DON McKENZIE CONSULTING
Traffic Engineering & Transportation Planning

Memorandum

To: Sam Simpson (BCD)

From: Don McKenzie

Date: 17 September 2026

Re: **Waikato Thoroughbred Racing Hub, Tamahere – Transportation Peer Review (Substantive Application)**

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1. Introduction

Don McKenzie Consulting Ltd ("**DMC**") has been engaged by BCD Group Ltd to undertake an independent peer review of an Integrated Transport Assessment prepared by Hughes Traffic & Transportation Ltd ("**Substantive ITA**") in support of the substantive application being made under the Fast Track Approvals Act ("**FTAA**") by the Waikato Thoroughbred Racing ("**WTR**") Hub development at Tamahere.

Earlier in 2026 DMC prepare a peer review of the transportation assessment supporting the referral application made in respect of this project – also made under the FTAA process. The current peer review builds on the previous peer review findings updated to consider the nature and content of the Substantive ITA.

The purpose of the current peer review is to assess whether the Substantive ITA is generally fit for purpose considering and quantifying the anticipated transport effects arising from the WTR proposal together with the various mitigation works put forward in support of the project. This peer review considers the methodology, assumptions and conclusions presented within the Substantive ITA based on DMC's previous experience with FTAA applications.

2. Key Findings

Structure and Content of the ITA

- The approach and overall structure of the Substantive ITA is broadly consistent with industry-standard practise and guidance, considering transport policy context, multi-modal implications and a mitigation strategy to address effects identified;
- The Substantive ITA builds upon a wide range of transportation considerations including various development-related assumptions that were made within the referral-stage

transportation assessment together with the consultation undertaken through the Referral and most-recently in the Substantive application. The comments and recommendations made by the consultative parties are incorporated and addressed in the body of the Substantive ITA;

- The approach to addressing regular and permanent development transport aspects of the project and those event-based aspects (e.g. race meetings) is agreed as being appropriate. The broad approach adopted to "managing" the temporary, infrequent event-based transport effects is considered consistent with usual transportation assessment process and reflects the effective use and management of resources when considering the scale, frequency and nature of the transportation effects identified by the Substantive ITA.

Existing (and Future) Transport Environment and Context

- The Substantive ITA presents and describes the surrounding transport environment in terms of existing and committed/future transport project within the Tamahere and surrounding area in the manner broadly expected for a project of this nature.
- The key matters expected to be addressed include a description and quantification of the area of the transport network potentially impacted by both permanent features of the Hub development, as well as the range and scale of events hosted at the Hub. The Substantive ITA includes the relevant area of the network, its features and current traffic performance across the area including consideration of connections to the Waikato Expressway, Tamahere Road (and interchange) and as far as the Hooker/Racecourse/Cambridge intersection.
- This extent of network, description and assessment of traffic facilities (for all modes) considered is consistent with usual practise for consideration of a development of this scale and nature in a location such as this. The distribution of traffic movements arising from the Hub's activities disperses through the network to both the east and west of the site as well as to/from the interchanges with the Expressway (at Campbell Road and Tamahere Drive/Airport Road).
- The consideration of safety performance and assessed collective and personal risk (per NZTA mapping and assessment) identifies one area of concern being Hooker Road with a "medium-high" risk rating. The Substantive ITA identifies this and gives specific consideration to the requirements for mitigation of the project along this Hooker Road route later in the ITA, reflecting the combination of assessed risk and actual reported crash performance. This approach is supported.
- The Hamilton Southern Links project is discussed in terms of its potential to be a significant change to the local transport environment near the site, however it is understood that following consultation with the public authorities (especially NZTA) has excluded this project (and its implications both from a construction disruption and operational benefit) from consideration within the Substantive ITA. It is agreed that this is a conservative, over-estimate of the Hub's transport effects.
- A similar exclusion of Council plans for the intersection of the Hooker/Cambridge/Racecourse intersection due to the uncertain timetable of such improvements is agreed. The assessment and consideration made within the Substantive ITA however identifies that the effects associated with the Hub application do not trigger the requirement for capacity or safety related mitigations to this intersection.

Access Strategy proposal

- The Substantive ITA discusses the access strategy involving adopting an approach involving dispersal of traffic general across different access points and frontage roads reflecting the different uses and user groups generated by the Hubs component activities. This is confirmed as a generally appropriate strategy;
- The focus of active mode provision primarily walking routes internal to the site and crossing/connection to the Te Awa River Ride at the access points on Pencarrow and Hooker Roads is confirmed as appropriate, especially recognising the priority and continuity of the Te Awa River Ride over driveway connections and not being considered "rural vehicle crossings".

Site Layout, Masterplan and Access

- The site frontages of the WTR Hub site include Pencarrow Road, Hooker Road and Duncan Road. The Substantive ITA identifies a total of none access connections proposed onto the external public road network, together with road upgrading (of a section of Duncan Road) to enable active mode walking and cycling provision intended to serve as connections from the lifestyle residential area to the Te Awa River Path. A total of nine private vehicles crossings are intended to connect with Duncan Road (upgraded section).
- The proposed internal road types (all private roads other than Road Type 6) set out in Section 9.3 of the Substantive ITA are generally appropriate for the intended uses and activities expected to be carried by them within the Hub site. The Road Type 6 serving the lifestyle residential is intended to be generally consistent with the roading standards included in the Waikato's Regional Infrastructure Technical Specifications ("**RITS**") and is the preferred design for public roadways to be vested.
- Overall, the hierarchy and structure of the road type cross-sections are considered to be appropriate to serve the various nature of traffic, active mode and equestrian movement expected to be served by the site on a permanent basis.
- The primary access points onto Pencarrow Road are both intended to provide a dedicated right turn bay for right turns into the site. The Substantive ITA has designed and assessed these intersections in a manner consistent with standard traffic engineering practise involving consideration of sight distance, vehicle tracking analysis and movement capacity analysis for the intended use of the intersection. The allowance in the spatial extent of the intersections allow for simultaneous movement of two large rigid truck (horse float) design vehicles is agreed as an appropriate design consideration – through the intersection at Pencarrow Road and on the curved approach to the intersection from within the site.
- The analysis of both eastern and western intersection connections to Hooker Road incorporates specific consideration and design detailing to ensure safe crossing of the Te Awa River Path, as well as suitable capacity and safety provision by a way of right turn bay (western connection only). The eastern connection to Hooker Road (catering for generally lesser turning movements and developed as a vehicle crossing rather than an intersection) is appropriately provided for a standard, low volume driveway without a right turn bay.
- The proposed connections to Duncan Road are detailed as standard driveway connections (without right turn bays) reflective of the lesser volumes of passing traffic and reduced need for separated turning facilities.

- The consideration made by the Substantive ITA with respect to the non-compliant visibility available from the two residential driveways closest to Duncan/Hooker intersection is agreed – the sight distance requirement is less due to the driveways being closer to the intersection where approach vehicle speeds will be less than posted speed limit.
- In respect of the proposed installation of a right turn bay at the intersection o Hooker / Duncan, the Substantive ITA identifies that the traffic demand for this facility is largely driven by the training precinct and can be delayed until such time as that aspect of The Hub is operational, it is recommended that a trigger or condition be included in any approval of the application requiring this facility to be in place before the training facility is operational.

Loading Bays

- In respect of loading bay requirements, it is agreed that the scale and specific nature of the Hub will be readily sufficient to make provision for loading relating to specific needs of activities held within the site, without the risk of such loading activities having any external adverse effect.

Parking

- The proposed provision of parking for both vehicles and bicycles associated with the frequent and permanent activity proposed within The Hub is considered appropriate.
- The proposal to comply fully with the Waikato District Plan's requirements for parking (both general usage and accessible usage) is confirmed as appropriate.

Event Traffic Management Plan (ETMP)

- The specific needs of the larger, non-permanent, temporary events where overflow parking will need to be located and managed in a manner consistent, with an ETMP. It is agreed with respect to the recommendation made at Section 10.9 of the Substantive ITA that such a plan be prepared and form part of the Substantive Application.
- The Draft ETMP attached to the Substantive ITA has been reviewed and is considered to appropriately consider the nature and general scale of event-based temporary traffic management measures that are available to and will be required to be implemented in association with these notable temporary events.
- The risk-based approach to thresholds and intervention thresholds is supported as a practical approach to identifying the broad nature of ETMP measures to be implemented (consistent with the wider approach to TTM planning across the country) and will help to ensure that the appropriate ETMP intervention is triggered.
- The offset from Field Days activity for these temporary, large-scale events is supported.
- The overall nature and scale of interventions are considered appropriate and are expected to be delivered at a detailed approved TMP level for specific events.

Network effects

- The Substantive ITA has approached the assessment of the network on the basis that the permanent activities representing the regular and frequent scale of activity occurring within the Hub will be assessed in terms of expected trip generation. The effects of these regular and permanent activities have been addressed by way of physical infrastructure mitigation (e.g. intersections, road widths).

- The approach to addressing the effects of temporary and infrequent events (e.g. race days and bloodstock events) is for these to be "managed" via the ETMP approach discussed above, rather than mitigated via relying on physical changes to infrastructure. This is the agreed approach and consistent with the way in which event-based transport assessment is handled across the country (e.g. large sporting events at stadia do not upgrade roads surrounding those locations just to cater for the large sports event), just for that infrastructure to remain unused for large periods of time.
- The development assumptions and trip generation rates/travel behaviour assumptions are considered broadly appropriate for the permanent activities within the Hub.
- It is observed however, that the combination of the wide range of activities within the Hub and assessment of then generating trips at the "standard rates" leads to a generally conservative over-estimate. The co-located activities are expected to contribute to a high degree of shared transport, rather than each of the activities generating their own "primary" trip generation. It is therefore expected that the predicted performance results will be generally conservative over-estimates of actual effects.
- On the basis of the SIDRA summaries included in Table 12 of the Substantive ITA, it is considered that the external effects of the regular, permanent activities proposed within the Hub can be comfortably accommodated on a regular daily basis. The net change of performance associated with the both the "Development" and "15% HCV" (sensitivity) tests are generally modest and resulting performance levels remains within available capacity of the key intersections modelled. All Level of Service performance measures remain no worse than LOS B indicating a well-operating intersection.
- Th Substantive ITA notes that the baseline data/traffic counts at the Tamahere Interchange have not been able to be updated due to the presence roadworks in the area, and that the Waikato regional model (WRTM) has been used to extract the baseline peak hour volumes, with further counts to be undertaken once the roadworks are complete. This is considered an effective interim assessment method, and given the performance levels predicted in the Table 12 results in the Substantive ITA, does not pose a significant risk to the conclusions of the assessment.
- In respect of the Hooker/Cambridge intersection, the modelling and assessment approach to consideration of the offset tee-intersection pair is confirmed. Overall, the arrangement of this pair of intersections, as a "right left stagger" (i.e. the turning movements between the opposite side roads Hooker Road and Racecourse Road occur as a right turn and any queuing potential on the side road, and turns from the main road as generally lower delay left turns) is the preferred arrangement minimising right turn queuing on the main (Cambridge) road.
- The Substantive ITA demonstrates that the current arrangement of the Hooker / Cambridge / Racecourse staggered tee-intersection pair can readily accommodate the assessed traffic without a need for any specific mitigation. This conclusion is supported as appropriate.

Transport Policy

- The considerations of regional and district transport policy, together with the Fast Track Approvals Act and the Government Policy Statement (Land Transport) is consistent with what is generally accepted for other Fast Trak applications.

Construction Traffic Management Plan

- The Substantive ITA attaches and considers a Draft Construction Traffic Management Plan ("**CTMP**") forming part of the Substantive application. The Draft CTMP has been reviewed as part of this peer review and is considered to be generally consistent with the approach to and content of CTMP's associated with the construction of activities of this scale, nature and setting. It is identified (confirming the Substantive ITA's conclusion) that the CTMP will need to pass through the relevant road controlling authority approvals process in advance of construction commencing.

Don McKenzie Consulting Ltd.