temporary parking restriction signs installed, and the existing parking signs covered. It is anticipated that the operation will be managed by the theatre, with either staff or a traffic management company engaged by the theatre managing the operation.</p> <p>It is suggested that temporary drop off/pick up parking is not defined as a permanent condition of resource consent. Over time, it may be found that there is a reduced need as residents get used to the theatre being located in the city centre environment. The need for temporary drop off/pick up parking could be monitored overtime and adjusted as required.</p>
34.	<p>Please provide a draft Traffic Management Plan (TMP) framework to be implemented before and after events. This should include the type/ scale of temporary traffic management and thresholds over which traffic management will be implemented. The TMP should indicate event timing, size and likely frequency, and may consider different levels of traffic management dependant on the size of event.</p>	Flow	<p>A technical note has been attached to this response letter, providing a framework with more detail on the proposed traffic management. Please refer to this.</p>
35.	<p>Please provide a draft monitoring plan that can be used to monitor pedestrian activity after theatre events. The plan should include sufficient information in to assess the general scale and duration of pedestrian activity crossing Victoria Street, location of pedestrian activity and effectiveness and need for traffic management, with the aim of determining whether or not the scale of traffic management can be reduced without compromising efficiency or safety.</p>	Flow	<p>A technical note has been attached to this response letter, providing a framework with more detail on the proposed traffic management. Please refer to this.</p> <p>It is accepted that first implementing some form of traffic management to ensure pedestrian safety outside the theatre, with the possibility of reducing or removing this if it is found to be unnecessary may be a good approach. Any resource condition regarding traffic management should therefore reflect this flexibility. In regard to the commentary provided in the Gray Matter Section 92 Review which refers to the Waikato Stadium, this is not considered an appropriate comparison. The Waikato Stadium has a capacity of around 25,000 people, with Mill Street being a wide, four lane arterial. The proposed theatre has a capacity of 1,300, with Victoria Street in the vicinity of the theatre being a low speed, pedestrianised environment. The traffic management needs in these two scenarios are very different.</p>
36.	<p>Confirmation as to how the six on-street parking spaces will be dedicated to theatre drop-offs / pick-ups. Who will manage signage and enforcement?</p>	Flow	<p>Parking allocation and the drop-off zone will be managed by both the Theatre and proposed hotel redevelopment.</p> <p>As the applicant is still working through the logistical requirements around the operation of the theatre and the proposed use of the former hotel, specific detail cannot be provided on how pick-ups and drop-off movements will be managed.</p> <p>However, as noted below, a condition of consent requiring a traffic management plan to be submitted as a condition of consent, will provide this detail once more specific detail of the operation of the theatre/proposed hotel redevelopment is confirmed.</p> <p>The drop-off and pick-up area will be managed in a manner to ensure safe and efficient traffic movements along Victoria Street. Any proposed arrangement will not be dissimilar to similar arrangements within the City Centre.</p>
37.	<p>A draft Traffic Management Plan (TMP) framework to be implemented before and after events. This should include the type/ scale of temporary traffic management and thresholds over which traffic management will be implemented. The TMP should indicate event timing, size and likely frequency, and may consider different levels of traffic management dependant on the size of event.</p> <p>A draft monitoring plan that can be used to monitor pedestrian activity after theatre events. The plan should include sufficient information in to assess the general scale and duration of pedestrian activity crossing Victoria Street, location of pedestrian activity and effectiveness and need for traffic</p>	Flow	<p>The applicant supports the inclusion of a condition of consent requiring a Traffic Management Plan to be submitted to Council for approval.</p> <p>The TMP will outline various event scenarios and will outline specific traffic management methods for each scenario to ensure minimal disruption to the surrounding traffic environment.</p> <p>With regards to the various “event scenarios”, there will be specific provisions within the TMP that outline specific traffic management methods to manage the access of semi-trailer trucks and how vehicle and pedestrian movements are managed along Sapper Moore-Jones Place.</p>

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
	management, with the aim of determining whether or not the scale of traffic management can be reduced without compromising efficiency or safety.		
38.	Section 4.2.3 of the AEE states the proposal will provide 11 parking spaces within the basement, yet Section 6 of the ITA states only seven parking spaces will be provided. Please therefore clarify how many parking spaces will be provided and who they will be allocated to.	Flow/Tattico/ Charcoalblue	We can confirm that 6 spaces will be provided as noted in the ITA. Final parking allocation will be considered once the use of the proposed hotel redevelopment has been confirmed.
39.	The proposal relies upon the removal of six parking spaces on Sapper Moore-Jones Place and altering (permanent and temporary) parking restrictions on Victoria Street to allow drop off parking for the hotel and theatre operations. It is noted that this mitigation would need to be addressed through the Hamilton Traffic Bylaw 2015, which involves a Local Government Act 2002 (LGA) process including consultation and a decision made by HCC's Regulatory and Hearings Committee. This is separate to this resource consent application process under the Resource Management Act 1991. Please therefore clarify if the applicant intends that this Bylaw/LGA process be progressed before, in parallel to or after this resource consent is determined. Note: HCC has received legal advice that recommends that this Bylaw/LGA process occurs prior to the resource consent process as an earlier decision by Council provides the applicant the opportunity to amend or provide further information on the resource consent application accordingly. A later Council decision under the Bylaw/LGA process, which requires a subsequent amendment to the proposal, may result in the need for an application to change or cancel consent conditions, or potentially, the need for a new resource consent. We therefore suggest you contact Robyn Denton, City Transportation Manager, to discuss the applicable information requirements and timeframes etc.	Tattico	The removal of these spaces will be considered as a part of the wider approval process for the upgrade works to Sapper-Moore Jones Place.
40.	Section 8.1.1 of the ITA identifies public car parking buildings which operate during certain hours and include leased parking spaces that are not available for general use. The conclusion around sufficient parking to accommodate the proposal's demand is also based off assumptions on parking space occupancy and availability. In light of the requests above, which may result in a revision of the peak additional car parking demand, please therefore provide: <ul style="list-style-type: none"> ▪ Details of how many car parks are already committed via lease agreements and therefore unavailable to public usage; ▪ An indication of the current occupancy of the parking areas identified in section 8.1.1 during the key demand periods for the proposal (in the evenings and/or weekends); and ▪ Details of where staff are expected to park and whether this has been factored into the current assessment. 	Flow/Tattico	This assessment will be undertaken as a part of preparing the proposed Traffic Management Plan to be included as a condition of consent.
41.	Please provide details on how the operating hours of public transport have been considered in the assessment.	Flow/Tattico	This assessment will be undertaken as a part of preparing the proposed Traffic Management Plan to be included as a condition of consent.
42.	Further to query 28 above, it would be helpful if long-sections or cross-sections were provided for the vehicle accesses affected on Sapper Moore-Jones Place.	Holmes	Please refer Appendix H .
43.	Please confirm that a parked semi-trailer (i.e. the largest vehicle the proposed loading dock will accommodate) can be contained within the subject site and avoid any overhang or encroachment into the road reserve/footpath area.	Tattico	When parked, semi-trailer trucks will be located within the vehicle accessway and potentially the footpath. In this instance, pedestrian access will be redirected to the opposite side of Sapper Moore-Jones Place to ensure safe passage for pedestrians. Pedestrian access along this side of Sapper Moore Jones Place will only be restricted to the time required for trucks to enter, pack-in/pack-out and exit the site. These measures will be outlined in the proposed Traffic Management Plan which will be prepared as a condition of consent which will include event scenarios (e.g. loading operations).

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
44.	<p>The parking spaces on the northern side of Sapper Moore-Jones Place which are proposed to be retained are available for public use, with no restrictions between 6.00pm and 8.00am.</p> <p>Further to query 35 above regarding the six proposed P10 spaces on Victoria Street, please provide details on how the applicant proposes to implement the temporary removal of these parking spaces to enable the large semi-trailer movements.</p>		<p>Temporary restrictions on the use of these spaces during “event scenarios” will be outlined in the proposed Traffic Management Plan to be included as a condition of consent.</p>
45.	<p>Section 9.6 of the ITA has identified that a temporarily closure of Victoria Street between Collingwood Street and Hood Street, with restrictions on vehicle traffic, is an option. Further the ITA recommends that large events are monitored once the theatre is operational, and it is assessed at that time whether closures of Victoria Street are required to ensure the safety of pedestrians.</p> <p>However, as no conditions of consent have been proposed by the applicant, it is unclear how such monitoring would be undertaken and what outcomes would necessitate the need for any additional traffic management measures to be implemented by the applicant/consent holder.</p> <p>In light of the requests above and the concerns around the pedestrian activity and the ability to effectively implement P10 ‘drop off’ parking on Victoria Street, please provide:</p> <ul style="list-style-type: none"> ▪ Further comment on the viability (advantages/disadvantages) of temporarily closing Victoria Street during events; ▪ What the likely timeframes would be for a temporary closure and why; and ▪ What a suitable ‘trigger level’ is in terms of event scale in which to require a temporary closure. 	Tattico	<p>Please refer proposed conditions in Item 11 above.</p> <p>Specific detail on the operation and management of the pick-up/drop-off area has not been finalised.</p>
46.	<p>Some of the assumptions in the ITA are based on a current expected generation of semi-trailer truck trips only occurring around nine times per year, which could potentially rise if the demand for certain shows increase in the future.</p> <p>Further to queries 11, 16, 17 and 45 above, please confirm if it is intended to ‘cap’ or limit the number of events (or events of a certain scale) to be held at the theatre annually.</p>	Tattico	<p>This is not intended to be a cap, rather an estimate during a normal event calendar. Additional events beyond the normal event calendar may take place. Any additional events which require semi-trailer truck access to the site may occur on the site, depending on the programming for the theatre.</p> <p>Programming information on the number of events requiring semi-trailer truck access will be made available to Council as soon as possible.</p>
INFRASTRUCTURE			
47.	<p>NB: the confirmation of the following was requested during the pre-application discussions.</p> <p>We have reviewed the proposed Wastewater realignment and can support the proposal subject to the following points that will need to be addressed in the final submission/detailed engineering plans:</p> <ul style="list-style-type: none"> ▪ That all piles achieve the required 1.5m separation to the ousted of the WW pipe as per the RITS ▪ The ability to carry out this proposal appears to require the removal of all building fronting Victoria St – if these are not to be removed at this stage we will need to understand: <ul style="list-style-type: none"> - How the realigned WW line will be constructed under the existing buildings - How the existing connection will be managed in the interim. <p>Section 2.2.2 of the Civil Infrastructure Report (Attachment G) states it is ‘proposed to install a new wastewater manhole to the north of the boundary line and redirect the existing line from manhole WWR 21124 under the foundation of the hotel... A preliminary design for the relocation of this existing wastewater line is provided in CSK RC-01-02, refer Appendix A.’ However, this drawing is not included with the application.</p> <p>Given the potential to impact on the foundations of the Hamilton Hotel, please confirm this proposed wastewater line alignment by providing drawing CSK RC-01-02.</p>	Holmes	<ul style="list-style-type: none"> ▪ Drawing A1-051 provided – annotated plan outlining extent of “early works” and separation line between theatre and hotel. ▪ Drawing 01-01 (Rev 2) provided – annotated infrastructure plan ▪ The Design Team have proposed an early works/enabling works package which is currently under review by the client, for final approval. This early works package will include: <ul style="list-style-type: none"> ▪ Demolition of existing buildings that sit within the early works site (refer attachment ‘20181214 – WRT – Early Works Package – JX – Mark up’). ▪ Re-routing of the existing wastewater main to the location provided to HCC (refer attachment ‘WRT Wastewater Main Proposal – Holmes Civil 20190121’). ▪ Final infrastructure design is currently being finalised, however it is intended that all buildings over the proposed wastewater pipe route will be demolished prior to construction and therefore pipe installation will be via standard trenching and backfilling. It is also intended that all tenancies will be vacated once the early works begin and no temporary wastewater connections will be required. ▪ Please refer to attached mark-up ‘WRT Wastewater Main Proposal – Holmes Civil 20190121’, this includes the latest pile designs for the Theatre.

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
48.	<p>Given the current wastewater line is proposed to be replaced, it is assumed that none of the current Victoria Street tenancies within the retained Hamilton Hotel building will be in operation during the construction period.</p> <p>Please therefore confirm this is the case or provide further details on how wastewater (and any other infrastructure) connections would be managed in the interim during the construction period.</p>	Holmes	<ul style="list-style-type: none"> Wastewater design is currently in the process of being finalised and will be sent to Council as soon as possible.
49.	<p>Section 3.2.3 of the Civil Infrastructure Report proposes that 34m³ of stormwater storage be provided on-site by using either above ground or underground storage tanks. There appears to be little space available above ground, and a storage tank of this size would potentially have a noticeable impact visual appearance of the proposed design. Conversely, accommodating an underground storage tank and associated stormwater quality proprietary device of this size could be problematic given the topography of the subject site, perched water table and the potential for the discovery of archaeological remains.</p> <p>To provide more certainty that such storage and associated stormwater quality proprietary device can effectively be provided on-site, please therefore provide further details on the specific location and design of the proposed infrastructure.</p>	Holmes	<ul style="list-style-type: none"> Stormwater design is currently in the process of being finalised and will be sent to Council as soon as possible.
GEOTECHNICAL/STABILITY			
50.	<p>The subject site is sloping in topography and partially contained within the Waikato Riverbank and Gully Hazard Area. Assessment Criteria F – Hazards and Safety (Volume 2, Appendix 1.3) of the District Plan includes, amongst other things, the extent to which the applicant has demonstrated through an engineering design report that the works to be carried out maintains the stability of the river bank or gully and does not increase the risk of ground instability on the subject site or adjacent site.</p> <p>Further, the Geotechnical Factual Assessment (Attachment H) presents the results of the geotechnical investigation carried out by CMW, but provides no subsequent interpretation or analysis.</p> <p>Please therefore provide a geotechnical interpretive assessment (or other suitable report) that demonstrates how the proposed design of the proposal has responded to the subject site’s ground conditions and the relevant requirements of the District Plan in relation to natural hazards8.</p>	Holmes	<ul style="list-style-type: none"> Refer Appendix D – Geotechnical Interpretive Assessment
ARBORICULTURE			
51.	<p>Section 6.4.1 of the AEE states significant trees 16.2 and 16.5 are proposed for removal, yet Section 6.3 of the Arboriculture Assessment of Environmental Effects (Attachment I) states significant tree 16.4 is also proposed to be removed.</p> <p>Please therefore clarify the nature of any proposed works affecting significant trees which are listed within Schedule 9D of the District Plan.</p>	Arbolab	<ul style="list-style-type: none"> The proposal seeks to remove three of the scheduled trees on site due to their location within the required building platform/access way and due to the safety risk of abscission of cones produced by these trees on the public and the building itself. The proposal will provide for mitigation planting to replace the lost amenity value of these trees by providing for replacement trees between 80L-160L. The proposed design of decks, canopies etc. will consider providing capacity within the surrounding area to allow for replacement planting to grow to their full term size/dimensions.
52.	<p>Section 6.4.2 of the AEE states that ‘The three other scheduled trees on the site (16.1, 16.3 and 16.4) are intended to be retained as will any other vegetation (including both notable and non-notable) considered to be of appropriate for retention. It should be noted that whilst it is intended that these trees be retained, further investigation into the health of these trees is required at which time it may be considered appropriate for these trees to be removed.’</p> <p>This comment, which does not appear to be included in Attachment I, raises uncertainty as to what the final outcome of the proposal will be. It is noted that all images of the proposal (including the Architectural Drawings within Attachment B) currently incorporate the retained significant trees within the proposed design.</p>	Arbolab	<ul style="list-style-type: none"> Refer amended AEE

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
	<p>Please therefore provide:</p> <ul style="list-style-type: none"> ▪ Details of further investigations into the health of these significant trees to confirm that they will be retained as part of the proposal; or ▪ An assessment of effects on the basis of all of the significant trees within the subject site being removed, along with revised drawings/images to reflect the revised design. 		
53.	<p>Section 8.2 of Attachment I outlines revised scores for the five identified significant trees based on the RNZIH Standard Method of Evaluation which differ significantly from the scores assessed by Council. The attributed low scores are consequently identified as mitigation to the effects of the proposed removal of the significant trees.</p> <p>Please therefore provide details as to how these revised scores for the five identified significant trees have been calculated based on the RNZIH Standard Method of Evaluation.</p>	Arbolab	<ul style="list-style-type: none"> ▪ Please refer Appendix H
54.	<p>Section 6 of Attachment I provides limited detail on the proposed works within the root protection zone of the significant trees proposed to be retained. Further, section 4.3 of the AEE states that the rear plaza and screen structure have been designed around the trees to be retained, while section 10.3 of Attachment I recommends that the ‘detailed design of decks, canopies and any other structures within the root zone of trees to be retained should be done in consultation with an arborist’. Actual and potential effects on the long-term health and viability of the significant trees proposed to be retained as a result of the proposal need to be understood clearly at this point in time.</p> <p>Please therefore provide the following details on the proposal, including:</p> <ul style="list-style-type: none"> ▪ Earthworks volumes for the works within the root protection zone of the significant trees proposed to be retained; ▪ Whether the existing low red brick retaining walls in close proximity to the Bunya Pine will need to be removed; ▪ What effect the proposed dewatering (section 4.4.2 of the AEE) will have on the volume of groundwater available to the significant trees proposed to be retained; ▪ The distances from the significant trees proposed to be retained and the screen structure columns; and ▪ How deep the screen structure columns will be piled into the embankment. 	Arbolab	<ul style="list-style-type: none"> ▪ Yes, as outlined in the report, a combination of hand held tools and machinery. The machinery will need to work in accordance with the tree protection methods and under the direction of an onsite arborist. ▪ Typically walls adjacent trees can be removed with no adverse effects to the tree, however, we would suggest that any foundations are left in situ. ▪ An irrigation system has been outlined in the tree protection, mitigation and management section of the report. This will mitigate any alterations to the water availability.
55.	<p>The significant trees proposed to be retained will be located between the theatre and a large screen structure on the western side of the site.</p> <p>Please therefore provide further details on the actual and potential effects on the long-term health and viability of these trees as a result of this encasing, including:</p> <ul style="list-style-type: none"> ▪ The need for lateral branch removal; and ▪ Potential heat radiation through the screen. 	Arbolab	<ul style="list-style-type: none"> ▪ As outlined the Section 92 Memo (refer Appendix G) prepared by Arbolab. In addition to the comments made in the memo, the proposed deck (“riverfront promenade”) has been designed to give each tree sufficient space to ensure the long-term health of these trees.
56.	<p>Section 8.10 of Attachment I acknowledges the risk associated with significant trees proposed to be retained producing and having the potential to abscise large, heavy cones and/branches. In addition to the ongoing need to remove debris, there is the potential for significant damage to property and injury to people. The proposed approach of annual monitoring, outlined within the Tree Management Plan in Appendix A of Attachment I, is not considered effective enough to avoid significant health and safety risks from falling debris given the potential for Theatre events (and the presence of the public) to be taking place during periods of high winds/storm events.</p>	Arbolab	<ul style="list-style-type: none"> ▪ Arbolab are not of the view that this net is necessary but do acknowledge that however, it will further reduce the risk. We could undertake a risk assessment and provide a risk of harm based on target information. You could also discourage people from being within the target area of the tree (pretty much below the dripline of the trees), with such things as making the ‘hole’ around the trees’ trunks larger and installing a fence, or something along those lines.

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
	Please therefore provide details other practicable measures, for example safety netting, to manage the risks from falling debris.		
57.	<p>Section 10.2 of Attachment I recommends that ‘Replacement trees should consist of at least three large grade specimen trees (80 – 160 litre trees) planted in a position that allows their full development. A planting and aftercare maintenance programme will ensure that the trees are maintained for at least 36 months. It should be considered that the trees are designed into the landscape plan of the theatre. The trees will be planted during the planting season June – August and maintained for 24 months’.</p> <p>Based on the proposed design, the subject site does not appear to be capable of accommodating this mitigation. Please therefore clarify:</p> <ul style="list-style-type: none"> ▪ The proposed location of the proposed replacement trees; ▪ What species the proposed replacement trees will be; ▪ How the applicant proposes to implement the recommend maintenance programme; and ▪ How this proposed quantum of mitigation was determined. 	Arbolab	<ul style="list-style-type: none"> ▪ The final location of replacement trees will be provided as a part of a landscaping plan to be submitted as a condition of consent. The following condition is proposed: <p><i>“A landscape planting and management plan (with supporting specifications) shall be prepared and submitted to the Council for certification prior to construction commencing.</i></p> <p><i>The landscape planting and management plan shall contain: (amend as required)</i></p> <ul style="list-style-type: none"> ▪ <i>Reference to the written description/concept plan</i> ▪ <i>A plan of the planted area detailing the proposed plant species, plant sourcing, plant sizes at time of planting, plant locations, density of planting, and timing of planting.</i> ▪ <i>A programme of establishment and post establishment protection and maintenance (fertilising, weed removal/spraying, replacement of dead/poorly performing plants, watering to maintain soil moisture, length of maintenance programme.</i> ▪ <i>the extent, materiality and finished levels of paving;</i> ▪ <i>the details of drainage, soil preparation, tree pits, staking, irrigation; and</i> ▪ <i>the construction details of all hard landscape elements (paving, fencing, gates, lighting etc).</i> ▪ <i>An irrigation system</i>
CONTAMINATED LAND			
58.	<p>It is unclear how the Detailed Site Investigation (DSI) would proceed on the basis of the Preliminary Site Investigation (PSI) given the uncertainty of the historical information that is being relied upon, and the uncertainty of the location of alleged impacted areas. Therefore more information is required to assist the decision-making process.</p> <p>So that appropriate and realistic conditions of consent can be prepared, please provide further information about how the proposed investigation will be done, and how the SQEP’s discretion will be exercised to achieve compliance with the NES. The information that is required relates to (but should not be limited to):</p> <ul style="list-style-type: none"> ▪ Confirming the currency of the data used in the PSI and applicability of the NES to the whole site. ▪ Defining the proposed DSI objectives given the intended end use. ▪ The manner in which the investigation will be conducted given the potential multi-phased nature of the demolition and soil disturbance works. ▪ Defining the sampling rationale specific to the land/pieces of land potentially impacted by HAIL activities. ▪ Defining the sampling regime specific to characterising the unknown nature of the soil being disturbed for appropriate management and disposal ▪ Confirming compliance monitoring requirements with regard to timing, staging, notification and communication. 	Arbolab	<p>Refer Appendix J – Contamination S92 Response</p> <p><i>“i. Confirming the currency of the data used in the PSI and applicability of the NES to the whole site.</i></p> <p>The Waikato Regional Council (WRC) has identified that a historic Dry Cleaning activity has potentially operated on the site. However a review of Hamilton City Council (HCC) records did not find any further evidence to confirm this. Subsequent communication with council indicates that there is potentially inaccuracies with the Dry Cleaner location due to incomplete historical records, and it may have been located on neighbouring properties. In light of this, the potential still remains that a Dry Cleaning activity has historically been undertaken on the site.</p> <p>The likely location of the Dry Cleaner (if present) is within the main building of the former Hamilton Hotel. Current development plans indicate that this structure is to remain on-site and is to be refurbished. With regards to the above and the potential that the HAIL activity has taken place, it is recommended that the NES applies to the hotel building that has a Victoria Street frontage.</p> <p><i>ii. Defining the proposed DSI objectives given the intended end use.</i></p> <p>The proposed development includes the construction of the new Waikato Regional Theatre (WRT) on the site. Concept plans indicate that the majority of the site will be covered with the theatre structure and outdoor areas will have paved surfaces. Site soil contact will be limited to construction personnel during development of the WRT and future maintenance personnel.</p> <p>Based on the intended future site use, the objectives of a site DSI are to:</p> <ul style="list-style-type: none"> ▪ Confirm soil quality across the site and assess the risk to short term human health during development and the environment. ▪ Provide offsite soil disposal recommendations <p><i>iii. The manner in which the investigation will be conducted given the potential multi-phased nature of the demolition and soil disturbance works.</i></p> <p>The proposed site investigation will be undertaken at the following stages:</p> <ul style="list-style-type: none"> ▪ Sampling of the exposed soils around existing site buildings prior to any site works or demolition being undertaken. ▪ Post demolition and removal of buildings/concrete hardstand, inspection and soil sampling to be undertaken. ▪ Assessment, inspection and soil sampling at any other stage where previously inaccessible soils are exposed. <p><i>iv. Defining sampling rationale specific to the land/pieces of land potentially impacted by HAIL activities.</i></p>

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
			<p>As mentioned earlier the Dry Cleaning activity was most likely located within the main hotel building. Current development plans indicate that this building is to form part of the WRT and is to be refurbished. Targeted soil investigation specific to the Dry Cleaning activity will only be undertaken should future site works discover suspected contamination associated with this HAIL activity (i.e buried tanks). Elsewhere across the site, there is potential that the soils have been impacted by the previous fires destroying the previous two hotel buildings. Sampling across the wider site will be undertaken on a grid pattern to assess soil quality in terms of potential contaminants.</p> <p><i>v. Defining the sampling regime specific to characterising the unknown nature of the soil being disturbed for appropriate management and disposal.</i></p> <p>Previous geotechnical investigations, have identified uncertified fill of up to 2.0m across portions of the site. As mentioned above, sampling will be undertaken on a grid basis with sampling at the ground surface and at depth (up to proposed excavation depth) through the soil profile. Stockpile sampling of excavated soil is an alternative method, however due to the restricted workspace, double handling of soil and laboratory analysis timeframes, this may not be an appropriate methodology. Laboratory analysis will confirm appropriate site management and disposal requirements.</p> <p><i>vi. Confirming compliance monitoring requirements with regard to timing, staging, notification and communication.</i></p> <p><i>Once the resource consent conditions have been identified and issued by council, the appropriate monitoring requirements can then be established. However, it is anticipated that the SQEP will be required to undertake regular site inspections on behalf of the consent holder during the site earthworks stages and ensure consent compliance.”</i></p>
59.	<p>The acoustic assessment provides adequate assurance that the ODP noise performance standards in relation to residential areas across the Waikato River would be complied with, based on the assumptions used in the assessment.</p> <p>However, no assessment has been made in relation to other uses in the CBD area. Although section 2 Noise Performance Standards of the assessment report correctly states that there are no specified noise limits for the CBD in the ODP, I had earlier discussed this with the author of the report and we agreed on 60dB LAeq(15-mins) as being a reasonable standard to achieve. This is a standard that has been previously used in the CBD for both consenting work and enforcement work. So I suggest we ask for the assessment to include the noise impact on other uses within the CBD zone.</p> <p><i>Updated Request</i></p> <p>The Acoustic Assessment (Attachment K) provides adequate assurance that the District Plan noise performance standards in relation to residential areas across the Waikato River would be complied with, based on the assumptions used in the assessment. The assessment notes the approach of considering a level of 60dB LAeq(15-mins) for activities within the Central Business District (CBD) area, but then does not specify what the expected noise levels will be for the surrounding sites.</p> <p>Whilst it is acknowledged that the District Plan does not contain noise performance standards for the CBD area, to assist Council in determining the reasonableness of the proposal’s noise levels please provide an assessment of the predicted noise impacts on other sites within the surrounding area.</p>	Arbolab	<ul style="list-style-type: none"> ▪ Following this comment we also considered other uses within the CBD. As a worst case we assumed these to be 30m away from the boundary of our site. This assessment is included in our updated report and can be found in Tables 4 and 6. ▪ We estimated noise levels of 29dBA and 40dBA at the CBD Areas due to activities taken place in the Foyer and the Auditorium.
URBAN DESIGN/PUBLIC SPACE			
60.	<p>It is noted that the design presented to the Hamilton Urban Design Advisory Panel in June 2018 differs from the proposed design within the Architectural Drawings (Attachment B) for the application. Page 1 of the AEE also states ‘The proposed design has been presented to the Urban Design Panel and has incorporated recommendations made by the Panel’, yet it is not clear as to how this is the case.</p>	Jasmax	<p>Refer Appendix E – Developed Design Report and Appendix F - Embassy Plaza and Victoria Street Concept Plans –. For the avoidance of doubt, it is important to note that Attachment B – Architectural Plans submitted at November 2018 are the architectural plans which form this application.</p> <ul style="list-style-type: none"> ▪ Since the presentation to the Urban Design panel, we have progressed the design through the Preliminary and Developed Design stages. There have been several refinements which are shown in the Developed Design Report, (Refer to the attached Developed Design report). We would be happy to answer any questions about the report.

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
	<p>Whilst acknowledging the Panel’s recommendations are not binding/statutory, please provide further explanation as to how these recommendations have been incorporated into the proposed design.</p> <p>Note: Given the significance and profile of the proposal, HCC’s Senior Urban Design Planner has suggested the applicant re-engages with the Panel to obtain feedback on the proposed design (updated from the previous presentation).</p>		<p>The Urban Design panel made several recommendations which have been answered as follows:</p> <ul style="list-style-type: none"> ▪ Our heritage consultant is putting together a Heritage Implementation plan to ensure the heritage elements, including the back of the hotel, will be faithfully restored and enhanced. ▪ The design has been progressed with reference and incorporation of the historical hotel and arts activities by providing a boutique hotel and art gallery associated with the site. The theatrical history of the site has also been acknowledged through the development of the main theatre as well as a variety of more informal performance spaces around the theatre including Embassy Park. ▪ The design has also been developed in consultation with local Manu Whenua through Momentum and will be incorporated into a wider arts and culture integration piece of work. This is expected to be complete within the next 4 months during the Detail Design phase. ▪ Traffic management is a priority consideration and we will be working closely with HCC and Flow through the next phase of the project to ensure appropriate provisions will be made for performance times, in parallel with good communications to the wider community. ▪ Wayfinding and legibility are closely linked to the arts and cultural integration design outcomes, where signage will be totally integrated into the building fabric rather than being an afterthought. We believe the main entrances should be intuitive rather than relying on signage. The design of Embassy Park and Sapper-Moore Jones place has placed emphasis on not confusing the entrances with adjacent uses. For example, providing a screen to the truck dock so the flow to the courtyard and southern entrance is obvious. ▪ The retained trees are subject to an arborist report which addresses tree maintenance and pruning to ensure their survival and be sympathetic to the design intent. Pedestrian movement will be at courtyard level and it is essential that the trees are trimmed to allow for their movement to the south entry as well as the riverside pathway. This will be refined through the Detail Design phase.
61.	<p>A number of design statements are made in the AEE whereby it is not clear from the Architectural Drawings how these have been responded to in the proposed design.</p> <p>Please therefore provide further details/explanation on the proposed design in relation to the following:</p> <ul style="list-style-type: none"> ▪ Page 73: ‘The façade design makes reference to the bay modulation of the heritage façade through the rhythm of the truss structure behind the profilit glass. The glass façade is made up of a profilit glass channel system that has a fine grain that makes reference to the grain and detail of the heritage façade.’ ▪ Page 74: ‘The proposed development consists of building forms that align with the rhythm and pattern of heritage buildings within the area. The interface between the heritage building and proposed new development is considered to be an architecturally sensitive which emphasizes the heritage values of the former hotel building’; and ▪ Page 75: ‘The proposal has maximised opportunities to add architectural interest to the building to ensure the building addresses the design outcomes identified for the zone.’ ▪ Material concept Red Oxide - what is the significance for the Waikato Region? 	Jasmax	<p>Heritage Façade Modulation</p> <p>The design of the Victoria St elevation has been developed by addressing the following key considerations.</p> <ul style="list-style-type: none"> ▪ The rhythms, scale and proportions of the heritage façade. ▪ The detailed cornices, window reveals, motif’s and parapet of the heritage facade. ▪ The colour of the heritage façade. <p>This is to establish a dialogue between the existing heritage building and the new building in a contemporary yet complementary way.</p> <p>Our proposed design has included proportioning the new façade, truss and glass module, so it relates to the heritage façade massing, bays and detail. The overall proportion of the screen reflects the massing and solidity of the heritage façade. The heritage façade has a strong relationship to Victoria St as a long linear element adjacent to the street. (refer fig 1) The height and width of the screen has been based on the height of key datums on the heritage façade; the parapet, cornice and veranda and the overall width of the first heritage bay. (refer fig 2) The subtle articulation of the truss and glass channel modules helps to reflect the relationship and the detail of the heritage façade. (refer fig 3) The gap between the buildings gives clarity to the heritage building form.</p> <p>A detailed survey is required to verify the set-out levels, details and proportions to ensure there is authentic dialogue between the two structures.</p> <p>We are happy to discuss our approach with HCC representatives if required.</p> <p>Material Colour</p> <p>The building colours are expressed through the main materials pallet. i.e. the precast panels and the glass screen. The proposed colours are a red/brown mix for the precast panels and a white/off white for the screen. We have based the colour palette of the development on four themes: Heritage buildings, physical context, local soils and brick colours, and cultural values of the site and region.</p>

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
			<p>Heritage buildings often use a strong red/brown theme in their brick work contrasted with off-white detailing. (refer fig 4,5,6,7) These reds and browns are a compelling historical reference and have been referred to as part of the colour selection.</p> <p>Physical context - The existing site has a terracotta colouring in the paving areas and roofs of the existing buildings. (refer fig 8) The river context is dominated by the green colours and textures of the vegetation along the river bank dotted with orange and red roofs. (refer fig 9) The predominant colour of the local buildings are shades of brown and white. This includes the white tones of the Hamilton hotel. (refer fig 10)</p> <p>Local brick mix - The local brick stock and Huntly mix is made up of a combination of brown/red colours, often contrasted with white infill panels, window reveals and detail. (refer fig 11 & 12)</p> <p>Cultural values – Brown & red have always been associated with Maori buildings and the Kirikiriroa Pa is no exception. Local buildings at the Hamilton gardens also reference these colours. (refer fig 13 & 14)</p>
62.	<p>Whilst the indicative nature of the images in acknowledged, HCC has reservations around how accurately represented the proposal is within the renders included within the Architectural Drawings; in particular how the proposed materials will look and feel once fully constructed. Please therefore provide an explanation as to how the proposed finish can be achieved using precast concrete.</p>	Jasmax	<ul style="list-style-type: none"> ▪ The building materiality has been developed since the RC application document, providing a better idea of the look and feel of the materials. The precast panel has been developed with a textured pattern reflecting the texture of both the surrounding trees and the texture often associated with heritage buildings. Refer to the attached Developed Design report page 26 & 29.
63.	<p>The eastern side of the proposal appears to encroach into the Council owned land zoned Natural Open Space and involve works including the proposed installation of columns and foundations.</p> <p>Please therefore provide an assessment of the proposal against the requirements of Chapter 15 of the District Plan; including whether any further resource consents are required (for example for new buildings and the removal of vegetation or trees).</p>	Jasmax	<ul style="list-style-type: none"> ▪ Please refer amended AEE.
64.	<p>The AEE notes that the frontage to Embassy Park will form the main entrance for the theatre building, with the ITA's (Attachment F) pedestrian safety assessment stating 'While access through to Sapper Moore-Jones Place is available via the proposed courtyard, the worst case scenario is that 1,300 people will exit onto Embassy Plaza, heading towards Victoria Street.'</p> <p>To understand the impact of the proposal on Embassy Park, and to ensure effective and fully accessible pedestrian connections are provided, please provide the following further details:</p> <ul style="list-style-type: none"> ▪ Drawings of the proposed entrance/Embassy Park area showing elevations, ground levels and other key dimensions; ▪ Any earthworks, vegetation removal and parks infrastructure removal required within Embassy Park; and ▪ Whether any further resource consents under Chapter 15 of the District Plan are required. 	Jasmax	<ul style="list-style-type: none"> ▪ Refer to the attached Developed Design report page 32 & 33, showing the level access from Embassy Park into the theatre. ▪ Refer to attached Developed Design report page 54 (existing Embassy Plaza) and 53 (proposed Embassy Plaza) plus Fig 8, 9 & 10, for extent of vegetation removal and earthworks. There will be substantial removal of existing trees and regrading of the surface to provide a large plaza and level access to the theatre entrance, an amphitheatre facing the river, and a level connection to the riverside boardwalk. Refer page 25 of the Developed Design report.
65.	<p>The AEE refers to the inclusion of a proposed riverfront promenade, including reliance upon this promenade to qualify for a double bonus height limit of 32m under Rule 7.4.4 of the District Plan. However, it is noted that several of the Architectural Drawings identify the riverfront promenade as being provided 'by others'.</p> <p>Please therefore confirm what extent of the riverfront promenade is proposed to be delivered as part of the proposal and how potential future connections have been considered.</p>	Jasmax	<ul style="list-style-type: none"> ▪ Refer Appendix F – Embassy Plaza and Victoria Street Concept Plans showing proposed connections to the riverfront promenade and rationale around the Victoria Street frontage ▪ For clarification, the proposed application consists of three key phases: <ul style="list-style-type: none"> - The proposed new Waikato Regional Theatre building and external refurbishments to the former Hamilton Hotel building (This includes all required demolition and site preparation works within the subject site) - The proposed new riverfront promenade (Part of the riverfront promenade will extend over the Waikato River embankment) - The proposed Embassy Plaza redevelopment (This includes the proposed tree removal and site preparation for the new plaza and staircase access to the river and eastern extent of the site). <p>The scope of the proposal encompasses all three phases of works, however the delivery of these works have not been determined as of yet.</p>

Waikato Regional Theatre – S92 Request For Further Information – Schedule of Responses

Issued 06.06.19	Request	Action For	Response
			<ul style="list-style-type: none"> ▪ The provision of the riverfront promenade is a key aspect of the overall design and is a response to the City-wide aspirations of having increased pedestrian connectivity along the riverfront via a continuous riverfront promenade. The Waikato Regional Theatre is considered to be one of the many redevelopments which will be occurring along the riverfront in years to come which will provide opportunity to deliver continuous public access along the river’s edge. The theatre development will be the first development in this particular part of the city that will provide the promenade as envisioned through Hamilton City Council’s various long-term development strategies.
66.	Please confirm if the proposed riverfront promenade and courtyard will be publicly accessible 24 hours per day/7 days per week, or if there is the ability to close it off.	Jasmax	<ul style="list-style-type: none"> ▪ Yes, both the riverfront promenade and court yard will be publicly accessible 24 hours per day/7 days per week.