[Draft] Construction Traffic Management Plan

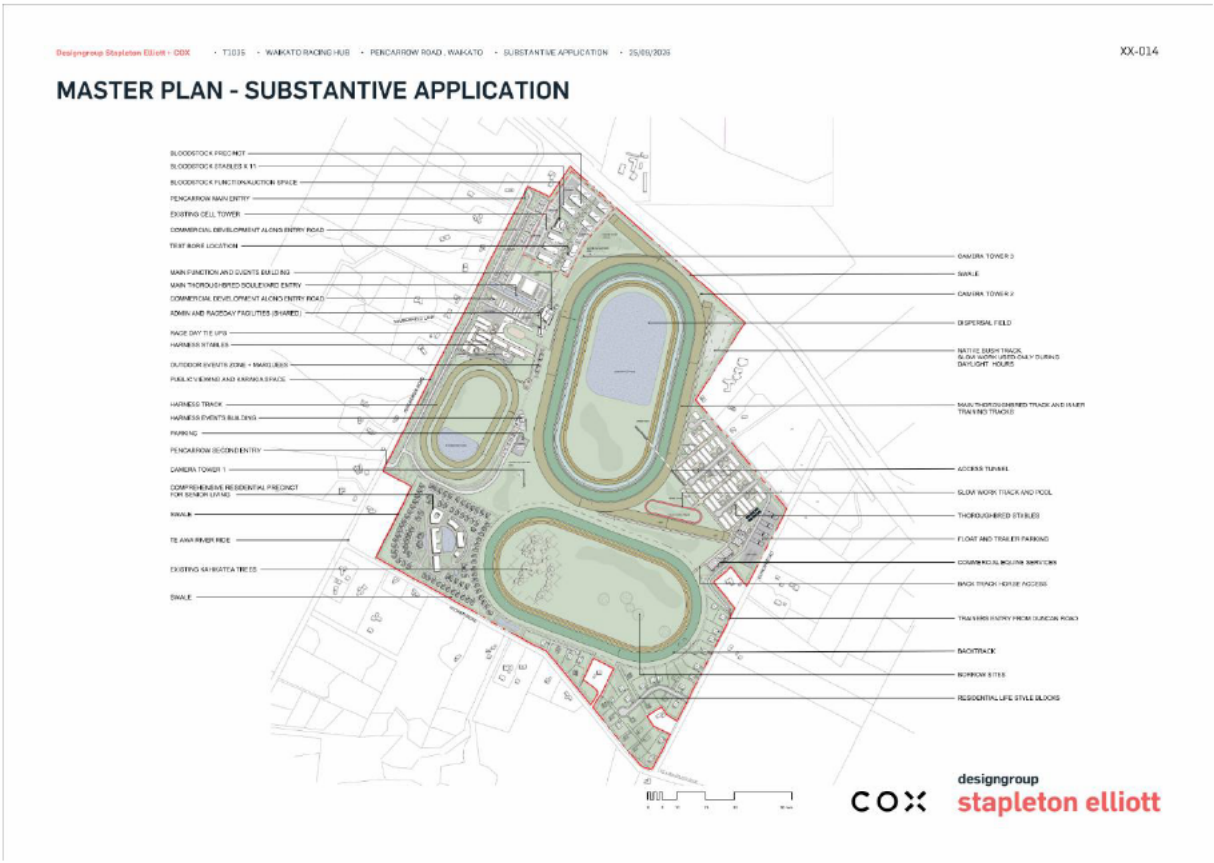
JOB NUMBER: 23-1883

WAIKATO GREENFIELD RACING HUB
PROJECT

WAIKATO THOROUGHBRED RACING INCORPORATED
CLIENT

SUBSTANTIVE APPLICATION – REV 1
1 October 2026

23-1883 Waikato Greenfield Racing Hub Pencarrow Road, Waikato



Prepared for: Waikato Thoroughbred Racing Inc **Project no:** 23-1883

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Revision	Date	Status	Authorised by:
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2	01/10/2026	Final	[redacted] **Simon Cathcart | Environmental Manager** **MSc(Hons), BSc, CEnvP**

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Contents

1	Introduction	5
2	Principles of Temporary Traffic Management	7
3	Roles and responsibilities	7
4	Construction Methodology	9
5	Proposed Heavy Vehicle Routes	12
6	Site Access	13
7	Public Road Access	13
8	Parking and Workforce Travel Management	14
9	Road Protection Measures	14
10	Stakeholder Communications Protocol	15
11	Monitoring Requirements	15
12	Summary	16

1 INTRODUCTION

1.1 Background

BCD Group Limited (BCD) has prepared this draft Construction Traffic Management Plan (CTMP) to support the Fast Track Substantive Application lodged on behalf of Waikato Thoroughbred Racing Incorporated (the Applicant) for the proposed Waikato Thoroughbred Racing Greenfield Racing Hub (WTR Greenfield Hub).

The Site is located across approximately 164 hectares at 636, 592 and 536 Pencarrow Road, 37 Hooker Road and 38 and 90 Duncan Road, Tamahere as shown in Figure 1.

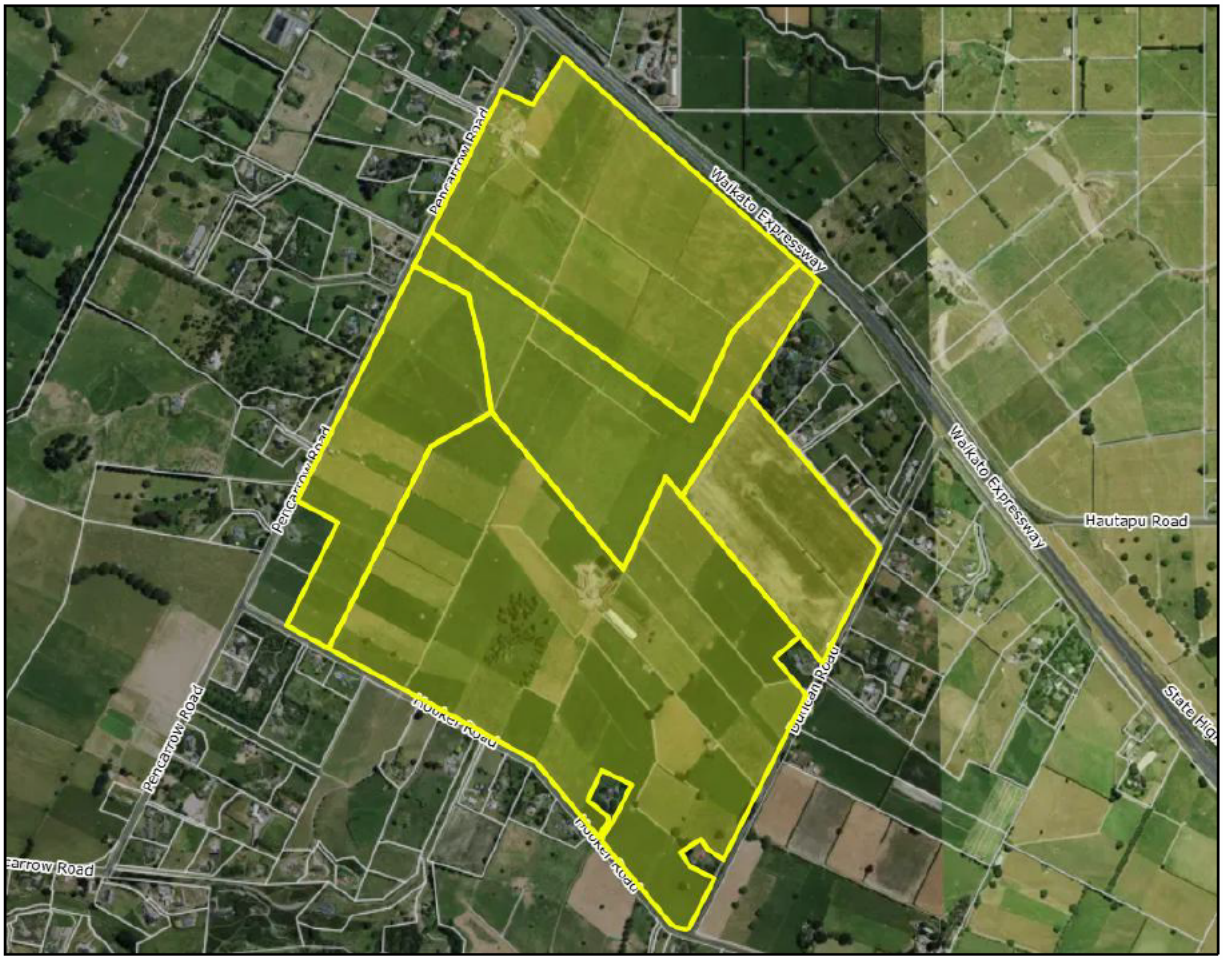


Figure 1: Project Site Location

The master planned layout, shown in Figure 2, illustrates the proposed development of the site to a high-quality, multi-use precinct that supports racing, recreation, business and community life. The project includes:

- Thoroughbred racing and training precinct
- Bloodstock precinct
- Harness racing and training precinct
- Comprehensive senior living precinct
- Residential lifestyle precinct
- Village centre / commercial equine support services precinct.

Refer to the Substantive Application Planning Memorandum (BCD Group, 2026) for further detail.

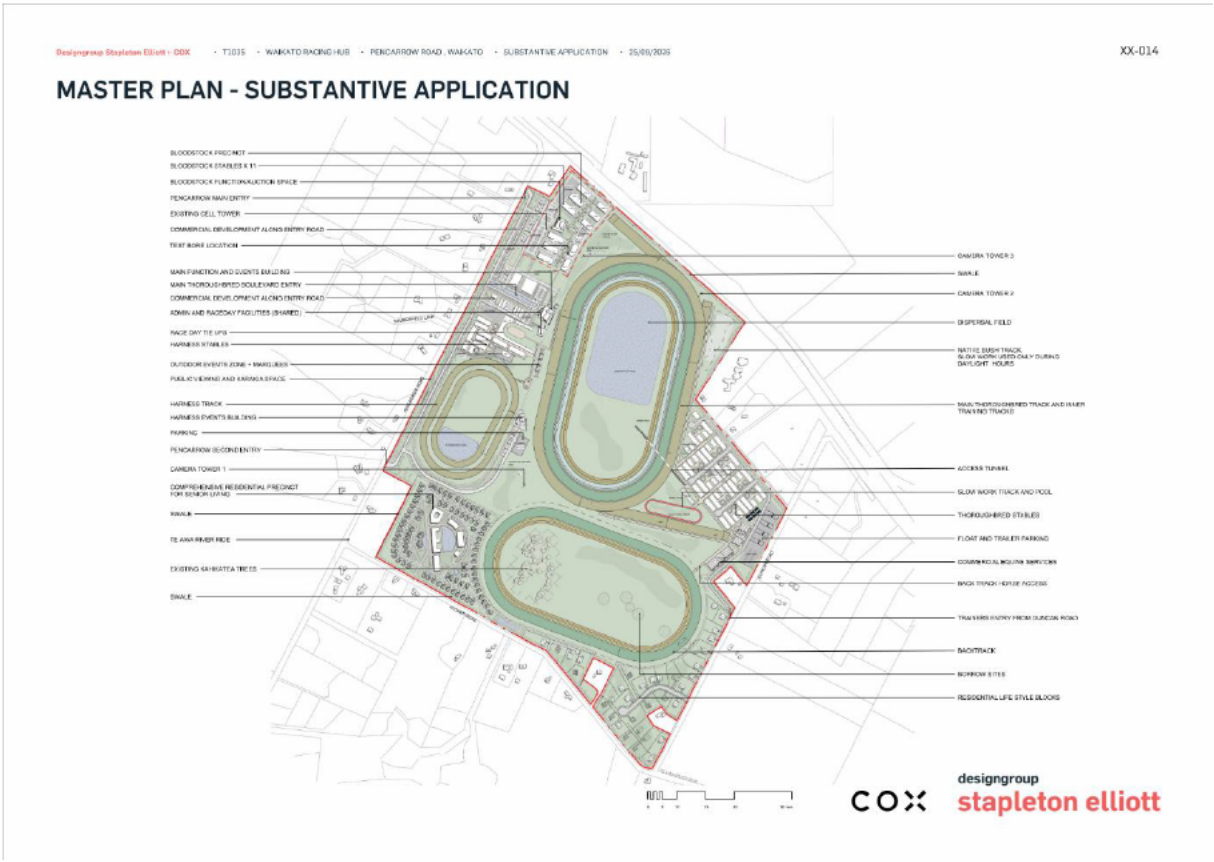


Figure 2: Masterplan Layout

1.2 Scope of this Draft CTMP

The purpose of this draft CTMP is to highlight the general objectives and principles to be followed during the construction phase. It has been prepared to provide confidence that any transport effects anticipated to arise during construction can be avoided, remedied or mitigated. The key principles set out in this draft CTMP will form the basis of the final CTMP that will be prepared by the successful Contractor prior to the commencement of physical works.

This version of the CTMP is intended to support the substantive phase application for resource consent for the Project. The substantive phase of a Fast-track application is the second major step in the Fast-track Approvals Act 2024 process. It begins after a project is either listed in Schedule 2 or successfully referred by the Minister.

The key construction traffic effects anticipated as a result of the proposed development are:

- Bulk earthworks and site establishment haulage movements.
- Delivery to site of construction materials, plant and equipment.
- Interaction between construction traffic and existing road users.
- Workforce travel and parking management.
- Activities that may require temporary traffic management measures, lane restrictions, temporary speed limits, and changes to normal road operating conditions.
- Protection of the local road network.

1.3 Review and Updates to the CTMP

A CTMP is a live document that is to be reviewed and updated throughout the project.

Once certified, minor amendments as a result of changes in design, construction materials, methods or management of effects can be made to the management plan without the need to seek recertification provided that the amendments are agreed to by WDC, prior to the implementation of any changes.

The CTMP may be submitted in stages to address activities or to reflect the staged implementation of the Project. If submitted in part, the CTMP will clearly show the linkage with plans for adjacent stages and interrelated activities.

Any amendments to a certified CTMP that may result in a materially different outcome/effect will be submitted to Waikato District Council (WDC) to certify these amendments are consistent with the relevant resource consent conditions prior to implementation.

If no written response is received from WDC within 10 working days of the revised CTMP being submitted for certification, the CTMP will be deemed to have certification and works can commence.

The CTMP will be reviewed at least annually and, if applicable, after an incident.

1.4 Relevant Conditions

When issued, resource consent conditions will specify minimum standards, monitoring and communication regimes and reporting standards. This CTMP will be updated to include a table similar to that shown below (Table 1).

Table 1: Conditions of Consent

Condition No.	Condition	CTMP section
X	xx	Section x

2 PRINCIPLES OF TEMPORARY TRAFFIC MANAGEMENT

Temporary traffic management (TTM) will be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (NZGTTM), or subsequent replacement document and will be guided by the following principles:

- Maintain the safety of all road users.
- Minimise disruption to the operation of the surrounding transport network to the extent practicable.
- Apply temporary traffic management measures that are proportionate to the level of risk.
- Maintain reasonable access, unless otherwise agreed with affected parties.
- Provide for the safe and efficient movement of construction vehicles to and from the site.
- Coordinate temporary traffic management activities with affected Road Controlling Authorities.
- Monitor, maintain and modify temporary traffic management measures as construction activities and site conditions change.
- Traffic Management Plans (TMPs) will be prepared for discrete stages of work and will be submitted to, and approved by, the Road Controlling Authority.

The final CTMP will include site-specific traffic management arrangements where required.

3 ROLES AND RESPONSIBILITIES

Table 2 sets out the names, roles, responsibilities and authorities, and technical expertise of principal personal involved in the implementation and operation of the CTMP.

Contractors have not yet been confirmed for the construction of the Project. When they are appointed, they will assign a "Project Manager" to the project who will be responsible for the implementation of the CTMP. For the purposes of this plan, the draft anticipated roles and responsibilities have been set out in

Table 2: Roles & Responsibilities

Position	Contact Name & Company	Responsibilities
Waikato Thoroughbreds Racing Inc	TBC	• Ensure that commitments made in the CTMP are delivered upon by the Principal Contractor and PM. • Ensure that in selecting a Principal Contractor and Project Manager that emphasis is placed on their experience and history of performance and compliance with traffic management regulations along with commitments made in the CTMP.
Principal Construction Contractor	TBC	• Ensures that the Project Manager (PM) is aware of the importance of following the CTMP and temporary traffic management plans (TMPs) and provide the necessary support and resources to the PM to deliver upon the commitments made in all the plans. • Ensure that the Project Manager is aware and clear about their responsibilities under this plan. • Ensure that the PM is adequately experienced and resourced to be able to deliver upon the commitments made in the CTMP and all TMPs.
Project Manager	TBC	• Principal Project contact for WDC and NZTA. • Responsible for all day-to-day traffic management operations on the Project including the Implementation of the CTMP and TMPs and coordinating construction staging, access points, and traffic effects. • Overall responsibility for ensuring compliance is maintained onsite and all actions identified by onsite compliance monitoring inspections are completed as soon as practicable. • Ensuring all Staff and sub-contractors undergo an induction that includes traffic management requirements.
Site Manager /Supervisor	TBC	• Ensure that all staff who work on the site, including sub-contractors, are made aware of the traffic control measures on site during their induction onto site. • Liaise with WDC and NZTA staff who attend site to complete compliance inspections.
Temporary Traffic Management Planner	TBC	• Designs the Traffic Management Plan (TMP) used for any works affecting the public road.

(TTMP / TMP Designer)		• Assessing site-specific conditions and designing compliant TMPs. • Ensuring alignment with NZGTTM and RCA requirements. • Coordinating with project managers, STMS, and councils.
Site Traffic Management Supervisor (STMS)	TBC	• Leads the implementation of the TMP on the road corridor. • Setting up, monitoring, adjusting, and removing TTM layouts. • Conducting safety audits and ensuring compliance with NZGTTM. • Supervising Traffic Controllers (TCs). • Acting as the liaison between construction and road authorities • Complete daily inspections of the temporary traffic controls to ensure they are functioning correctly and direct any maintenance or corrective actions needed.
Site Access Point (SAP) Controller / Gatehouse Staff	TBC	• Managing entry/exit of construction vehicles. • Checking inductions, delivery bookings, and PPE compliance. • Communicating with STMS/TC when movements affect the public road
Traffic Controller (TC)	TBC	• Executes the physical TTM setup • Installing cones, signs, barriers, and delineation devices. • Managing live traffic flow and communicating with road users. • Adjusting layouts as directed by the STMS.
Corridor Manager / Road Controlling Authority (RCA)	TBC	• Approves TMPs and monitors compliance. • Ensures works meet legislative and safety requirements under HSWA.

4 CONSTRUCTION METHODOLOGY

4.1 Commencement and Completion Dates for Construction Activities

Construction is currently proposed to start in about 2028, subject to approval of regulatory consents and funding, with a phased construction period over multiple construction seasons. An indicative construction programme is shown in Table 3.

Table 3: Estimated Construction Timeframes

Start Date	Finish Date	Project Activities
October 2027	May 2032	• Vegetation protection (fencing) • Installation of erosion and sediment controls • Vegetation removal • Topsoil stripping and stock piling • Service relocations (utilities) • Entranceway reconfigurations. • Stormwater swales, ponds and network installation • Training track, main track, and harness track construction including underpass. • Civil infrastructure (roads, curb and channel, parking areas). • Building foundations and pads. • Fencing, lighting and landscaping
2030	2032	• Construction of equine facilities (Bloodstock precinct, commercial development, events buildings, operational buildings, trainer zone)
2032	2035	• Residential precincts (senior living, lifestyle blocks).

4.2 Hours of operation during construction

Normal working hours, will be:

- For on-site construction activities: 7:30am to 6.00pm Monday to Saturday (excluding public holidays).
- For earthworks related heavy vehicle movements on public roads: 9:00am - 6:00pm Monday to Friday (excluding public holidays).
- For all non-earthwork related heavy vehicle movements on public roads: 9:00am -6:00pm Monday to Friday (excluding public holidays).

4.3 Working hours exemptions

If work is required outside of the hours of operation described above, then the PM can apply to the WDC Compliance Monitoring Officer (CMO). Any proposal to temporarily vary the hours of operation must be made in writing and must include the following information:

a) A written proposal, with a clear map(s) and/or diagram(s), outlining the need for the variation, the proposed variation area, any activities proposed to be undertaken within the variation area, and an appropriate assessment of the effect(s) of the temporary exemption to operating hours.

b) Details, if any, of any proposed work(s) or activity(ies) that may be used to offset or mitigate any effect(s) of the proposed temporary exemption to operating hours.

c) Details, if any, of any temporary or permanent positive effect(s), including net positive effects, on the community that may be associated with the proposed temporary exemption to operating hours.

d) A summary of consultation undertaken with and feedback received.

4.4 Construction Traffic Volumes

The anticipated estimated peak vehicle movements will align with peak construction. Throughout the delivery of construction the Project will move through various phases that will influence traffic volumes on local roads. Table 4 summarises these influences in an indicative manner only for when design and construction methodologies have been finalised these estimates will be updated in later versions of this CTMP.

Traffic volumes associated with construction are influenced by

- Delivery, uplift, maintenance, repair and refuelling of construction machinery and equipment;
- Traffic management set out, deployment and maintenance
- Commuting of construction and project management personnel to and from the site;
- Pavement maintenance (sweeping and repair), and construction including line marking.
- Delivery of construction and landscaping materials; and
- Removal of waste material (including unsuitable construction material (spoil) and waste management services.

Table 4: Estimated peak vehicle movements

Timeframe	Phase	Construction Activities	Estimated daily vehicle movements
2028	Enabling works	• Vegetation protection (fencing) • Boundary Fencing • Installation of erosion and sediment controls • Vegetation removal • Service relocations (utilities) • Entranceway reconfigurations. • Preliminary Landscaping • Local Road intersection upgrades	• 200-500
2028-2029	Bulk Earthworks	• Topsoil stripping and stock piling • Stormwater swales, ponds and network installation • Training track, main track, and harness track construction including underpass. • Fencing, lighting and landscaping	• 100-300
	Detailed Earthworks & Landscaping	• Civil infrastructure (roads, curb and channel, parking areas). • Building foundations and pads.	• 300-500

5 PROPOSED HEAVY VEHICLE ROUTES

The majority of heavy vehicle movements generated by the site will be associated with:

- the importation of construction grade sand
- the importation of aggregates for drainage bedding and pavement construction
- delivery of ready-mix concrete
- deliveries of steel, precast concrete stormwater modules and pipes, and fencing materials
- delivery of landscaping materials and plants
- set out, maintenance and retravel of and traffic management components

As shown in Figure 3 several existing quarry and aggregate and sand supply sources are located near the site. At this stage of the project, the preferred supply source, or sources, are not known, so the primary construction haul routes cannot be confirmed.

The final CTMP will identify the proposed heavy vehicle routes to and from the site. It will also identify any prohibited routes for construction traffic. In developing these routes, the Contractor will:

- Consider the One Network Framework (ONF) classification and function.
- Use roads that are appropriate for heavy vehicle use and avoid unnecessary travel through local roads where more appropriate arterial or collector routes are available.
- Minimise use of roads with sensitive land uses and road users where possible.
- Seek to reduce vehicle kilometres travelled (VKT).
- Accommodate the movement of oversize or over-dimension vehicles where required.

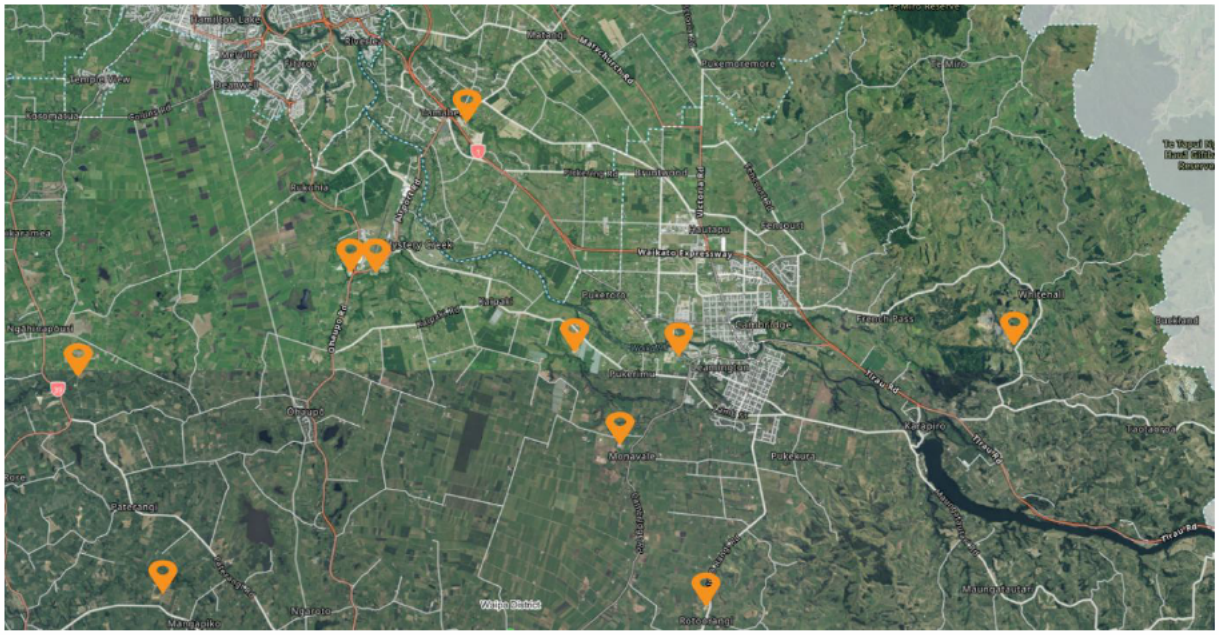


Figure 3: Quarry locations near site (basemap source: Waikato OneView All Data)

6 SITE ACCESS

Multiple site access points will be established once a contractor has been confirmed and the design and construction methodology have been finalised., the Contractor will help identify the most appropriate locations for site access. Confirming the locations will involve consideration of:

- Safety and the separation of movements (pedestrian circulation and safety especially the Te Awa River Ride), avoiding crossing paths, visibility, gradient and accessibility
- Traffic flow and operational efficiency (vehicle volumes and types), delivery management, eternal route alignment, emergency access
- Site logistics and construction staging (proximity to community service locations (e.g. bus stops), material storage and laydown areas, future road layout changes, location of utilities and services.
- Public interface and community impact (minimise disruption, clear signage, noise and dust sensitivity, communication)
- Temporary Traffic Management (TTM).

7 PUBLIC ROAD ACCESS

Construction activities will be planned and managed to minimise disruption to the operation of the surrounding transport network for existing road users, as far as practicable. Particular consideration will be given to the users and access requirements outlined below. Details regarding access management arrangements will be developed by the Contractor and incorporated into the final CTMP.

7.1 Emergency Service Vehicles

Access for emergency service vehicles will be prioritised when temporary traffic controls are in place. Should a temporary road closure be required, the works will be discussed with emergency services at least 48 hours prior to the closure.

7.2 School Bus Services, including Route D030518

School bus services along Pencarrow Road will be maintained wherever practicable throughout the construction period. Existing bus stop locations will remain in operation where possible. If temporary relocation of a bus stop is required, the alternative location will be agreed in consultation with the service provider and users. Temporary stops will be signed with appropriate protection measures put in place for people needing to access the bus.

7.3 Cyclists and other Users of the Te Awa River Ride

Te Awa River Ride will generally remain open as far as practicable during the construction period. Where construction traffic is required to cross the path, controlled crossing points will be established and managed by site personnel. Additional traffic management measures may be implemented to manage interactions between construction traffic and path users. Cyclists may be required to dismount when passing through active work areas.

7.4 Neighbouring Property Access

Access to adjacent properties will be maintained throughout construction as far as practicable. This will generally be achieved by maintaining a minimum 3 m wide metalled access track. Where temporary access restrictions or closures are necessary, discussion with the occupants of the affected properties will take place at least 48 hours in advance to identify measures to avoid any unreasonable inconvenience such as times of day that are better than others for the closure.

7.5 Agricultural and Commercial Vehicles

If heavy vehicle movements (e.g. milk tankers, refuse vehicles) cannot be maintained through the site, temporary rerouting will be required. Detour routes will be established in consultation with the Road Controlling Authority. The Heavy Haulage Association will be notified of any works that may restrict vehicle size through the work area

7.6 National Agricultural Fieldays

The Contractor will be responsible for consulting with the organisers of Fieldays (conducted annually in June). Construction activities and associated traffic management measures will be coordinated, where practicable, to avoid adversely affecting the operation of the Event Traffic Management Plan (ETMP).

8 PARKING AND WORKFORCE TRAVEL MANAGEMENT

The site is located within a rural area where access by public transport and other alternative travel modes is limited. Therefore, the majority of construction personnel are expected to travel to and from the site by private vehicle. To minimise the effects of workforce travel on the surrounding transport network, the following measures are proposed:

- Encourage carpooling with a target average vehicle occupancy of at least two persons per vehicle.
- Provide on-site amenities to reduce the need for workers to leave the site during the working day.
- Staff inductions and toolbox meetings to cover site access arrangements, approved travel routes, driving expectations and safe driving practices.
- Sufficient on-site parking to be provided to avoid parking overspill onto surrounding roads.
- Construction workforce arrival and departure times to be managed, where practicable, to reduce traffic demand during peak periods on the surrounding road network.
- Clearly identify and communicate approved parking areas, access points and site circulation routes to all construction personnel and visitors.

9 ROAD PROTECTION MEASURES

The Contractor will identify and implement measures to protect the surrounding transport network throughout the construction period. As a minimum, the final CTMP is expected to address the following matters:

- Temporary measures to prevent or minimise damage to public roads, footpaths, berms, kerbs, reserves and other public assets resulting from Project activities.
- Measures to prevent the tracking of dust and sediment onto public roads. This could include the use of controls such as wheel wash facilities, stabilised or sealed site access points, and other sediment control measures.
- Monitoring for any construction-related damage to existing transport infrastructure.
- Any bespoke access arrangements (e.g. route approvals, escort requirements, or temporary traffic management measures) for the movement of oversized plant, equipment or construction materials.
- Ensuring all construction vehicles operating on the public road network are roadworthy, appropriately licensed and registered, and maintained in a clean and safe condition.
- Ensuring all drivers hold the appropriate licences, endorsements, and competencies required and have received suitable site-specific inductions and training.
- Regular inspection of site access points throughout the construction period.

- Requirements asset condition surveys, monitoring requirements, and any resulting repair works.

10 STAKEHOLDER COMMUNICATIONS PROTOCOL

Stakeholder Communications Protocols will be developed and implemented as part of the final CTMP. As a minimum, the Site Manager, or another suitably qualified representative appointed by the Contractor, shall:

- Immediately notify and coordinate with relevant authorities in the event of a serious incident or emergency. This shall include notification of the appropriate emergency services and WorkSafe New Zealand where a notifiable event has occurred. Where disruption to, or significant damage of, the transport network occurs, the affected Road Controlling Authority shall be notified as soon as practicable.
- Maintain regular communication with potentially affected Road Controlling Authorities, (namely Waikato District Council, NZ Transport Agency Waka Kotahi, Waikato Regional Council, Waipā District Council and Hamilton City Council), regarding upcoming changes in construction activities that may affect their respective transport networks and discuss and respond to any concerns raised.
- Maintain regular communication with Emergency Services, (namely Fire and Emergency New Zealand, New Zealand Police and Hato Hone St John Ambulance), regarding upcoming construction activities that may affect road access or the operation of the transport network.
- Provide advance notice to properties on Pencarrow Road, Hooker Road, Duncan Road and Tamahere Road who may be affected by planned temporary road closures, lane restrictions or other traffic management measures. Unless otherwise agreed with the affected parties, reasonable access to properties shall be maintained.
- Provide regular public project newsletters with relevant construction updates and travel information.
- Notify the Heavy Haulage Association of any works that may restrict vehicle size through the work area.
- Establish and maintain a complaints register and investigate complaints relating to construction traffic in a timely manner. Corrective actions shall be implemented in accordance with the final CTMP and the Contractor's health and safety procedures, with disciplinary procedures used where required. The complainant shall be informed of the outcome, and complaints shall be reported to the relevant Road Controlling Authority where appropriate.
- Provide contact details for the Site Manager, or nominated site representative, on site signage (e.g. Hazard Boards) and included in community letter drops and other materials.

The Stakeholder Communications Protocols will be reviewed and updated as necessary throughout the construction period.

11 MONITORING REQUIREMENTS

Table 5 outlines the requirements during the Project's construction period.

Table 5: Monitoring and reporting requirements

Activity	Frequency	Responsibility
Identification of haulage routes	Prior to undertaking works	Project Manager
Pre-condition surveys for existing infrastructure	Prior to undertaking works	Project Manager
TTM inspections	In accordance with NZGTTM	STMS

Where road closures are proposed, road closure details, detours, effects and mitigation measures	For each construction phase	Project Manager
Road maintenance responsibilities	To be agreed in final CTMP	Will be divided between the Project and the road maintenance contractor as per agreement with the Road Controlling Authority
End of construction mitigation works	Following completion of each construction stage	Project Manager

12 SUMMARY

This draft CTMP supports the Substantive Application for the Waikato Thoroughbred Racing Greenfield Racing Hub. The likely impacts of construction related traffic movements that will require further attention in updates to this draft management plan include the confirmation of:

- Construction sequencing and associated start dates and durations.
- Details of the Principal Contractor, PM, Site Manager, TTMP Planner, STMS and RCA.
- Intended Heavy traffic routes
- Specific stakeholders and intended management to minimise and avoid adverse impacts
- Intended entranceways/ access points.
- Modelled traffic volumes associated with construction
- Specifics of pre-construction road asset dilapidation surveys and post-construction remediation measures.

This CTMP will be updated with significantly more detail once the following sequence of milestones is reached:

- Resource Consent(s) obtained
- Design finalised
- Construction materials (quantities) confirmed
- Contractor confirmed
- Construction sequence/phasing confirmed
- Construction materials source confirmed (supplier and locations)
- Heavy vehicle routes identified.

