Live Nation Festival

Hooker Road, Tamahere

Integrated Transportation Assessment Report

6 November 2026



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Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Table of Contents

1 Introduction 3
2 Existing Environment 4
2.1 Site Location 4
2.2 Road Network 5
2.3 Accessibility 7
2.4 Traffic Volumes 10
2.5 Crash History 12
3 Relevant Transport Projects 13
3.1 Southern Links 13
3.2 Waikato Thoroughbreds Racing 13
4 Planning Policy 15
4.1 General 15
4.2 Waikato Regional Council's Climate Action Roadmap 15
4.3 Waikato District Plan 17
5 Proposal 19
5.1 Overview 19
6 Festival Traffic Operations 20
6.1 Traffic Operations Overview 20
6.2 Festival Arrival & Depature Characteristics 20
6.3 Campers - Vehicle Access, Parking And Egress 22
6.4 Bus, Shuttle And Rideshare Operations 23
6.5 Pedestrian And Cycling Access 24
6.6 Staff, Contractor And Service Vehicle Operations 25
6.7 Emergency Vehicle Access 25
7 Traffic Model Generation 26
7.1 General 26
7.2 Trip Generation 26
7.3 Model Scenarios 27
7.4 Trip Distribution 28
7.5 Traffic Movements 28
8 Traffic Modelling 29
8.1 Assessment Methodology 29

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

8.2 Sidra Output 30
9 Event Traffic Management 34
9.1 Etmp Overview 34
9.2 Traffic Effect Mitigations 34
10 Operative In Part District Plan Rules Assessment 35
10.1 District-Wide Rules 35
11 Consultation Summary 40
11.1 Council 40
11.2 Nzta 40
12 Conclusion 45
Appendix A – Vehicle Tracking 46
Appendix B – Volume Profiles 47
Appendix C – Draft Consent Conditions 48
Appendix D – Draft Traffic Control Figures 49

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

1 INTRODUCTION

Commute Transportation Consultants (Commute) has been engaged by Live Nation to prepare an Integrated Transport Assessment (ITA) report for the Live Nation 2027 music festival.

Live Nation is applying to Waikato District Council for a resource consent to a 4-day music and camping festival on the property at 254–276C Hooker Road, Tamahere. The site is zoned General Rural Zone in the Waikato District Plan – Operative in Part and is zoned Rural in the Operative District Plan – Waikato Section.

Key information regarding the proposal is detailed below:

- **Location:** 254–276C Hooker Road, Tamahere.
- **Event dates:** 28–31 December 2027.
- **Event format:** Four-day music and camping festival.
- **Capacity:** Up to 35,000 patrons, plus approximately 300 performers and 1,250 staff and contractors per day. Approximately 15,000–18,000 campers are anticipated.
- **Site layout:** Six camping areas, festival arena, up to five stages, food and market vendor areas, glamping and supporting operational areas. The attached site plan remains indicative and will continue to be refined.
- **Stage operations:** Current indicative hours are generally from 2.00 pm, with the latest stage operating until approximately 2.00 am on 28–30 December and 3.30 am on 31 December.
- **Transport:** Managed car parking, bus and taxi facilities, traffic management and specialist transport assessment across the surrounding road network.
- **Site servicing and operations:** Temporary water, wastewater, waste, security, medical, welfare and event control systems will support the event.
- **Consenting:** A five-year resource consent is proposed.

The key transportation considerations for this proposal are:

- The accessibility of the site to the various modes of transport;
- The ability of the surrounding road network to safely and efficiently support the proposal over the festival period and;
- The safety and efficiency of all festival attendees and staff moving between the festival and local destinations.

These and other related transportation issues will be addressed in this report.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

2 EXISTING ENVIRONMENT

2.1 SITE LOCATION

The festival site is located at 254–276C Hooker Road, Tamahere, Waikato. The site comprises a 71ha block of farmland on the southern side of Hooker Road. Figure 1 shows the location of the proposed festival site in relation to the surrounding road environment.

Figure 1: Site Location



2.2 ROAD NETWORK

The site is located in Tamahere, approximately 10km southeast of Hamilton and 6km northwest of Cambridge. As detailed in Figure 1, the site is well connected to the State Highway and local road network. The key roads are detailed below:

- **State Highway 1** – four lanes, physically separated, 110km/h speed limit. Connects to Cambridge Road near the site through a northbound on-ramp and a southbound off-ramp. Classified as a National Route within the WDP. Traffic volume data indicates approximately 12,000vpd (NZTA).
- **Cambridge Road** – two lanes with flush median, 100km/h speed limit. Connects to SH1 to the north and to Cambridge town centre to the south/east. Not classified within the WDP, but functions as the Thermal Explorer Highway. Traffic volume data indicates approximately 7,200vpd (NZTA).
- **Hooker Road –** two lanes with 100km/h speed limit, although a much lower operating speed. Hooker Road is observed to operate at 60-70km/h near the site. Connects to Cambridge Road to the east through a give-way intersection with right turn bay. Connects to Pencarrow Road to the west through a stop intersection with no turning facilities. Traffic volume data indicates approximately 1,000vpd (Waikato Council).
- **Pencarrow Road –** two lanes with 100km/h speed limit and a narrow carriageway without shoulders. Traffic volume data indicates approximately 400vpd (Waikato Council).

The site is considered to be well connected to the road network, in that it features a direct off-ramp and on-ramp to SH1 to the north. Photographs of Cambridge Road, Hooker Road and Pencarrow Road are detailed below.

Photograph 1: Cambridge Road (looking north)



Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Photograph 2: Hooker Road (looking east)



Photograph 3: Pencarrow Road (looking east)



Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

2.3 ACCESSIBILITY

2.3.1 PRIVATE VEHICLES

The site is considered to be well connected to the road network, in that it features a direct off-ramp and on-ramp to SH1 to the north. To the south, various route options are available to private vehicles. At off-peak times, travel times between the site relevant locations are detailed below:

- Auckland to the site – 1 hour 45 minutes;
- Hamilton to the site – 25 minutes;
- Cambridge to the site – 5-10 minutes; and
- Tauranga to the site – 1 hour 20 minutes.

Alternative routes to and from the site are also available meaning any congestion created can suitably mitigated. The possible vehicle route options are detailed in Figures 2 and 3 below.

Figure 2: Vehicle Route Options – Inbound

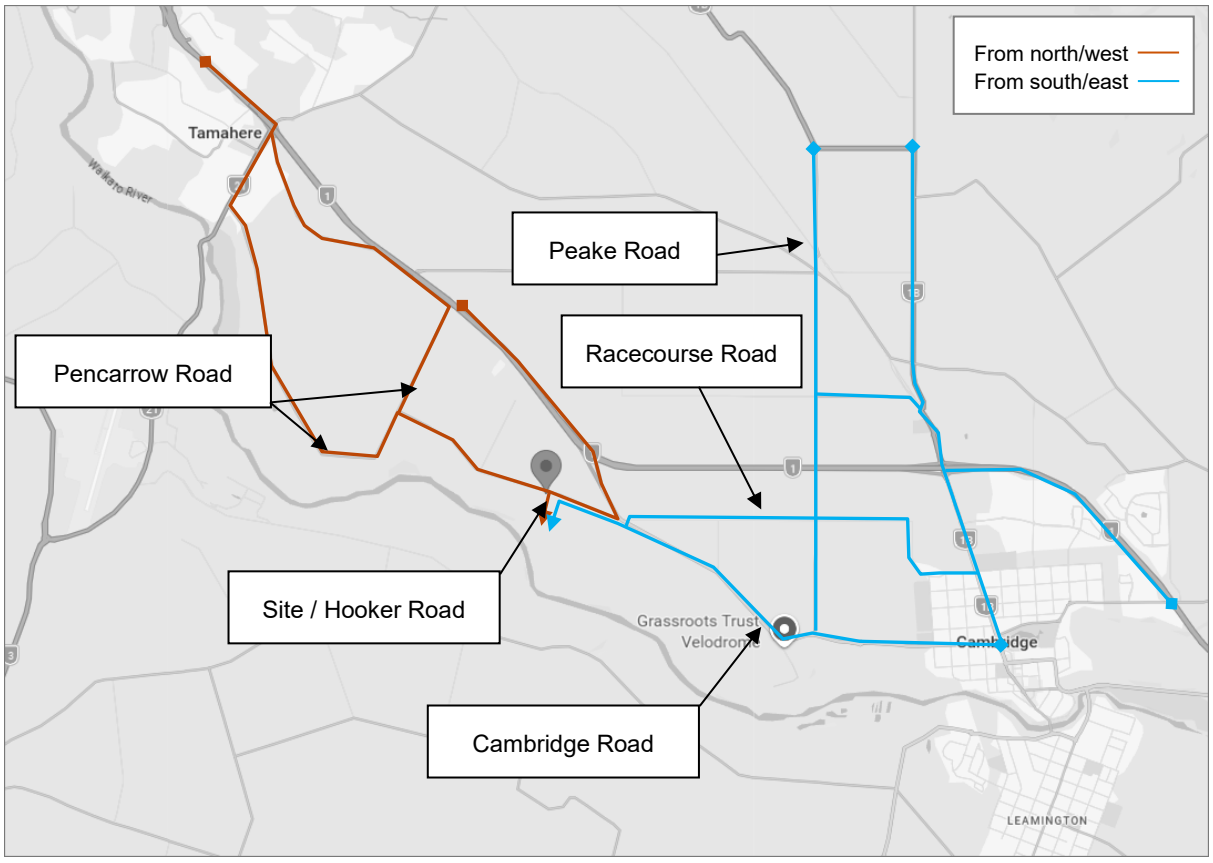
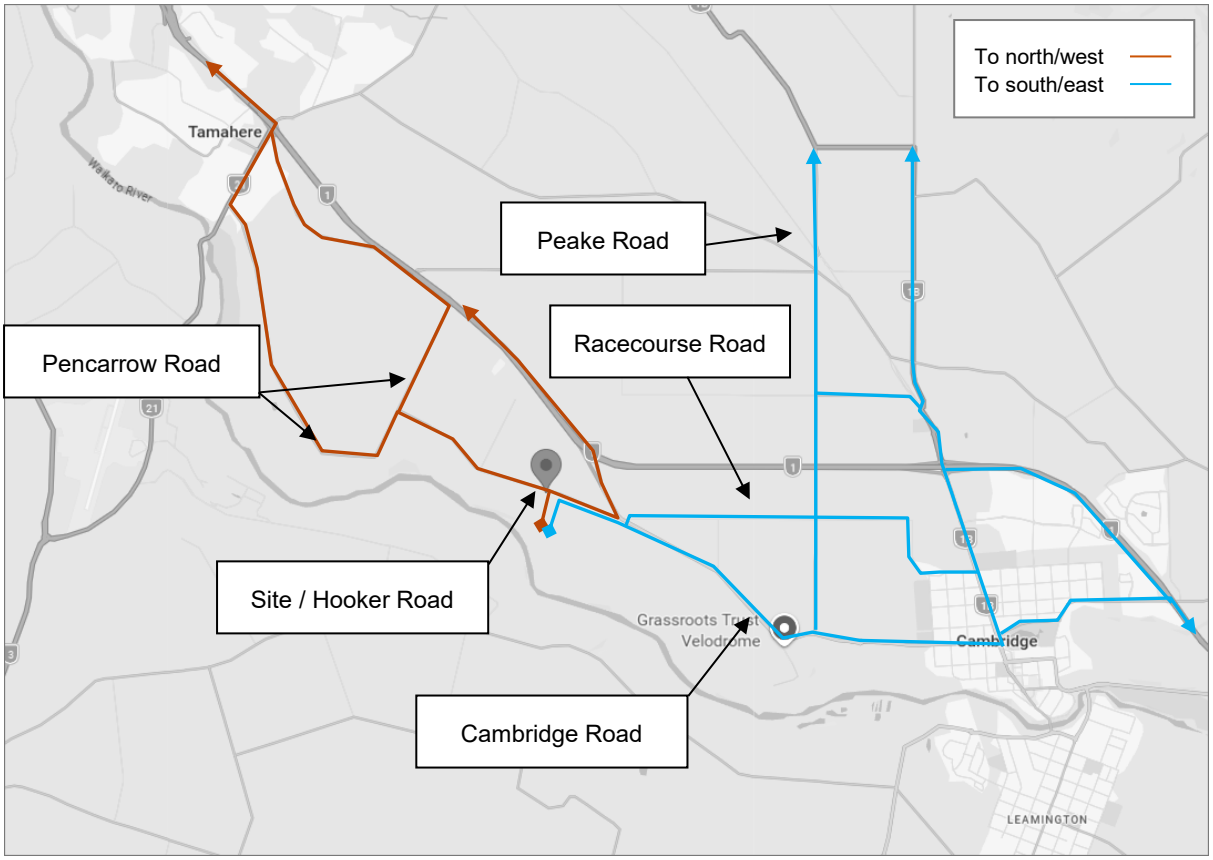


Figure 3: Vehicle Route Options – Outbound



As detailed above, various vehicle route options exist. Section 6 and 7 details the proposed traffic flow to and from the festival site for the various patrons and staff.

2.3.2 EXISTING PUBLIC TRANSPORT

Public transport services are provided on Cambridge Road near the site:

- Route 32 – between Hamilton and Tokoroa; and
- Route 20 – between Hamilton and Cambridge.

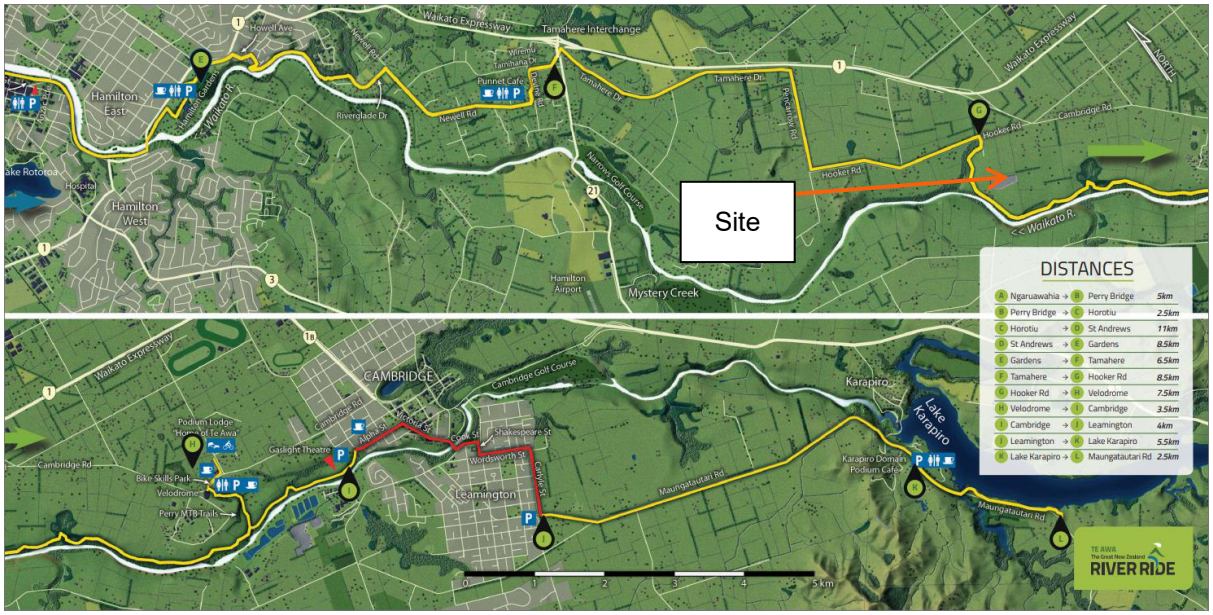
Route 32 provides one service per day in each direction. Route 20 provides a service every 45 minutes to an hour.

2.3.3 WALKING

It is noted that there are currently no pedestrian facilities along Cambridge Road or Hooker Road east of the site. The Te Awa River Ride abutting the southern and western boundary of the site connects Ngāruawāhia in the north and to Lake Karapiro in the south and runs along Hooker Road and travels through Cambridge town centre. The path caters to cyclists, pedestrians and micro mobility users.

The Te Awa River Ride path is shown in Figure 4 below.

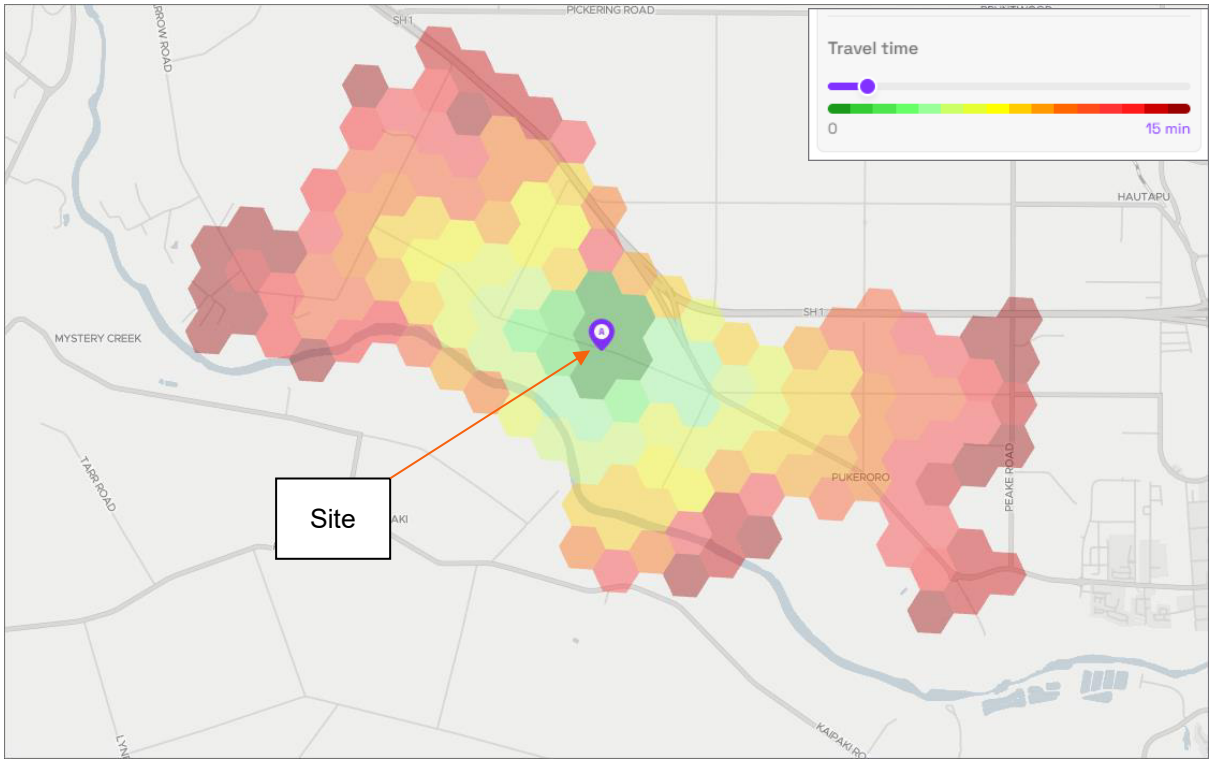
Figure 4: Te Awa River Ride Path



2.3.4 CYCLING

Based on New Zealand Transport Agency Research Report 426, the average cycling trip length is approximately 3 km. Figure 5 shows an indicative cycling catchment for the site.

Figure 5: Approximate Cycling Catchment (to Site Entrance)



As shown above, limited destinations are located within cycling distance of the site. Overall, the cycling catchment of the site captures a large area within Tamahere and the outskirts of Cambridge. Cyclists however are required to share the road with vehicles and therefore only confident and experienced cyclists are likely to use the local network for cycle trips, excluding the Te Awa River

Ride as detailed above. Users of the Te Awa River Ride have suitable off-road access to Cambridge town centre.

2.4 TRAFFIC VOLUMES

2.4.1 MOBILE ROADS

Mobile roads indicates an Average Annual Daily Traffic (AADT) volume of the local roads near the site as follows:

- SH1 north of the site – 18,500 vehicles per day (vpd);
- Cambridge Road – 6,100vpd;
- Hooker Road – 1,100vpd; and
- Pencarrow Road – 2,000vpd;

The flows on the non State Highway roads are considered typical or urban/rural collector and arterial roads.

2.4.2 SURVEYED TRAFFIC VOLUMES

Turning count traffic surveys were undertaken at the Hooker Road / Cambridge Road / Racecourse Road and the Hooker Road / Pencarrow Road intersections. The surveys were undertaken on a Thursday and Saturday in September 2026. The survey results are shown in Tables 1-3 below.

Table 1: Cambridge Road / Hooker Road / Racecourse Road - Weekday

	AM					PM				
	Cars	Trucks	Buses	Cyclists	AM Total	Cars	Trucks	Buses	Cyclists	PM Total
Cambridge Rd (North)	**459**	**22**	**2**	**0**	**483**	**456**	**7**	**1**	**0**	**464**
Left into Racecourse Rd	36	7	0	0	43	68	1	0	0	69
Thru to Cambridge Rd (South)	421	14	2	0	437	382	6	1	0	389
Right into Hooker Rd	2	1	0	0	3	6	0	0	0	6
Racecourse Rd	**37**	**4**	**0**	**0**	**41**	**59**	**5**	**0**	**0**	**64**
Left into Cambridge Rd (South)	0	0	0	0	0	2	0	0	0	2
Thru to Hooker Rd	13	1	0	0	14	17	0	0	0	17
Right into Cambridge Rd (North	24	3	0	0	27	40	5	0	0	45
Cambridge Rd (South)	**261**	**4**	**4**	**0**	**269**	**389**	**10**	**6**	**0**	**405**
Left into Hooker Rd	36	1	0	0	37	66	1	2	0	69
Thru to Cambridge Rd (North)	222	3	4	0	229	321	9	4	0	334
Right into Racecourse Rd	3	0	0	0	3	2	0	0	0	2
Hooker Rd	**124**	**6**	**2**	**2**	**134**	**89**	**3**	**0**	**1**	**93**
Left into Cambridge Rd (North)	8	0	0	0	8	1	1	0	0	2
Thru to Racecourse Rd	15	1	0	0	16	16	2	0	0	18
Right into Cambridge Rd (South	101	5	2	2	110	72	0	0	1	73
Grand Total	**881**	**36**	**8**	**2**	**927**	**993**	**25**	**7**	**1**	**1026**

Table 2: Cambridge Road / Hooker Road / Racecourse Road – Saturday

	AM					PM					IP				
	Cars	Trucks	Buses	Cyclists	AM Total	Cars	Trucks	Buses	Cyclists	PM Total	Cars	Trucks	Buses	Cyclists	IP Total
Cambridge Rd (North)	**263**	**9**	**1**	**0**	**273**	**216**	**1**	**1**	**0**	**218**	**267**	**2**	**1**	**0**	**270**
Left into Racecourse Rd	19	0	0	0	19	29	1	0	0	30	35	2	0	0	37
Thru to Cambridge Rd (South)	242	9	1	0	252	182	0	1	0	183	226	0	1	0	227
Right into Hooker Rd	2	0	0	0	2	5	0	0	0	5	6	0	0	0	6
Racecourse Rd	**27**	**1**	**0**	**0**	**28**	**27**	**1**	**0**	**0**	**28**	**18**	**2**	**0**	**0**	**20**
Left into Cambridge Rd (South)	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Thru to Hooker Rd	5	0	0	0	5	10	0	0	0	10	7	0	0	0	7
Right into Cambridge Rd (North	19	1	0	0	20	17	1	0	0	18	11	2	0	0	13
Cambridge Rd (South)	**216**	**2**	**1**	**0**	**219**	**153**	**0**	**1**	**0**	**154**	**226**	**1**	**1**	**0**	**228**
Left into Hooker Rd	45	0	0	0	45	37	0	0	0	37	34	1	0	0	35
Thru to Cambridge Rd (North)	170	1	1	0	172	115	0	1	0	116	192	0	1	0	193
Right into Racecourse Rd	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0
Hooker Rd	**66**	**0**	**0**	**8**	**74**	**39**	**0**	**0**	**2**	**41**	**57**	**1**	**0**	**1**	**59**
Left into Cambridge Rd (North)	2	0	0	1	3	1	0	0	0	1	4	0	0	0	4
Thru to Racecourse Rd	5	0	0	3	8	11	0	0	2	13	13	0	0	1	14
Right into Cambridge Rd (South	59	0	0	4	63	27	0	0	0	27	40	1	0	0	41
Grand Total	**572**	**12**	**2**	**8**	**594**	**435**	**2**	**2**	**2**	**441**	**568**	**6**	**2**	**1**	**577**

Table 3: Hooker Road / Pencarrow Road - Weekday

	AM					PM				
	Cars	Trucks	Buses	Cyclists	AM Total	Cars	Trucks	Buses	Cyclists	PM Total
Pencarrow Rd (North)	**60**	**1**	**1**	**0**	**62**	**54**	**2**	**0**	**0**	**56**
Left into Hooker Rd	52	1	1	0	54	45	2	0	0	47
Thru to Pencarrow Rd (South)	8	0	0	0	8	9	0	0	0	9
Hooker Rd	**59**	**5**	**0**	**0**	**64**	**89**	**0**	**0**	**0**	**89**
Left into Pencarrow Rd (South)	34	5	0	0	39	45	0	0	0	45
Right into Pencarrow Rd (North	25	0	0	0	25	44	0	0	0	44
Pencarrow Rd (South)	**73**	**5**	**2**	**4**	**84**	**53**	**1**	**1**	**2**	**57**
Thru to Pencarrow Rd (North)	11	0	1	2	14	1	0	1	1	3
Right into Hooker Rd	62	5	1	2	70	52	1	0	1	54
Grand Total	**192**	**11**	**3**	**4**	**210**	**196**	**3**	**1**	**2**	**202**

Table 4: Hooker Road / Pencarrow Road - Weekday

	AM					PM					IP				
	Cars	Trucks	Buses	Cyclists	AM Total	Cars	Trucks	Buses	Cyclists	PM Total	Cars	Trucks	Buses	Cyclists	IP Total
Pencarrow Rd (North)	**44**	**1**	**0**	**0**	**45**	**19**	**0**	**0**	**0**	**19**	**42**	**1**	**0**	**0**	**43**
Left into Hooker Rd	36	1	0	0	37	13	0	0	0	13	32	1	0	0	33
Thru to Pencarrow Rd (South)	8	0	0	0	8	6	0	0	0	6	10	0	0	0	10
Hooker Rd	**51**	**0**	**0**	**4**	**55**	**39**	**0**	**0**	**0**	**39**	**37**	**1**	**0**	**0**	**38**
Left into Pencarrow Rd (South)	25	0	0	3	28	25	0	0	0	25	26	1	0	0	27
Right into Pencarrow Rd (North	26	0	0	1	27	14	0	0	0	14	11	0	0	0	11
Pencarrow Rd (South)	**29**	**1**	**0**	**5**	**35**	**17**	**0**	**0**	**0**	**17**	**34**	**1**	**0**	**1**	**36**
Thru to Pencarrow Rd (North)	9	0	0	2	11	3	0	0	0	3	9	0	0	0	9
Right into Hooker Rd	20	1	0	3	24	14	0	0	0	14	25	1	0	1	27
Grand Total	**124**	**2**	**0**	**9**	**135**	**75**	**0**	**0**	**0**	**75**	**113**	**3**	**0**	**1**	**117**

As shown above, weekday volumes are higher than weekends, due to people travelling for school and employment. Given the festival will operate over a holiday period, the Saturday surveys are considered most appropriate for assessment given no employment and school traffic will occur at this time.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

2.5 CRASH HISTORY

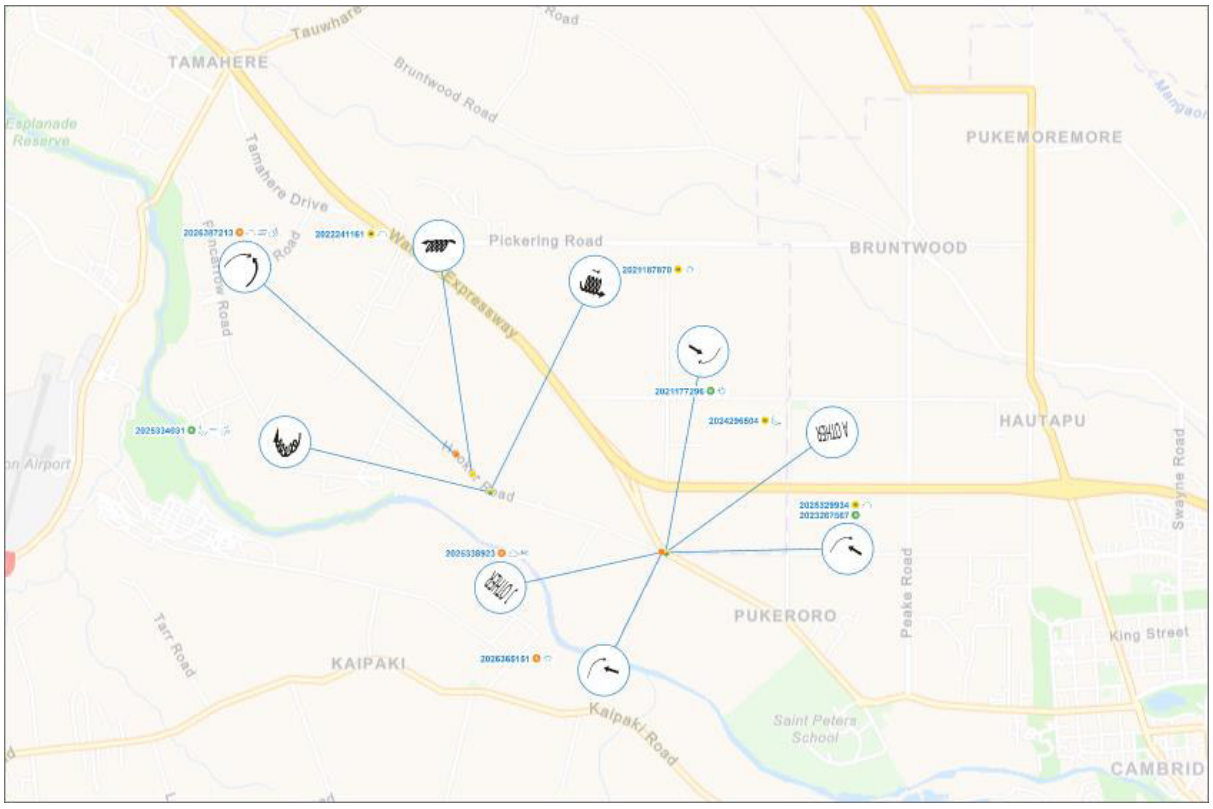
A search of the road safety record using NZTA's Crash Analysis System (CAS) has been carried out to identify all reported crashes near the site during the five-year period from 2021 to 2025 as well as all available data from 2026. The search focused on all reported crashes occurring on Hooker Road as well as the Hooker Road / Cambridge Road intersection and the Hooker Road / Pencarrow Road intersection.

The crash search revealed a total of 10 crashes, including 3 serious crashes and 4 minor injury crashes. The crashes are further detailed below:

- One serious crash occurred on Hooker Road west of the Hooker Road / Duncan Road intersection. The crash involved a vehicle crossing the centreline resulting in a head on crash;
- One serious crash occurred on at the Hooker Road / Banks Road intersection. The crash involved a vehicle not seeing a second vehicle approaching; and
- One serious crash occurred on Cambridge Road north of the Hooker Road / Cambridge Road intersection. The crash involved a cyclists colliding with a vehicle.
- The remaining crashes resulted in minor injuries or no injuries and did not reflect any particular crash patterns.

The collision diagram is shown in Figure 6 below.

Figure 6: Collision Diagram



As will be described late in this report, the proposed festival will be well controlled and managed to ensure the existing safety record will not be detrimentally affected.

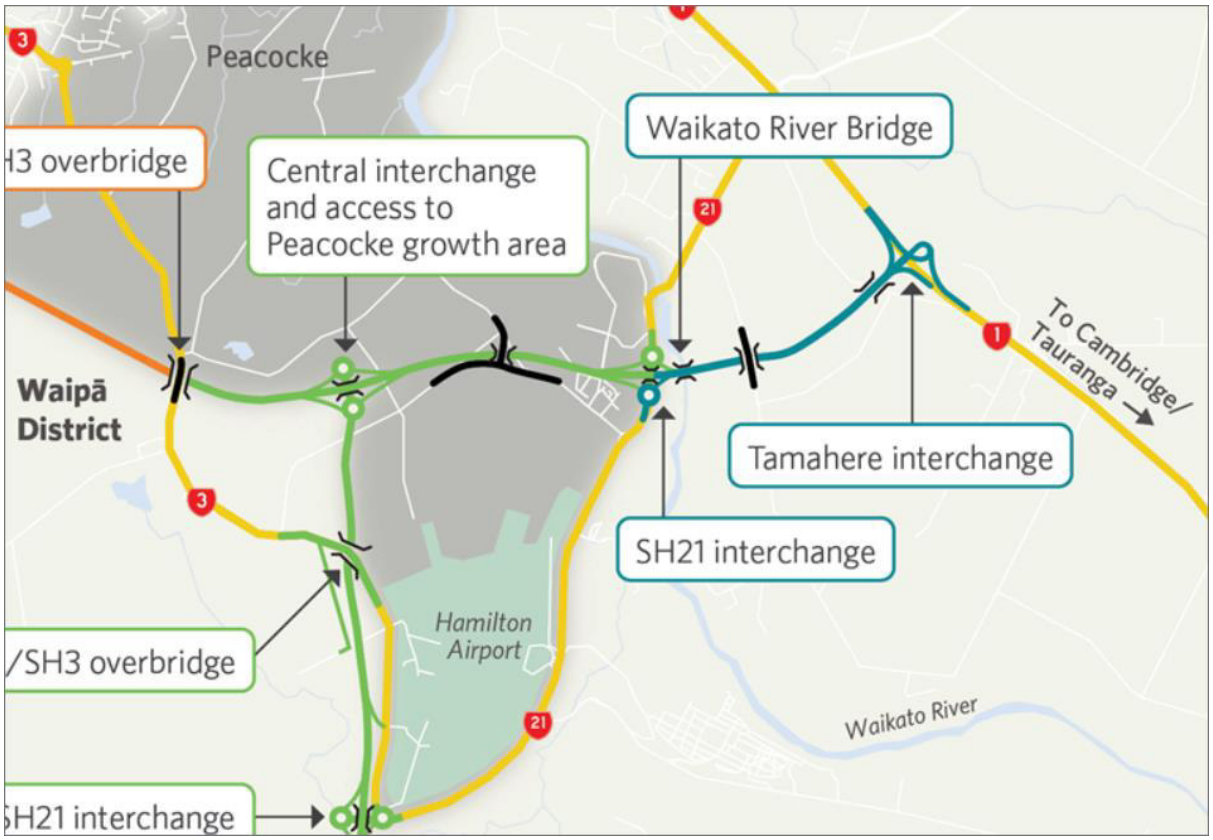
3 RELEVANT TRANSPORT PROJECTS

3.1 SOUTHERN LINKS

The Hamilton Southern Links project aims to develop an effective transport network of state highways and local roads to support Hamilton's planned growth. The route has been designated with initial site investigations completed. The project includes a new interchange on SH1 Waikato Expressway between the Pickering Road Overbridge and Tamahere Interchange, with the road heading west on a new bridge over the Waikato River to connect with a new interchange to be built where Hamilton Southern Links meets SH21.

This is shown in Figure 7 below.

Figure 7: Southern Links Project



It is understood that the project is currently unfunded and does not have a construction timeline. As such, the project is of little relevance to the proposal.

3.2 WAIKATO THOROUGHBREDS RACING

Waikato Thoroughbred Racing (WTR) proposed to develop an equine and racing industry hub at 636 Pencarrow Road, in Tamahere. A fast-track resource consent referral application is being sought to progress the development of the site, which is largely a greenfield site. The latest site masterplan is shown in Figure 8 below.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Figure 8: Waikato Thoroughbred Racing Hub – Masterplan

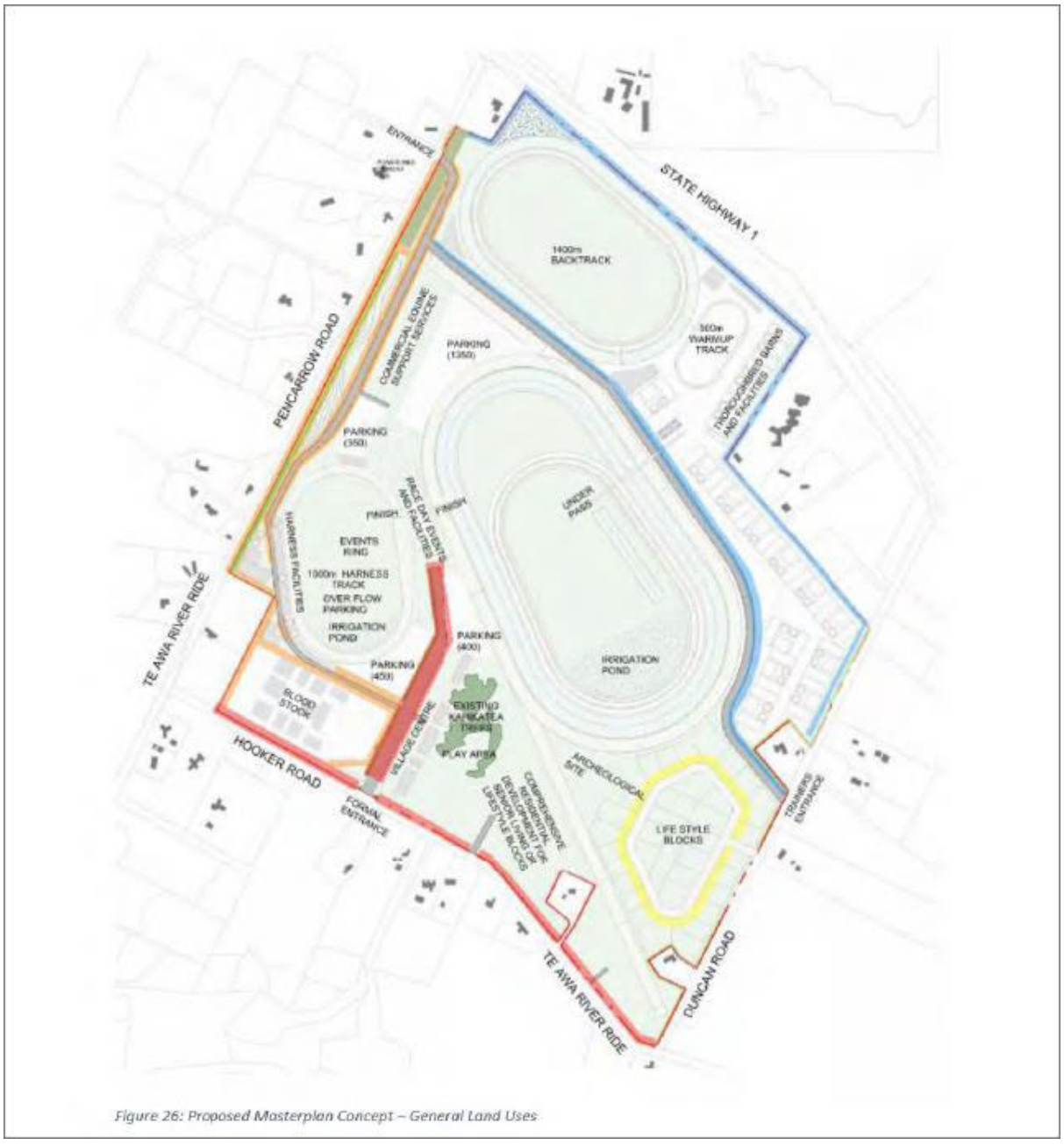


Figure 26: Proposed Masterplan Concept – General Land Uses

Access to the hub is proposed to Hooker Road, Pencarrow Road and Duncan Road. As part of the ITA prepared for the fast track application, Sidra traffic modelling analysis of the Hooker Road / Pencarrow Road intersection and the Hooker Road / Cambridge Road / Racecourse road intersection were undertaken. From a review of the Racing Hub documentation it is understood that:

- The Racing Hub will not be operational in the next 5 years. This festival consent application only seeks a 5-year consent period and therefore overlap between the activities is not anticipated. In future, should the Racing Hub operational timeline be brought forward, or the festival consent extended beyond the 5-year period, additional traffic assessment can be undertaken at such time; and
- WTR currently hold the last race day of the year on 19 December and the first year of the event on 15 January, therefore do not overlap with the festival days. As above, should race

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

days be sought at the same time as the festival operation, additional traffic assessment can be undertaken at such time.

As such, the effects of the proposed Racing Hub on the festival application are considered negligible, subject to the caveats above.

4 PLANNING POLICY

4.1 GENERAL

The following sections outline key strategy and planning documents that exist for the Waikato area.

4.2 WAIKATO REGIONAL COUNCIL'S CLIMATE ACTION ROADMAP

Table 5 below provides comment on Waikato Regional Council's Climate Action Roadmap as it relates to the proposed festival.

Table 5: Climate Action Roadmap

Item	Goals	Comment
Key Problems Identified	• Transport is a significant contributor to Waikato greenhouse gas emissions (approximately 16% of regional emissions). • Historic low-density growth has increased dependence on private vehicles and expanded transport emissions. • Climate change will increase pressure on transport infrastructure through more frequent extreme weather events and natural hazards.	The proposed festival will generate concentrated travel demand for up to 35,000 patrons, plus performers, staff and contractors. The transport strategy responds through managed on-site parking, bus and taxi facilities, coordinated traffic management and use of the site's connections to the state highway and local road network. Encouraging shared travel and managing arrival and departure periods will help limit emissions and network pressures.
Mode Shift	• Promote a transition away from private vehicle use towards more sustainable travel choices. • Integrate land use and transport planning to reduce vehicle travel demand and associated emissions. • Improve accessibility to public transport through urban planning and infrastructure investment.	The festival transport plan will promote higher-occupancy travel through organised bus services, taxis, ride-share and managed passenger drop-off and pick-up facilities. These measures, supported by clear pre-event travel information, will reduce reliance on individual private vehicle trips where practicable.
Active Transport	• Support walking and cycling as viable alternatives for short local trips. • Ensure new growth areas provide safe and connected active transport networks. • Improve access to employment, education and services without reliance on private vehicles.	The site connects directly with the Te Awa River Ride along Hooker Road, providing an off-road route for walking, cycling and micromobility. However, the absence of pedestrian facilities on Cambridge Road and eastern Hooker Road means active travel will require careful management, with safe access, secure cycle parking, lighting, wayfinding and separation from festival vehicle movements.
Travel Demand Reduction	• Reduce the need to travel through integrated land use planning. • Encourage compact festival patterns that shorten trip lengths. • Improve accessibility to services and employment to reduce transport emissions.	Travel demand will be managed through advance ticketing and travel information, organised buses, managed parking and taxi facilities, staggered arrival and departure periods, and the availability of on-site camping for approximately 15,000–18,000 patrons. Keeping campers on site for the four-day

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Item	Goals	Comment
		event will reduce repeated daily trips on the surrounding road network.
Urban Form & Planning	• Encourage compact urban form that supports efficient transport networks. • Locate growth where existing and planned infrastructure can be efficiently utilised. • Ensure planning decisions consider long-term climate resilience and emissions reduction objectives.	The proposal is a temporary event rather than permanent urban development. Its indicative layout consolidates the arena, six camping areas, parking, stages, vendors and operational facilities within one managed site, enabling coordinated access, internal circulation and emergency movement while limiting the need for permanent transport infrastructure.
Electric Vehicles	• Support the transition to low- and zero-emission vehicles as part of reducing transport emissions. • Facilitate infrastructure and planning that enables greater EV uptake alongside broader mode shift initiatives.	The event can accommodate EV vehicles on-site as required, however it is noted no charging facilities will be available on-site.
Key Challenges	• Balancing population and economic growth with emissions reduction targets. • Delivering transport infrastructure that is resilient to future climate impacts. • Achieving behaviour change while maintaining accessibility and economic productivity. • Coordinating land use, transport investment and climate policy across agencies.	The key challenge is safely and efficiently accommodating concentrated festival arrivals and departures on a rural road network while limiting emissions and maintaining resilience. This will be addressed through a detailed traffic management plan, managed parking and public transport facilities, route guidance, incident and emergency access planning, weather-responsive operations, and coordination with Waikato District Council and NZTA.

As detailed above, the proposed festival aligns well with the Climate Action Roadmap where practicable.

4.3 WAIKATO DISTRICT PLAN

Table 6 below provides comment on the Waikato District Plan – Operative in Part *Energy, infrastructure and transport* section as it relates to the proposed festival.

Table 6: Waikato District Plan

Objective / Policy	Comment
AINF-O1 – Development, operation and maintenance of infrastructure. Infrastructure is developed, operated, maintained and upgraded to enhance social, economic, cultural and environmental well-being.	The festival will rely on temporary and existing transport infrastructure, including managed access, parking, bus, taxi, servicing and internal circulation areas. These arrangements will support social and economic wellbeing by enabling the event while managing transport effects on the surrounding rural environment.
AINF-O2 – Adverse effects on infrastructure. Infrastructure is protected from reverse sensitivity effects, and its construction, operation, maintenance, repair, replacement and upgrading is not compromised.	The event will be managed so that concentrated festival traffic does not compromise the function, safety or operation of SH1, Cambridge Road, Hooker Road, Pencarrow Road or the Te Awa River Ride. Temporary traffic management, route planning and coordination with road-controlling authorities will protect transport infrastructure during the event period.
AINF-O3 – Infrastructure in the community and identified areas. Provision of infrastructure takes into account the qualities and characteristics of surrounding environments and community well-being.	The transport response recognises the rural setting, nearby properties and community safety considerations. Event access, parking, lighting, signage, pedestrian routes and operational areas will be planned to manage local amenity, safety and access effects during arrival, departure and daily festival operations.
AINF-O8 – Land transport network. An integrated land transport network where all modes are accessible, safe and efficient, adverse effects are avoided, remedied or mitigated, and the system supports economic wellbeing and productivity.	The proposal provides for a planned, multi-modal festival transport system, including private vehicles, buses, taxis, ride-share, pedestrians, cyclists and service vehicles. With managed traffic operations and on-site facilities, the event can support safe and efficient movement while mitigating peak-period effects.
AINF-P29 – Construction, maintenance, upgrading and operation of the land transport network. Provide for an efficient, effective, integrated, safe, resilient, accessible and sustainable transport network through appropriate design, access, signage, parking, pedestrian, cycling and public transport provision.	The festival transport plan will provide managed site access, wayfinding, temporary signage, on-site parking, bus and taxi facilities, servicing arrangements and separated pedestrian movements. These measures support a safe and integrated temporary transport network for the event.
AINF-P30 – Road hierarchy and function. Establish and protect the road hierarchy and apply a whole-of-journey approach to people and goods movements.	Festival traffic will be directed to routes that reflect the function of the surrounding road network, with SH1 and Cambridge Road used for strategic access and Hooker Road/Pencarrow Road managed for local access. Route guidance will help maintain the intended function of each road.
AINF-P31 – Road standards. Ensure that the construction and operation of roads is consistent with their function in the road hierarchy.	Any temporary access works, parking areas, internal routes and traffic management measures will be designed to be appropriate for event operations and the expected vehicle types, including buses, service vehicles and emergency vehicles.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Objective / Policy	Comment
AINF-P32 – Land transport safety. Ensure structures, vehicle access, lighting, signage and vegetation do not compromise the safe and efficient operation of the land transport network or obscure RAPID numbers.	Festival signage, lighting, temporary structures, access points and internal routes will be positioned and managed to maintain visibility, safe vehicle movement and clear emergency access. The traffic management plan will address sight lines, queuing, wayfinding and interaction between vehicles and vulnerable users.
AINF-P33 – Network utility location. Encourage network utility infrastructure within transport corridors where network function, safety and efficiency are maintained.	Any temporary utility connections, traffic management equipment, communications infrastructure or event servicing placed near transport corridors will be located so that road safety, access, visibility and traffic operations are not compromised.
AINF-P34 – Vehicle access. Control the location of new vehicle accesses relative to accesses, intersections and rail level crossings to maintain and improve transport network safety and efficiency.	Festival access points will be managed to provide safe entry and exit, adequate separation from key intersections where practicable, and suitable traffic control during peak periods. Access arrangements will be confirmed with the relevant road-controlling authorities and supported by advance patron information.
AINF-P35 – Land transport network infrastructure. Ensure transport infrastructure provides safe vehicle, pedestrian and cycling access and manoeuvring, good connectivity, adequate on-site parking and appropriate mitigation of construction effects.	The proposal includes on-site parking, internal circulation, bus and taxi facilities, pedestrian routes, cycle access via the Te Awa River Ride, and provision for service and emergency vehicles. These measures will provide safe connectivity and manoeuvring within the site and reduce pressure on the surrounding road network.

As detailed above, the proposed festival is considered to generally align with the relevant Waikato District Plan infrastructure and land transport objectives and policies.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

5 PROPOSAL

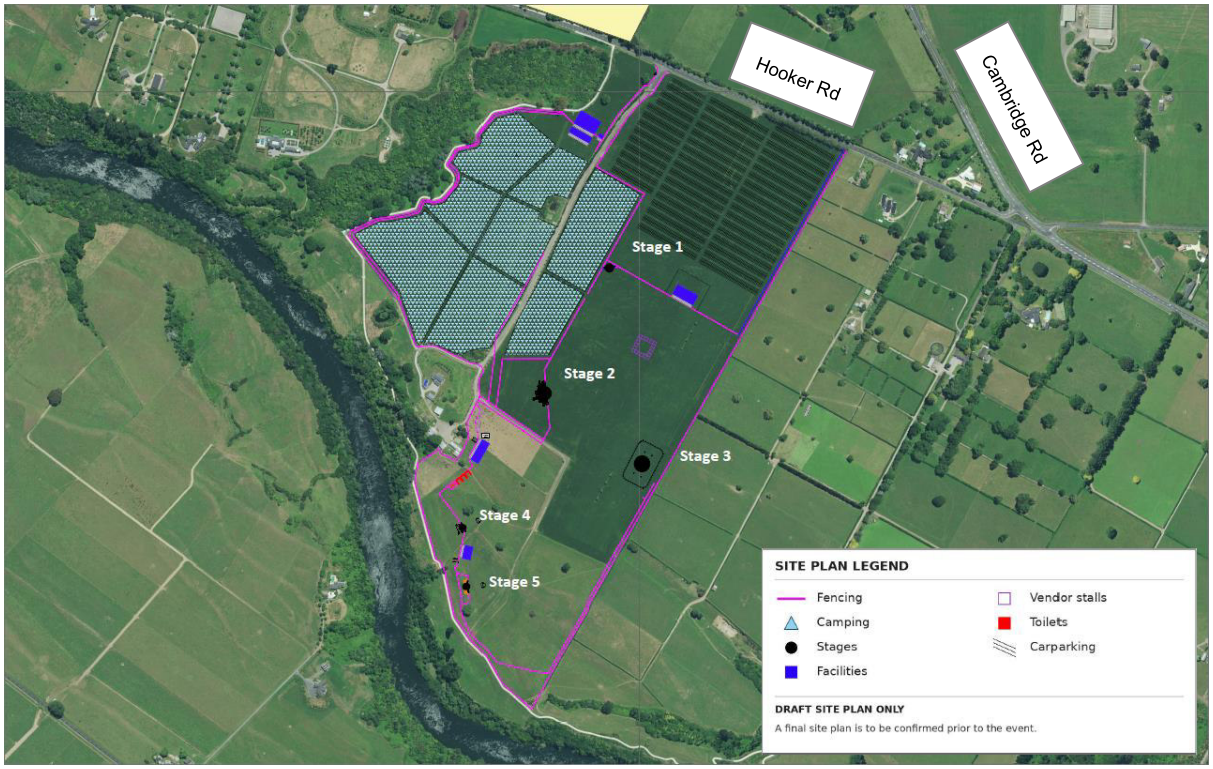
5.1 OVERVIEW

Key information regarding the proposal is detailed below:

- **Event dates:** 28–31 December 2027.
- **Event format:** Four-day music and camping festival.
- **Capacity:** Up to 35,000 patrons, plus approximately 300 performers and 1,250 staff and contractors per day. Approximately 15,000–18,000 campers are anticipated.
- **Site layout:** Six camping areas, festival arena, up to five stages, food and market vendor areas, glamping and supporting operational areas. The attached site plan remains indicative and will continue to be refined.
- **Stage operations:** Current indicative hours are generally from 2.00 pm, with the latest stage operating until approximately 2.00 am on 28–30 December and 3.30 am on 31 December.
- **Transport:** Managed car parking, bus and taxi facilities, traffic management and specialist transport assessment across the surrounding road network.
- **Site servicing and operations:** Temporary water, wastewater, waste, security, medical, welfare and event control systems will support the event.
- **Consenting:** A five-year resource consent is proposed.

The draft site plan is shown in Figure 9 below.

Figure 9: Draft Site Plan



6 FESTIVAL TRAFFIC OPERATIONS

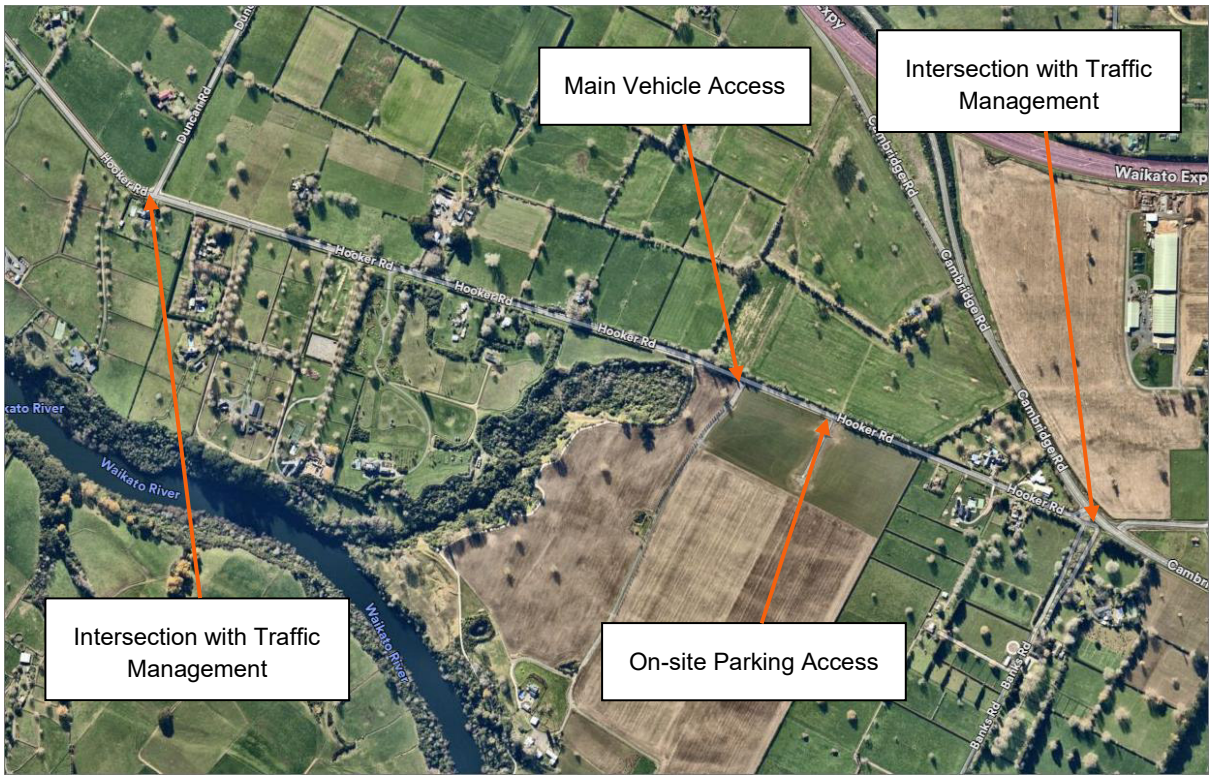
6.1 TRAFFIC OPERATIONS OVERVIEW

Festival transport operations will provide a coordinated system for patrons, staff, contractors, performers, service vehicles and emergency services throughout the event period. The system will integrate managed private-vehicle access and parking, buses and shuttles, taxi and rideshare facilities, pedestrian and cycle routes, servicing areas and dedicated emergency access.

The principal objectives will be to maintain safe and efficient operation of Hooker Road, Cambridge Road, Pencarrow Road and the nearby State Highway network; minimise queuing on public roads, separate vehicle and pedestrian movements within the site, and maintain access for neighbouring properties. Detailed operating procedures, temporary traffic controls, signage, staffing and contingency measures will be confirmed through the Event Traffic Management Plan (ETMP) (to be conditioned and prepared by others) in consultation with the relevant road-controlling authorities.

The key aspects of the festival traffic operations are detailed in Figure 10 below.

Figure 10: Festival Traffic Operations



It is noted that the camper parking areas will operate with only one entry and exit permitted; i.e. vehicles cannot come and go as they please. The intention is for vehicles to remain parked for the full extent of the period and only leave at the conclusion of the festival. Any trips in the local centres during the festival will be done via bus, taxi or rideshare.

6.2 FESTIVAL ARRIVAL & DEPATURE CHARACTERISTICS

The Gisborne-based Rhythm & Vines (R&V) festival traffic operations have been used to inform the arrival characteristics of the proposal. The arrivals for the existing festival are detailed in Table 7 below.

Table 7: Existing Festival – Daily Arrivals

Ticket Type	28 Dec	29 Dec	30 Dec	31 Dec
Campers	15,000	17,000	17,000	17,000
3 Day GA	0	5,000	5,000	5,000
Single Days	0	2000	2000	2000
Staff	1000	1000	1000	1000
Total Onsite	16,000	25,000	25,000	25,000

It is noted that the R&V festival capacity is 25,000; the proposal for the Live Nation Festival seeks to increase this to 35,000. Based on existing festival experience and expert crowd management advice, average vehicle occupancy for campers and GA attendees is 2.85 people / vehicle. Commute considers this figure conservative, given the expected use higher occupancy vehicles and carpooling characteristics of campground attendees. It has however been used for further analysis to enable a conservative assessment. Although arrivals are spread across several days, departures are concentrated on the January 1.

Additional information has been provided by the applicant for the proposed arrival and departure operations:

28 December

- Campers only begin to arrive from 8.00am, with arrivals peaking in the middle of the day.
- Campers are not permitted to leave the site once parked.
- No other ticket types are active.

29 December

- Some campers leave the site in the morning and return in the afternoon, approx. departure 8.00am – 11.00am, and approx. return 2.00pm – 5.00pm.
- Campers begin to arrive from 8.00am, with arrivals peaking in the middle of the day.
- Campers are not permitted to leave the site once parked.
- GA (3 Day and Single Day) ticket holders begin arriving from 12.00pm, with arrivals peaking in the afternoon.
- Festival buses begin operating.

30 December

- Some campers leave the site in the morning and return in the afternoon, approx. departure 8.00am – 11.00am, and approx. return 2.00pm – 5.00pm.
- GA (3 Day and Single Day) ticket holders begin arriving from 12.00pm, with arrivals peaking in the afternoon.
- Festival buses continue to operate.

31 December

- Some campers leave the site in the morning and return in the afternoon, approx. departure 8.00am – 11.00am, and approx. return 2.00pm – 5.00pm.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

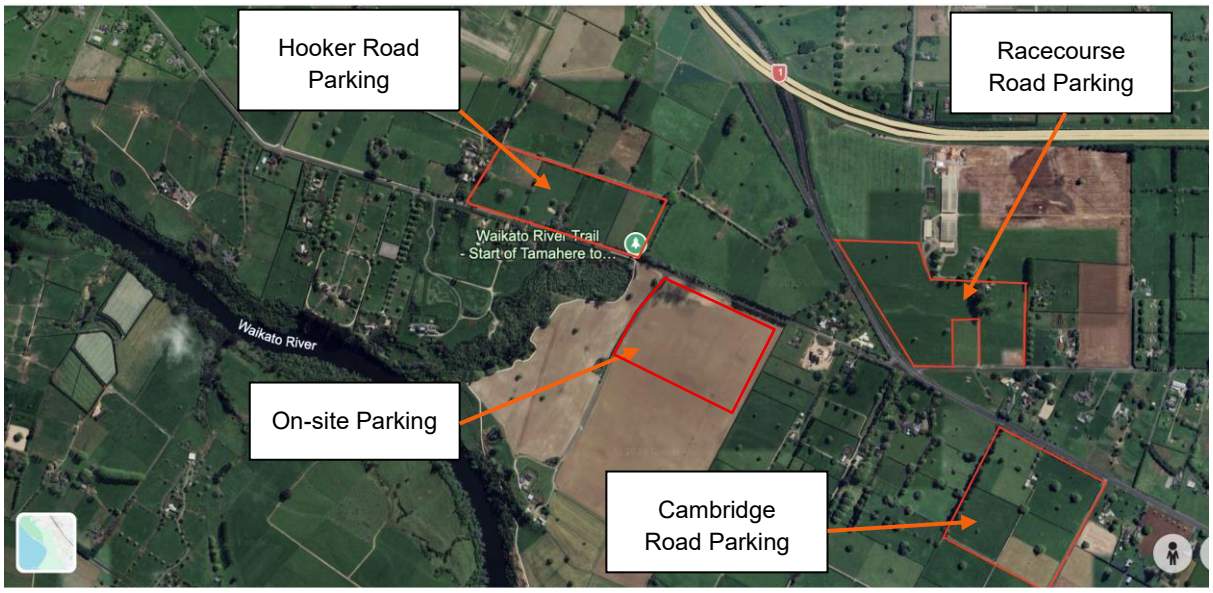
- GA (3 Day and Single Day) ticket holders begin arriving from 12.00pm, with arrivals peaking in the afternoon.
- Festival buses continue to operate.
- Later stage closing means departures are spread out over a longer period.
- Attendees begin their main departure after the festival, continuing through the morning of January 1 until approximately 4.00pm.

The above information has been used to build an hourly departure and arrival profile. This is detailed further in Section 7.

6.3 CAMPERS - VEHICLE ACCESS, PARKING AND EGRESS

Campers are provided several parking areas on-site or near the festival site. A map of the parking areas is detailed in Figure 11 below.

Figure 11: Camper Parking Areas



- **On-site parking** – Approximately 3,500 spaces for campers, accessed directly from Hooker Road. Campers will walk to the festival from the parking area through the festival site.
- **Hooker Road parking** – Approximately 2,600 spaces for campers and staff, accessed directly from Hooker Road. Campers will walk to the festival from the parking area by crossing Hooker Road. Marshalls and traffic control will be provided in this area to ensure campers safely cross Hooker Road. The parking area will also include a dedicated pick-up and drop-off area.
- **Racecourse Road parking** – Approximately 3,500 spaces for off-site patrons that arrive from the north; i.e. left turn in only from Cambridge Road and Racecourse Road. A bus pick-up and drop off area will also be provided. Patrons will walk to the festival from the parking area by crossing Cambridge Road and walking down Hooker Road. Marshalls and traffic control will be provided in this area to ensure campers safely cross Racecourse Road. The parking area will also include a dedicated pick-up and drop-off area.
- **Cambridge Road parking** – Approximately 1,050 spaces for off-site patrons that arrive from the south; i.e. left turn in only from Cambridge Road. A bus pick-up and drop off area will also be provided. Patrons will walk to the festival from the parking area along Cambridge Road and walking down Hooker Road. Marshalls and traffic control will be provided in this area to

ensure campers safely walk along Cambridge Road. The parking area will also include a dedicated pick-up and drop-off area.

As detailed previously, the camper parking areas (on-site parking & Hooker Road parking) will operate with only one entry and exit permitted; i.e. vehicles cannot come and go as they please. The intention is for vehicles to remain parked for the full extent of the period and only leave at the conclusion of the festival. Any trips in the local centres during the festival will be done via bus, taxi or rideshare.

Parking aisles, circulation routes and turning areas will accommodate expected light vehicles and allow marshals to fill areas progressively. Accessible parking and other priority spaces will be located within the on-site parking area. It is noted that parking or waiting on Hooker Road, Racecourse Road or Cambridge Road will not be permitted and will be actively controlled.

6.4 BUS, SHUTTLE AND RIDESHARE OPERATIONS

Organised buses and shuttles will provide a higher-occupancy alternative to private vehicle travel, including connections with key population centres and transport interchange locations. Bus services will operate from the following locations:

- Auckland – several services per day. The buses will arrive at the festival and then park for the day. The buses will then leave following the conclusion of the days events;
- Tauranga – several services per day. The buses will arrive at the festival and then park for the day. The buses will then leave following the conclusion of the days events;
- Taupo – 1-2 services per day. The buses will arrive at the festival and then park for the day. The buses will then leave following the conclusion of the days events;
- New Plymouth – 1-2 services per day. The buses will arrive at the festival and then park for the day. The buses will then leave following the conclusion of the days events;
- Hamilton – buses will be in a constant cycle throughout the day between Hamilton and the festival site; and
- Cambridge – buses will be in a constant cycle throughout the day between Hamilton and the festival site.

The bus operating hours are generally from 1.30pm to 2.30am per day.

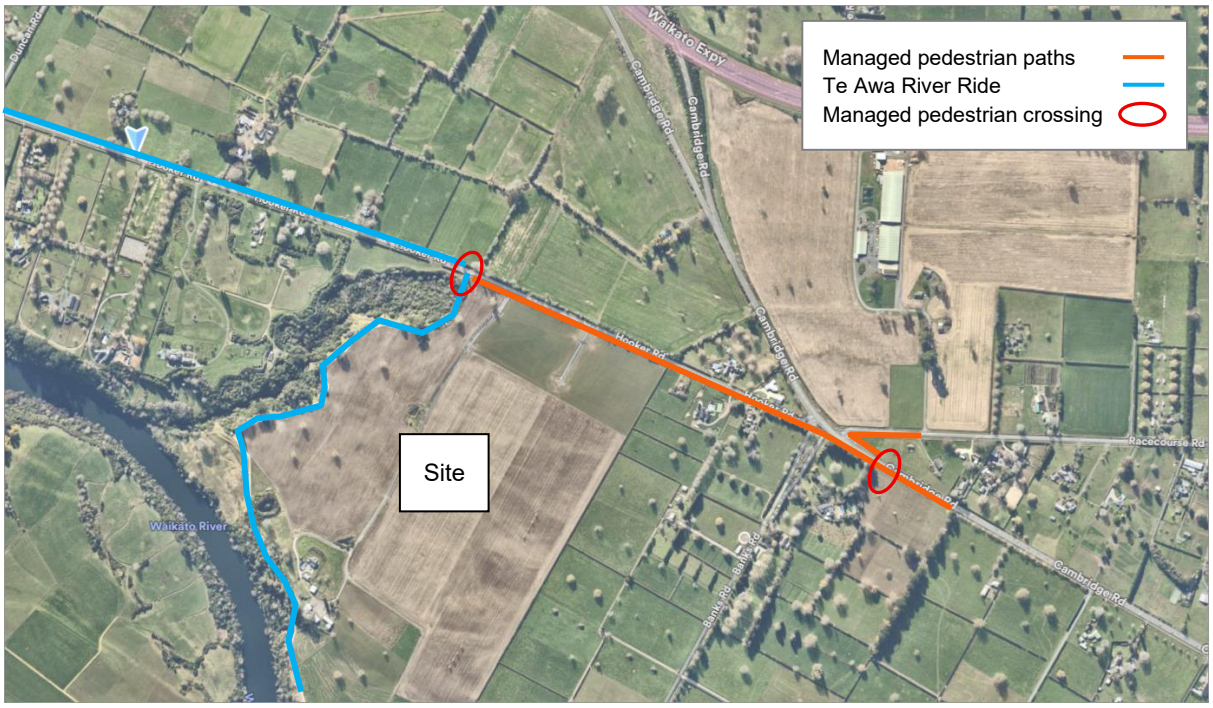
Buses, shuttles and rideshare vehicles will undertake pick-up and drop-off activities at the Racecourse Road and Cambridge Road parking areas only, as in Figure 11 above. Given the large parking areas available, buses are considered to be able to easily turn around on-site. Buses will not be permitted to reverse onto or off the road network.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

6.5 PEDESTRIAN AND CYCLING ACCESS

The proposed pedestrian and cycle routes to the site are shown in Figure 12 below.

Figure 12: Pedestrian and Cycle Routes



- Pedestrian paths will be provided along Hooker Road through temporary traffic management, and will also be marshalled to ensure safe pedestrian movement. It is proposed to repurpose one vehicle lane of Hooker Road into a pedestrian path through the ETMP. This is further detailed in Section 9. These provisions provide safe walking and cycling connections between the site and the Racecourse Road, Hooker Road and Cambridge Road off-site carparks;
- The Te Awa River Ride will provide cycle, walking and micromobility connections to the west and south of the site. This will also provide a connection between the Hooker Road carpark and the site; and
- Managed pedestrian crossings will be provided on Hooker Road and Cambridge Road through temporary traffic management, and will also be marshalled to ensure safe pedestrian movement.

Within the site, delineated and illuminated pedestrian routes will connect entrances, cycle parking, camping areas and the festival arena. Barriers, marshals and controlled crossing points will separate pedestrians from vehicle circulation at higher-conflict locations. Routes will be maintained in a serviceable condition and will include appropriate wayfinding. This will be detailed through the Event Management Plan and Event Traffic Management Plan.

Secure cycle parking will be provided on-site and will be identified through the Event Management Plan.

6.6 STAFF, CONTRACTOR AND SERVICE VEHICLE OPERATIONS

6.6.1 CONSTRUCTION, BUILD AND PACK DOWN

During the build period, approximately 20 - 30 vehicles are expected to travel to and from the site each day. This includes staff, contractors and subcontractors. Vehicle movements will fluctuate depending on the stage of the build, with higher volumes of heavy vehicle movements expected during the first two weeks of pack in and the first week of pack out.

All construction and contractor vehicles will enter the site through the main vehicle access and will undertake loading and unloading activities on-site; i.e. no loading activities will occur on Hooker Road.

Staff movements will generally be limited to one arrival and departure per day and carpooling to limit additional vehicles. During the day, staff vehicle movements will primarily be limited to operational runners.

The key construction periods are:

- Pack In: 1-24 December;
- Final Build / Event Preparation: 26-27 December;
- Event: 28-31 December; and
- Pack Out: 1-15 January.

Vehicle tracking of a semi-trailer entering and exiting the site is shown in **Appendix A**. As shown, the truck can safely and efficiently enter and exit the site in a forwards direction.

6.6.2 FESTIVAL OEPRATIONS

Deliveries, waste collection, catering supply, production vehicles and other servicing movements will be managed by the event coordinators. All construction and contractor vehicles will enter the site through the main vehicle access and will undertake loading and unloading activities on-site; i.e. no loading activities will occur on Hooker Road.

Internal service routes will remain separated from public areas through access control, signage and staff supervision. Final wayfinding and access control will be confirmed in the event management plan and all other relevant management plans. It is noted that a dedicated signage plan will also be provided

6.7 EMERGENCY VEHICLE ACCESS

The festival will feature several emergency vehicles and staff on-site for the festival duration. Any additional emergency vehicles that may be required can access the festival directly through the Hooker Road main vehicle access.

Event control will coordinate any emergency movement with traffic marshals, security and medical personnel. Emergency access arrangements will be reviewed with the relevant agencies through the Event Traffic Management Plan. The applicant is undertaking consultation with emergency services and is well versed in integrating the services into the event.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

7 TRAFFIC MODEL GENERATION

7.1 GENERAL

The below details the generation of the traffic modelling for assessment. The traffic surveys as detailed in Section 2 are referenced below.

The key outcome of the modelling assessment is to understand the operation of the key local intersections during peak traffic flows to the site. Of particular importance is ensuring any queuing does not extend to SH1 to the north, thereby effecting highway flows, and to Cambridge town centre.

7.2 TRIP GENERATION

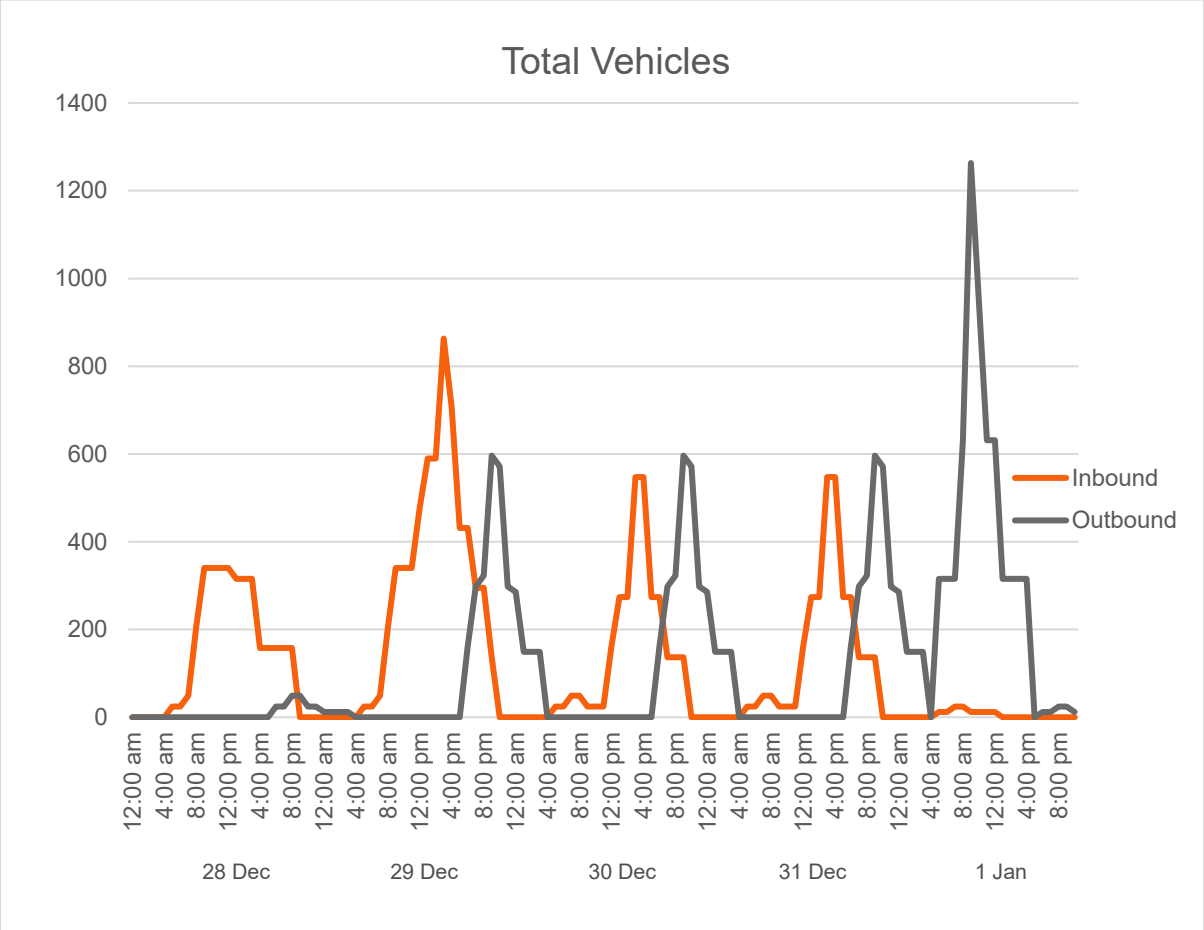
The information detailed in Section 6 has been used to build an hourly departure and arrival profile. The following inputs were used for the model:

- Existing festival capacity increasing from 25,000 to 35,000. Staff and GA patrons have been factored up accordingly;
- Campers have been factored up, however a maximum of 18,000 campers are permitted on-site;
- Average vehicle occupancy of 2.85 people / vehicle for campers, GA patrons and staff;
- All campers will arrive via private vehicle;
- GA patrons and staff will arrive via bus and private vehicle, with a 50%:50% split; and
- Arrival and departure timings and peak periods have been informed by the applicant as detailed in Section 6.

A full breakdown of the hourly travel patterns by patron type is provided in **Appendix B.** A summary of the arrivals and departures of vehicles is shown in Graph 1 below.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Graph 1: Arrival and Departures



As shown above, a peak inbound volume of 863 vehicles per hour is experienced on 29 December. This day is where campers, GA patrons, staff all arrive, i.e. on 29 December no GA patrons arrive and on 30 December camper arrivals have concluded. A peak outbound volume of over 1,200 vph is experienced on January 1.

Given any queueing created for outbound vehicles will be internalised on-site and in the parking areas, this is not considered the critical period for assessment. The departing traffic will still require significant traffic management however and will be fully detailed within the ETMP.

The critical period for assessment is therefore the 29 December where peak arrivals are experienced. This period has been further assessed below. The key consideration is to ensure queueing at the Hooker Road / Cambridge Road intersection does not extend to SH1 to the north and into the Cambridge town centre to the south/east.

A maximum of 5 buses per hour are also anticipated to arrive on-site in the peak periods. These have also been included in analysis.

7.3 MODEL SCENARIOS

The following scenarios have been assessed:

- Hooker Road / Cambridge Road / Racecourse Road – Saturday interpeak, peak arrivals
- Hooker Road / Pencarrow Road – Saturday interpeak, peak arrivals

The scenarios above are considered to enable a full assessment of the effects of the proposed festival on the surrounding road network.

7.4 TRIP DISTRIBUTION

The 863vph arrivals have been distributed across the network as follows:

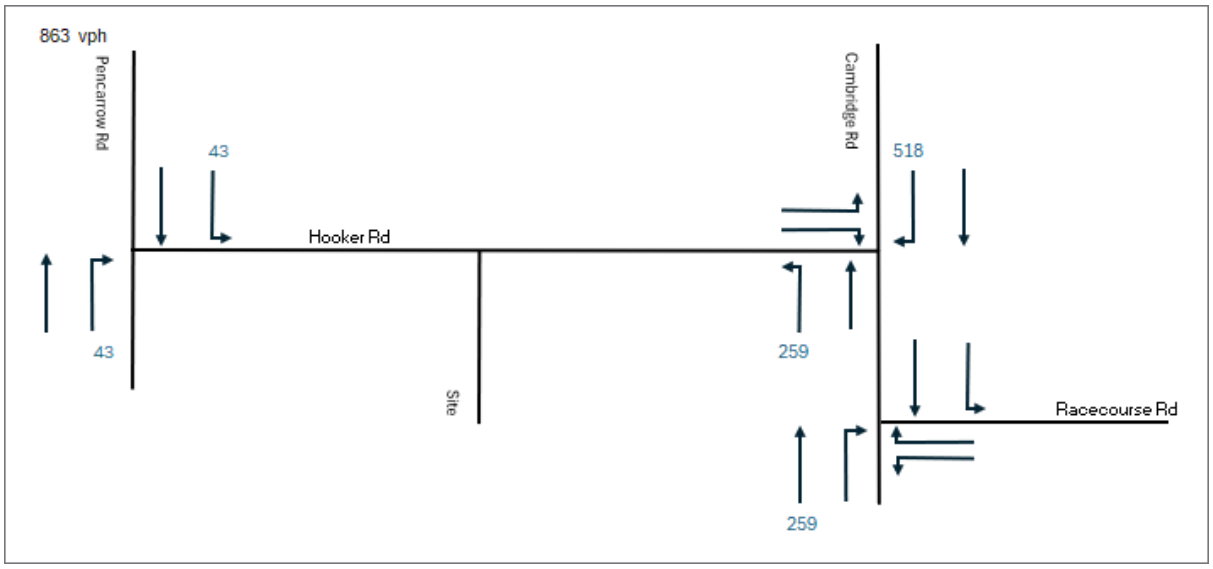
- From the north, via SH1 / Cambridge Road – 60%;
- From the north, via Pencarrow Road – 10%;
- From the south, via Cambridge Road – 30%.

The distribution has been informed by anticipated ticket sales per centre, as well as ease of access to the site. It is noted that some of the vehicles turning into Hooker Road from the north will instead left turn into Racecourse Road to access the Racecourse Road carpark. Similarly, some of the vehicles turning into Hooker Road from the south will instead left turn into Cambridge Road carpark. To ensure a conservative assessment, a worst-case queueing scenario of all vehicles turning into Hooker Road has been assessed.

7.5 TRAFFIC MOVEMENTS

Figure 13 below shows the calculated volumes as a result of the proposed festival for those scenarios detailed in Section 5.4.

Figure 13: Calculated Trip Generation



8 TRAFFIC MODELLING

8.1 ASSESSMENT METHODOLOGY

The traffic effects of the proposed festival on the performance of the relevant intersections have been assessed using the traffic modelling software SIDRA.

The key intersections for assessment are:

- Hooker Road / Cambridge Road; and
- Hooker Road / Pencarrow Road.

The results presented in this report include the Degree of Saturation, which is a measure of available capacity and the Level of Service ("LOS"), which is a generalised function of delay. For signal-controlled intersections, a Degree of Saturation of less than 0.90 is considered to be acceptable. LOS A and B are very good and indicative of free-flow conditions; C is good; D is acceptable; and E and F are indicative of congestion and unstable conditions.

The Sidra layouts for the two intersections are shown in Figures 14 and 15 below.

Figure 14: Sidra Intersection Layout

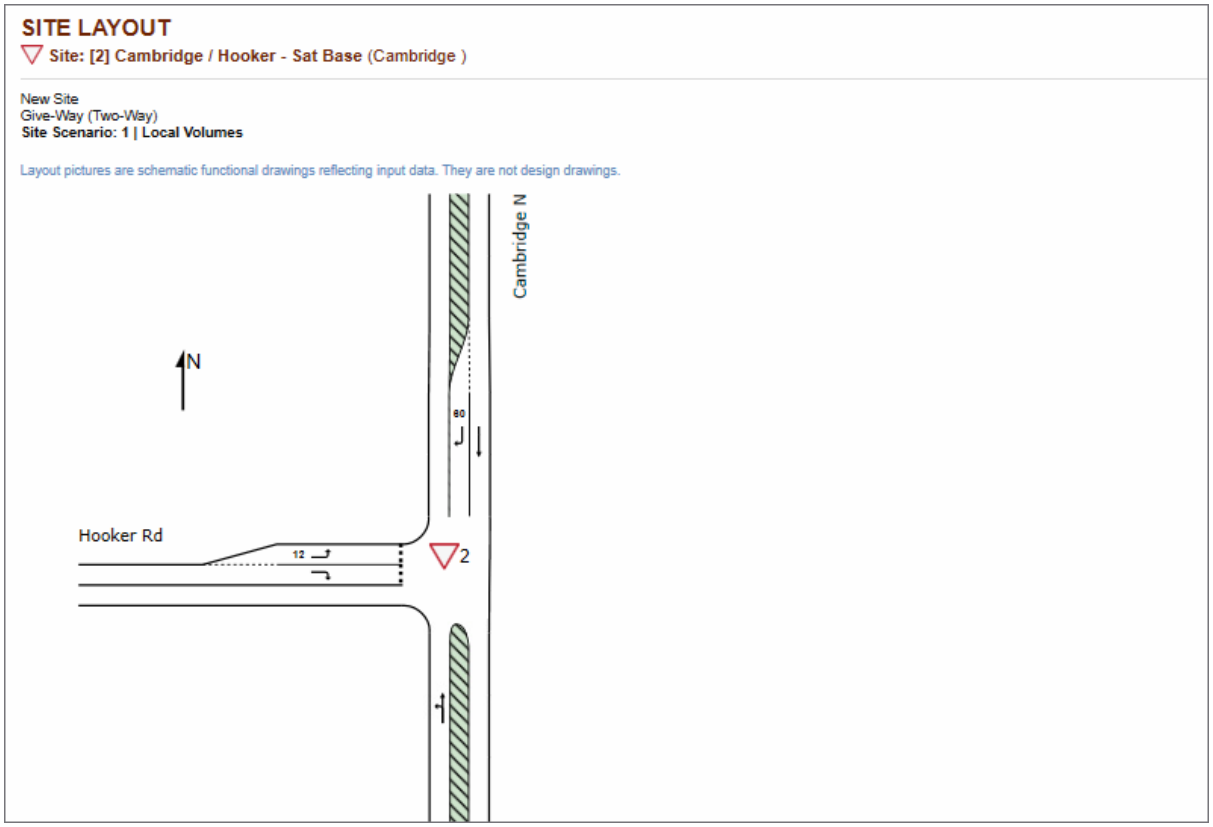
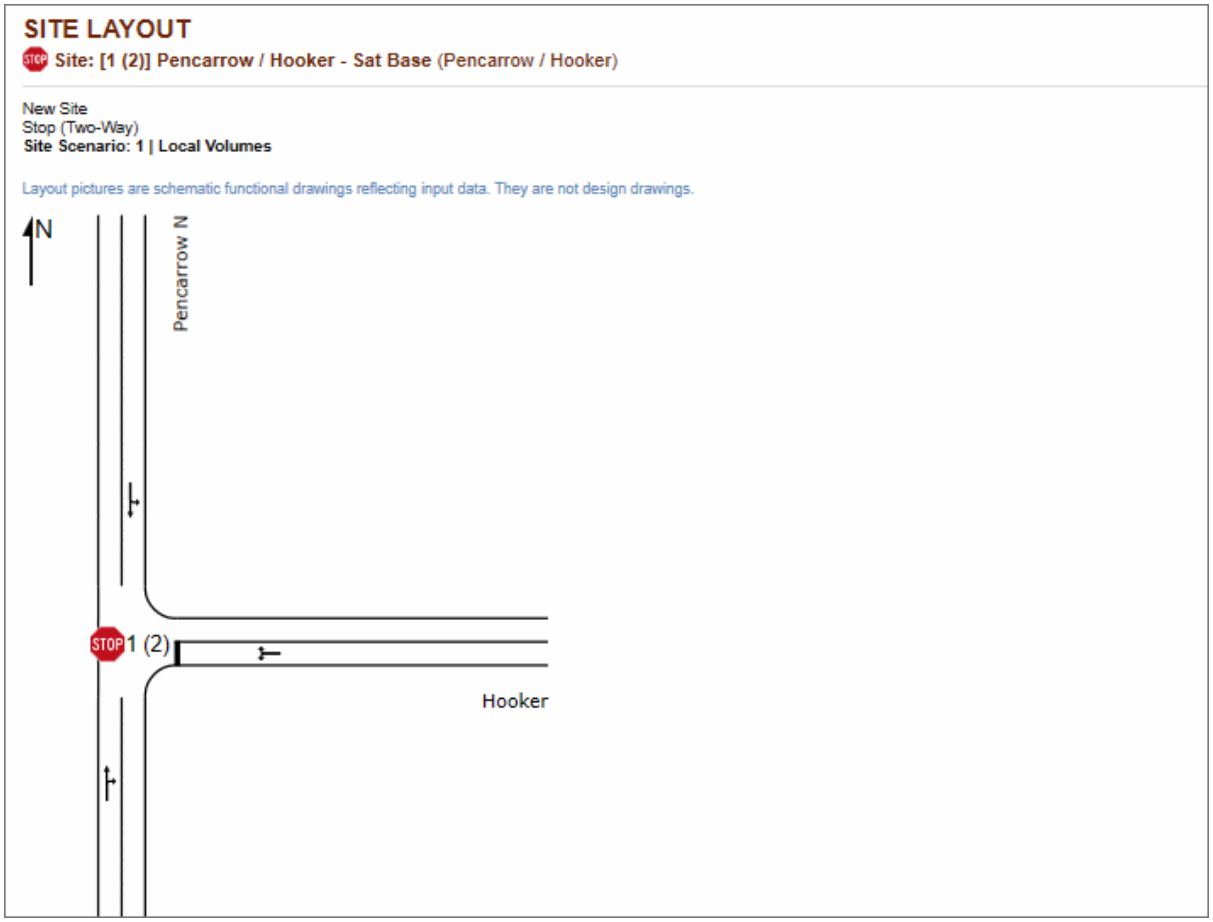


Figure 15: Sidra Intersection Layout



8.2 SIDRA OUTPUT

8.2.1 HOOKER ROAD / CAMBRIDGE ROAD

The Hooker Road / Cambridge Road intersection has been assessed for its ability to accommodate the proposed festival traffic. Tables 8 and 9 detail the intersection performance for the Saturday Base and festival scenarios.

Table 8: Hooker Road / Cambridge Road Intersection Performance – Saturday Base

MOVEMENT SUMMARY

▽ Site: [2] Cambridge / Hooker - Sat Base (Cambridge)
Output produced by SIDRA INTERSECTION Version: 11.0.3.112

New Site
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued
South: Cambridge N												
4	L2	All MCs	37	2.9	37	2.9	0.125	4.6	LOS A	0.0	0.0	0.00
5	T1	All MCs	203	0.5	203	0.5	0.125	0.0	LOS A	0.0	0.0	0.00
Approach			240	0.9	240	0.9	0.125	0.7	NA	0.0	0.0	0.00
North: Cambridge N												
11	T1	All MCs	278	1.1	278	1.1	0.144	0.0	LOS A	0.0	0.0	0.00
12	R2	All MCs	6	0.0	6	0.0	0.004	5.3	LOS A	0.0	0.1	0.33
Approach			284	1.1	284	1.1	0.144	0.2	NA	0.0	0.1	0.01
West: Hooker Rd												
1	L2	All MCs	4	0.0	4	0.0	0.003	5.1	LOS A	0.0	0.1	0.28
3	R2	All MCs	57	1.9	57	1.9	0.089	8.2	LOS A	0.3	2.4	0.53
Approach			61	1.7	61	1.7	0.089	8.0	LOS A	0.3	2.4	0.51
All Vehicles			585	1.1	585	1.1	0.144	1.2	NA	0.3	2.4	0.06

Table 9: Hooker Road / Cambridge Road Intersection Performance – Festival

MOVEMENT SUMMARY

▽ Site: [2 (2)] Cambridge / Hooker - Festival (Cambridge)
Output produced by SIDRA INTERSECTION Version: 11.0.3.112

New Site
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued
South: Cambridge N												
4	L2	All MCs	309	0.3	309	0.3	0.272	4.6	LOS A	0.0	0.0	0.00
5	T1	All MCs	203	0.5	203	0.5	0.272	0.1	LOS A	0.0	0.0	0.00
Approach			513	0.4	513	0.4	0.272	2.8	NA	0.0	0.0	0.00
North: Cambridge N												
11	T1	All MCs	278	1.1	278	1.1	0.144	0.0	LOS A	0.0	0.0	0.00
12	R2	All MCs	557	0.9	557	0.9	0.529	8.9	LOS A	4.2	29.9	0.67
Approach			835	1.0	835	1.0	0.529	6.0	NA	4.2	29.9	0.45
West: Hooker Rd												
1	L2	All MCs	4	0.0	4	0.0	0.003	5.1	LOS A	0.0	0.1	0.28
3	R2	All MCs	57	1.9	57	1.9	0.261	22.9	LOS C	0.9	6.5	0.85
Approach			61	1.7	61	1.7	0.261	21.7	LOS C	0.9	6.5	0.81
All Vehicles			1408	0.8	1408	0.8	0.529	5.5	NA	4.2	29.9	0.30

As shown above, the intersection operates very well, with an overall LOS A in both scenarios. Minimal queueing and minimal delay is shown, with the right turn bay queue only extending 30m. As such, the effects of the proposed festival on the existing network are minimal.

To ensure a comprehensive assessment, a sensitivity test has also been undertaken. The sensitivity test uses the weekday PM peak traffic survey volumes, where background traffic is highest. Although background traffic volumes during the festival period will be much lower than these weekday PM volumes, the sensitivity test allows a robust worst case scenario assessment.

Tables 10 details the intersection performance for the weekday PM peak sensitivity scenarios.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Table 10: Hooker Road / Cambridge Road Intersection Performance – Festival Sensitivity

MOVEMENT SUMMARY

Site: [2 (3)] Cambridge / Hooker - Festival Sensitivity (Cambridge)
Output produced by SIDRA INTERSECTION Version: 11.0.3.112

New Site
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued
South: Cambridge N												
4	L2	All MCs	345	0.9	345	0.9	0.372	4.7	LOS A	0.0	0.0	0.00
5	T1	All MCs	352	3.9	352	3.9	0.372	0.1	LOS A	0.0	0.0	0.00
Approach			697	2.4	697	2.4	0.372	2.4	NA	0.0	0.0	0.00
North: Cambridge N												
11	T1	All MCs	482	1.7	482	1.7	0.250	0.1	LOS A	0.0	0.0	0.00
12	R2	All MCs	557	0.9	557	0.9	0.693	13.3	LOS B	6.2	43.9	0.80
Approach			1039	1.3	1039	1.3	0.693	7.2	NA	6.2	43.9	0.43
West: Hooker Rd												
1	L2	All MCs	2	50.0	2	50.0	0.003	7.0	LOS A	0.0	0.1	0.43
3	R2	All MCs	95	2.2	95	2.2	0.830	79.5	LOS F	3.9	27.8	0.98
Approach			97	3.3	97	3.3	0.830	77.9	LOS F	3.9	27.8	0.97
All Vehicles			1833	1.8	1833	1.8	0.830	9.1	NA	6.2	43.9	0.29

As shown above, the intersection continues to operate well, with an LOS A-B for all main road approaches. Minimal queueing and minimal delay is experienced, with the exception of the right turn out of Hooker Road. Right turn queues into the site only extend 45m and therefore have no effect on the operation of SH1. As such, the effects of the proposed festival on the existing network are minimal.

It is noted that even though the Sidra modelling shows the intersection can operate suitably during the festival period, traffic management of the intersection is still considered to be required to ensure all road suers are safely managed. The key aspects of the traffic management is further detailed in Section 9.

8.2.2 HOOKER ROAD / PENCARROW ROAD INTERSECTION

The Hooker Road / Pencarrow Road intersection has been assessed for its ability to accommodate the proposed festival traffic. Tables 8 and 9 detail the intersection performance for the Saturday Base and festival scenarios.

Table 12: Pencarrow Road / Hooker Road Intersection Performance – Saturday Base

MOVEMENT SUMMARY

Site: [1 (2)] Pencarrow / Hooker - Sat Base (Pencarrow / Hooker)
Output produced by SIDRA INTERSECTION Version: 11.0.3.112

New Site
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued
South: Pencarrow S												
2	T1	All MCs	9	0.0	9	0.0	0.021	0.1	LOS A	0.1	0.7	0.13
3	R2	All MCs	27	3.8	27	3.8	0.021	4.7	LOS A	0.1	0.7	0.13
Approach			37	2.9	37	2.9	0.021	3.5	NA	0.1	0.7	0.13
East: Hooker												
4	L2	All MCs	28	3.7	28	3.7	0.031	7.5	LOS A	0.1	0.8	0.06
6	R2	All MCs	12	0.0	12	0.0	0.031	7.1	LOS A	0.1	0.8	0.06
Approach			40	2.6	40	2.6	0.031	7.4	LOS A	0.1	0.8	0.06
North: Pencarrow N												
7	L2	All MCs	35	3.0	35	3.0	0.025	4.6	LOS A	0.0	0.0	0.00
8	T1	All MCs	11	0.0	11	0.0	0.025	0.0	LOS A	0.0	0.0	0.00
Approach			45	2.3	45	2.3	0.025	3.5	NA	0.0	0.0	0.00
All Vehicles			122	2.6	122	2.6	0.031	4.8	NA	0.1	0.8	0.06

Table 13: Pencarrow Road / Hooker Road Intersection Performance – Festival

MOVEMENT SUMMARY

Site: [1 (3)] Pencarrow / Hooker - Sat Festival (Pencarrow / Hooker)
Output produced by SIDRA INTERSECTION Version: 11.0.3.112

New Site
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued
South: Pencarrow S												
2	T1	All MCs	9	0.0	9	0.0	0.049	0.3	LOS A	0.2	1.6	0.19
3	R2	All MCs	73	1.4	73	1.4	0.049	4.8	LOS A	0.2	1.6	0.19
Approach			82	1.3	82	1.3	0.049	4.3	NA	0.2	1.6	0.19
East: Hooker												
4	L2	All MCs	28	3.7	28	3.7	0.032	7.5	LOS A	0.1	0.8	0.06
6	R2	All MCs	12	0.0	12	0.0	0.032	7.3	LOS A	0.1	0.8	0.06
Approach			40	2.6	40	2.6	0.032	7.5	LOS A	0.1	0.8	0.06
North: Pencarrow N												
7	L2	All MCs	80	1.3	80	1.3	0.049	4.6	LOS A	0.0	0.0	0.00
8	T1	All MCs	11	0.0	11	0.0	0.049	0.0	LOS A	0.0	0.0	0.00
Approach			91	1.2	91	1.2	0.049	4.1	NA	0.0	0.0	0.00
All Vehicles			213	1.5	213	1.5	0.049	4.8	NA	0.2	1.6	0.09

As shown, the intersection operates well, with an overall LOS A, with minimal queueing. As such, the effects of the proposed festival traffic on the existing network are minimal.

Overall, the intersections will continue to operate well in the festival period.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

9 EVENT TRAFFIC MANAGEMENT

9.1 ETMP OVERVIEW

As detailed previously, a detailed Event Traffic Management Plan will be created for the festival. We recommended this requirement is included as a condition of consent. It is considered that the ETMP should include:

- Plan scope, approvals and traffic management drawings
- Vehicle routeing, site access and peak-period controls
- Queue, parking and camper vehicle management
- Bus, shuttle, taxi and rideshare operations
- Pedestrian, cycling and micromobility management
- Staff, contractor, service and emergency vehicle access
- Neighbour access and pre-event travel information
- Signage, communications, staffing and competency
- Weather, incident and contingency management
- Monitoring, adaptive management and post-event review

The ETMP should include consultation and discussion with relevant authorities prior to the festival operation.

9.2 TRAFFIC EFFECT MITIGATIONS

To mitigate the traffic effects of the festival as detailed within this report, the following specific items need to be defined within the ETMP. The ETMP should specifically include:

- **Vehicle routeing**: Defined inbound and outbound routes for all users. General festival traffic should be directed via SH1, Cambridge Road, Hooker Road and Pencarrow Road in accordance with the assessed distribution, with access via Racecourse Road restricted to vehicles using the Racecourse Road parking area.
- **Queue management**: Procedures to monitor and contain queues within the site and parking areas, prevent queues extending towards SH1 or Cambridge town centre, and respond before predetermined queue-length or delay thresholds are exceeded. The key methods to manage queues to SH1 are:
    - Traffic management to allow right turns into Hooker Road unimpeded, i.e. the ability to halt northbound traffic on Cambridge Road for certain lengths of time; and
    - A marshal on Cambridge Road north of the Hooker Road intersection providing live queue length information to the traffic management controllers. This allows any queues forming to be readily dissipated through the bullet point above.
- **Bus and shuttle operations**: Routes, timetables, operating hours, expected service frequencies, loading locations, layover and parking areas, and passenger queuing arrangements.
- **Taxi and rideshare operations**: Dedicated pick-up and drop-off locations, access routes, holding and queuing areas, after-hours supervision, lighting, passenger waiting areas and measures preventing informal stopping on Hooker Road or other public roads.
- **Pedestrian and cycling management**: Defined pedestrian routes to the festival carparks, bus stops and pick up drop off areas. Temporary pedestrian crossings at Hooker Road and Cambridge Road.

A detailed ETMP has not been provided with the application because its preparation depends on confirmation of the off-site parking locations and associated event logistics. These matters determine

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

the pedestrian routes and crossings, traffic controls, bus and shuttle arrangements, staffing and signage required. With the first festival proposed for December 2027, preparing the detailed ETMP now would require assumptions about arrangements that remain subject to confirmation and further coordination with the relevant road-controlling authorities and transport stakeholders. Traffic and pedestrian management options have been discussed with stakeholders through consultation on this application. The ETMP will build on that work and provide the detailed operational arrangements once the parking locations and logistics are confirmed. Its preparation, submission and implementation before the event are proposed to be secured through consent conditions. Draft consent conditions are detailed within **Appendix C**.

Draft traffic control / traffic management figures have prepared by the applicant to inform high-level discussion and consultation. These figures are detailed in **Appendix D**. The traffic consultation undertaken as part of the application is detailed in Section 11. The ETMP will be developed through ongoing consultation with all key stakeholders, including Council and NZTA.

10 OPERATIVE IN PART DISTRICT PLAN RULES ASSESSMENT

10.1 DISTRICT-WIDE RULES

10.1.1 TRPT-R1 VEHICLE ACCESS FOR ALL ACTIVITIES

The TRPT-R1 rules focus on the following matters:

- Access separation requirements as per TRPT Table 1;
- Sight distance requirements as per TRPT Table 2, and
- Access and road standards as per TRPT Table 12.

The required separation distances between an access and an intersection, and between accesses depend on road classification. For the purposes of this assessment, we consider Hooker Road is a ‘local road’.

It is noted that the requirements also reference ‘Design Speed”. As mentioned previously, Hooker Road features a 100km/h speed limit but is observed to operate at 60-70km/h near the site. As such, a conservative design speed of 80km/h has been used for assessment.

The required separation distances are 30m between accesses on Hooker Road and 30m between an access and an intersection. The nearest access is 120m to the east and the nearest intersection is 700m to the east and therefore the site access complies.

This TRPT rule also requires 180m sight distance for roads with a design speed of 80km/hr. The available sight distance on Hooker Road was observed from the proposed site access on Hooker Road. The available sight distance is shown in Photograph 4 and 5.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Photograph 4: Hooker Road looking East



Photograph 5: Hooker Road looking West



Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

As detailed above, sight distance measures over 300m to the east and over 250m to the west and therefore complies.

With regard to access and road standards, access allotments serving 1 allotment such as the subject site require 6m minimum access widths. The existing access features a 9m carriageway near the connection to Hooker Road and a general 6m width within the site and therefore **complies**.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

10.1.2 TRPT-R2 ON-SITE PARKING AND LOADING

The TRPT-R2 rules focus on the following matters:

- Loading space requirements as per TRPT Table 6;
- Parking space requirements as per TRPT Table 9, and
- Bicycle parking requirements as per TRPT Table 8.

There are no loading space requirements for festival activities in the District Plan. As such, the loading requirements will be informed by the applicants experience in providing these events. The loading requirements and operations are detailed in Section 9 below. The proposal is considered to comply with the loading space requirements.

The parking spaces requirements are outlined in Table 14.

Table 14: Parking Space Dimension Requirements

Type of parking		Stall width (a)	Stall depth		Aisle width (d)	Total depth (e)	
Parking angle	Type		From wall (b)	From kerb (e)		One row	Two rows
		All measurements are in metres					
0°	Parallel	2.5	See Note 1		3.5	5.9	8.3
30°	Nose in	2.5	4.2	4.0	3.5	7.7	11.9
45°	Nose in	2.5	4.9	4.5	3.5	8.4	13.3
60°	Nose in	2.5 2.6 2.7	5.4	4.9	4.1 3.5 3.5	9.5 8.9 8.9	14.9 14.3 14.3
75°	Nose in	2.5 2.6 2.7	5.4	4.9	6.3 5.2 4.6	11.7 10.6 10.0	17.1 16.0 15.4
90°	Nose in	2.5 2.6 2.7	5.1	4.6	7.7 7.0 6.8	12.8 12.1 11.9	17.9 17.2 17.0

The festival camping parking spaces are identified on the festival map as shown previously. The parking area will be temporary and not individually marked, although general parking zones will be identified. The parking spaces provide will generally comply with the parking dimension requirements detailed in Table 14 above.

There are no cycle space requirements for festival activities in the District Plan. given the size of the site, any bicycle parking demands can be readily satisfied. A number of secure bicycle parking areas will be provided on-site. The proposal is considered to comply with the loading space requirements.

10.1.3 TRPT-R3 ON-SITE QUEUING AND MANOEUVRING

The TRPT-R3 rules focus on the following matters:

- Reverse manoeuvring, and
- Queuing space requirements as per TRPT Table 10.

All vehicles entering and exiting the site will do so in a forward's direction and therefore the proposal complies with requirements. Vehicle tracking of relevant design vehicles is detailed in Section 9.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Table 10 requires 25.5m queueing space on site for car parks with more than 151 spaces such as the subject parking areas. All parking areas will be provided with suitable queuing and will comply with Unitary Plan requirements.

10.1.4 TRPT-R4 TRAFFIC GENERATION

These matters are covered in Section 6 and 7 of this report. For activities in the General Rural Zone, there is maximum 200 vehicle movements per site per day and no more than 15% of these vehicle movements are heavy vehicle movements.

The proposal will exceed this threshold and therefore a full trip generation and traffic modelling assessment has been undertaken in Section 6 and 7 of this report. As detailed, the traffic effects of the proposal are considered acceptable subject to the mitigations as detailed in this report.

10.1.5 TRPT-R5 OPERATION, MAINTENANCE AND UPGRADING OF ROADS

The TRPT-R5 rules focus on the following:

- All road upgrades to be undertaken within road reserve;
- All lighting to comply with AS/NZS 1158, and
- All trees must be planted 1.5 m from underground services, or 1.0 m with approved root protection barrier.

The proposal does not include and permanent road upgrades, lighting or tree planting. The proposal therefore complies with these requirements.

10.1.6 TRPT-R6 NEW PUBLIC ROADS

These rules are not applicable to the subject site.

10.1.7 TRPT-R7 TE KOWHAI AIRPARK ZONE

These rules are not applicable to the subject site.

10.1.8 TRPT-R8 OFF-ROAD PEDESTRIAN WALKWAYS AND CYCLEWAYS

These rules are not applicable to the subject site.

10.1.9 TRPT-R9 STOCK UNDERPASSES

These rules are not applicable to the subject site.

10.1.10 TRPT-R10 ESPLANADE RESERVES AND STRIPS WHERE A ROAD IS STOPPED

These rules are not applicable to the subject site.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

10.1.11 TRPT-R11 BUILDINGS AND STRUCTURES WITHIN A ROAD/RAIL LEVEL CROSSING SIGHT TRIANGLE

These rules are not applicable to the subject site.

11 CONSULTATION SUMMARY

11.1 COUNCIL

11.1.1 WAIKATO DISTRICT COUNCIL

Consultation with Waikato District Council has been undertaken regarding the transport effects of the proposed festival on the local road network. The consultation is detailed below:

- Pre-application meeting at Council offices – 3 September 2026
  - The application was discussed with Council, including high-level traffic commentary;
  - No specific traffic items or actions arose. A draft ITA was to be circulated.
- Follow up traffic meeting via teams – 6 October 2026
  - The draft ITA was discussed with Council, with particular discussion around Hooker Road operation and traffic management on Hooker Road and Cambridge Road.
  - Council suggested additional consultation with Waipa District Council, given the Hooker Road / Cambridge Road intersection is located within the Waipa DC area.
  - Council also suggested additional consultation with NZTA.
  - No specific written commentary was received.

We consulted with Waipa DC and NZTA as detailed below.

11.1.2 WAIPA DISTRICT COUNCIL

Consultation with Waipa District Council has been undertaken regarding the transport effects of the proposed festival on the local road network. The consultation is detailed below:

- Traffic meeting via teams – 6 October 2026
  - The application was discussed with James Wardkaw and Kevin Briggs of Waipa DC.
  - The local network operation and traffic management on Hooker Road and Cambridge Road was discussed.
  - Waipa DC suggested specific traffic management plans were put in place and should be required within resource consent conditions.
  - Waipa DC also suggested additional consultation with Andrew Brosnan from NZTA.

We agree with the traffic management requirements within the consent conditions as suggested. We consulted with Andrew Brosnan as requested, as detailed below.

11.2 NZTA

11.2.1 NZTA ENVIRONMENTAL PLANNING

Consultation with NZTA has been undertaken regarding the transport effects of the proposed festival on the State Highway network, through the NZTA environmental planning team. Comments were received via email. the NZTA comments and the Commute responses are detailed below.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Table 2: NZTA Consultation

ITA Position	NZTA Comments	Commute Comment
Section 7.2 – Peak outbound traffic exceeds 1,200 vehicles/hr on 1 January. The ITA considers this acceptable as queues will be internalised within the site and parking areas.	Please provide further assessment of the 1 January departure scenario. While queues may initially be internalised, the receiving road network and SH1 connections will still need to accommodate the departing traffic.	The majority of campers will be required to leave the festival site on January 1. Queueing will be contained on-site and within the site carparks as vehicles wait to exit onto the road network. The traffic on the local network on January 1 will be very low and therefore effects will be localised and minimal. Any queueing will dissipate quickly given the various departure routes available and the proximity to the State Highway network. Any necessary staged release controls should be confirmed through that assessment and incorporated into the ETMP.
Sections 8.2.1 & 9.2 – Queue management will be addressed through temporary traffic management and monitoring.	The ETMP should clearly define queue thresholds, escalation procedures, and the authority responsible for implementing interventions. Current thresholds are not specified.	Agreed. The ETMP should specify measurable queue and delay triggers, escalation procedures, intervention responsibilities and communication protocols. Thresholds should be agreed with the relevant road-controlling authorities before the event and allow intervention before queues affect SH1.
Section 2.4 – September 2026 Thursday and Saturday counts used as assessment base. Saturday counts considered representative of holiday period traffic.	The ITA states that September Saturday traffic volumes have been adopted as representative of holiday period traffic. Please confirm the basis for this assumption and that the adopted traffic environment is represents the conditions expected during the Christmas/New Year period, particularly in relation to SH1 and the Cambridge Road interchange.	Saturday counts exclude weekday school and commuter peaks and therefore is considered the most appropriate for assessment. To ensure a comprehensive assessment, a sensitivity test has also been undertaken which tests effects at higher background traffic levels. The sensitivity test uses the weekday PM peak traffic survey volumes, where background traffic is highest. Although background traffic volumes during the festival period will be much lower than these weekday PM volumes, the sensitivity test allows a robust worst case scenario assessment.
Section 6.1 – Vehicle access	Where will vehicles arriving at the site have tickets checked and how will vehicle queues be managed at this point?	The ticket-checking location and processing arrangements are to be confirmed however will be located well within the site or well within the parking areas. The ETMP will document the layout, staffing, processing rates and overflow procedures.
Section 6.4 – Organised buses and shuttles	Will there be any organised bus and shuttles from Hamilton Airport?	No specific buses will be provided to Hamilton airport. Patrons from the airport will first be required to travel to Hamilton to catch one of the festival buses.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Section 6.5 – Temporary pedestrian routes and controlled crossings proposed on Cambridge Road and Hooker Road.	I would like to see further detail on pedestrian management given the scale of pedestrian movements between the event site and satellite parking areas. and confirm whether pedestrian crossing activity on Cambridge Road and Hooker Road could affect traffic associated with the SH1 during peak arrival and departure periods.	Specific pedestrian crossing points will be provided across Hooker Road and Cambridge Road, as identified in Figure 12. Pedestrians will not be permitted to cross the road at any other locations. Fencing, marshals, traffic control will all be detailed within the ETMP to control pedestrians. IT is noted that the TMP contractor and Live Nation have extensive experience in ensuring safe pedestrian movement at large events. The effects of pedestrians crossing Cambridge Road is acknowledged. The cross location has been specifically located between Hooker Road and the Cambridge Road carpark to ensure it does not conflict with the main festival vehicle flows. Pedestrians crossing will conflict with north and southbound vehicles on Cambridge Road – any queueing will be suitably mitigated through the queue thresholds and interventions detailed in the ETMP. a specific consent condition regarding queues is detailed in Appendix C.
Section 6.6 – 20-30 construction-related vehicle trips per day anticipated, with higher heavy vehicle activity during pack-in and pack-out	Please provide further detail around heavy vehicle routes, and responsibility for any remediation of any event-related damage.	Section 6.6 provides for construction vehicles to use the main Hooker Road access and load within the site. Heavy vehicles will enter the site from SH1-Cambridge Road-Hooker Road. Any event related remediation can be undertaken by the applicant.
Sections 6.6 & 6.7 – Incident management, emergency access, and operational controls to be addressed via ETMP.	The ETMP should clearly address incident response, emergency access, contingency arrangements, and coordination with NZTA and the network maintenance contractor.	Agreed. Live Nation has extensive experience with events of this scale and incident and emergency management.
Sections 6.1, 6.2 and 6.3 – Camper vehicles are stated to remain parked for the duration of the event; but some campers are also described as leaving and returning daily.	Please clarify this inconsistency as it may be deemed low, but it may affect trip generation and operational assumptions.	Sections 6.1 and 6.3 state that camper vehicles remain parked and any trips to local centres use buses, taxis or rideshare. The graph shown in Section 6 and the associated traffic modelling assesses vehicle movements rather than patron movements. A full breakdown of the vehicle moment calculations is provided in Appendix B
Section 7.2 – Ticket Allocations	Please confirm how attendance numbers, ticket allocations and patron caps will be monitored and managed to ensure traffic effects	Agreed. Live Nation has extensive experience with events of this scale and monitoring and managing ticket allocations. It is in the interests of Live Nation to ensure patrons are ticketed and managed.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

	remain consistent with the assumptions adopted in the ITA.	
Section 7.3 – Model scenarios	NZTA would like to see traffic modelling done for the State Highway 21/Pencarrow Road intersection. State Highway 21 has an average daily traffic volume of 14,103 and will there be sufficient gaps on State Highway 21 for right turning vehicles?	As detailed previously, various route options to and from the north are available. For inbound right turns into Pencarrow Road, a full right turn bay is provided and only one lane of traffic is required to be crossed. As such, right turners are suitably catered for. For outbound vehicles to the north, the easiest access point to SH1 via Cambridge Road and therefore most vehicles will travel this way. The right turn onto SH21 can be undertaken via Pencarrow Road or Tamahere Drive – Tamahere Drive features a large roundabout at its intersection with SH21 and therefore vehicles can easily undertake this manoeuvre. Therefore effects on right turners from Pencarrow Road are considered minimal. If NZTA considers this an issue, the ETMP can provide additional controls at the Hooker Road / Pencarrow Road intersection to direct vehicles to the roundabout.
Section 9.1 – Monitoring, adaptive management and post-event review	NZTA would like the monitoring to include queue lengths on Cambridge Road, and any effects on the wider state highway network, including any reports of congestion at Karapiro, Piarere and Tirau.	Agreed. The ETMP monitoring programme should record Cambridge Road queue lengths and coordinate with NZTA on wider network conditions, including reported congestion at Karapiro, Piarere and Tirau. The ETMP will be discussed and developed with NZTA. .
Section 9.2 – Traffic effect mitigations	NZTA is concerned about the potential for queues from the event to form back onto the State Highway 1 Waikato Expressway. Where will the proposed marshal be stationed on Cambridge Road, and how far back will queues be allowed to form back on Cambridge Road, and how will the queue be managed if the right turn into Hooker Road becomes blocked?	We acknowledge and agree with the concern. Section 9.2 proposes a marshal north of the Hooker Road intersection. The exact position and queue triggers remain to be confirmed against available storage and response times, in agreement with NZTA. The ETMP should specify an approved response to a blocked right turn, including downstream clearance, queue dissipation and escalation before SH1 is affected. At this stage, we propose to include the following within the ETMP to manage queues: - Traffic management to allow right turns into Hooker Road unimpeded, i.e. the ability to halt northbound traffic on Cambridge Road for certain lengths of time; and - A marshal on Cambridge Road north of the Hooker Road intersection providing live

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

		queue length information to the traffic management controllers. This allows any queues forming to be readily dissipated through the bullet point above; - Routing of patrons to the various festival carparks via information disseminated with ticket purchases; - The ability to close the right turn and route vehicles south. They can then be routed back to SH1b, SH1 or SH21 before re-entering the festival. - Additional mitigation measures to be detailed in the ETMP, It is further noted that there is approximately 2.5km between the site and SH1 where queues would affect highway operation. Overall, it is considered that any queueing can be suitably managed and mitigated.
Section 9.2 – Traffic effect mitigations	NZTA requests that consideration is given to using mobile variable message signs on the state highway approaches to the site.	Agreed. The applicant will use VMS signs where possible.
-	NZTA requests that consideration is given to providing road safety messaging to the festival patrons, particularly around drink driving and managing fatigue.	Agreed.

Overall, we acknowledge the NZTA concerns and have addressed these where possible. the applicant will continue to work with NZTA to as the ETMP is developed to mitigate any additional concerns.

11.2.2 NZTA ANDREW BROSNAN

Consultation with Andrew Brosnan of NZTA has been undertaken regarding the transport effects of the proposed festival on the State Highway network as suggested by Waipa DC. Andrew's comments were received via email and are detailed below.

Thank you for including me in the initial discussions. Obviously with Fieldays, Waka Ama etc in this area, we are used to major events coming off the state Highway network. Like those events, this is on local roads, but the impact will be felt on the SH network.

On the face of it, I can foresee some issues with easy mitigations, so I cannot see any reasons why the agency wouldn't support an application. I would ask that I am added to any planning meetings etc.

We note Andrew's comments and will include him in any traffic management and traffic planning meetings moving forward as requested.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

12 CONCLUSION

Based on the assessments undertaken in this report, it is concluded that:

- The site is well connected to the strategic and local road network.
- Travel can be accommodated by private vehicles, organised buses and shuttles, taxis, rideshare, walking, cycling and micromobility.
- The range of travel options, together with on-site camping, will help manage demand on the surrounding road network throughout the festival.
- SIDRA modelling indicates that the Hooker Road/Cambridge Road and Hooker Road/Pencarrow Road intersections will operate satisfactorily during the assessed festival peak periods.
- The intersections are expected to maintain generally good levels of service, with limited queuing and no material effect on the operation of SH1.
- Site access and on-site parking will be managed, with designated arrival and departure routes and advance travel information provided to attendees.
- Temporary signage, traffic controls and active management by marshals will support safe and efficient traffic movement.
- Parking and waiting on surrounding roads will be restricted, with vehicle queues contained within the site and parking areas.
- Buses, taxis, rideshare, service vehicles and emergency vehicles will use designated facilities and routes.
- Pedestrians and cyclists will be provided with delineated and illuminated routes, managed road crossings and barriers at higher-conflict locations.
- Secure cycle parking and connections to the Te Awa River Ride will support active travel to the festival.
- These measures will be coordinated through the Event Traffic Management Plan in consultation with the relevant road-controlling authorities.

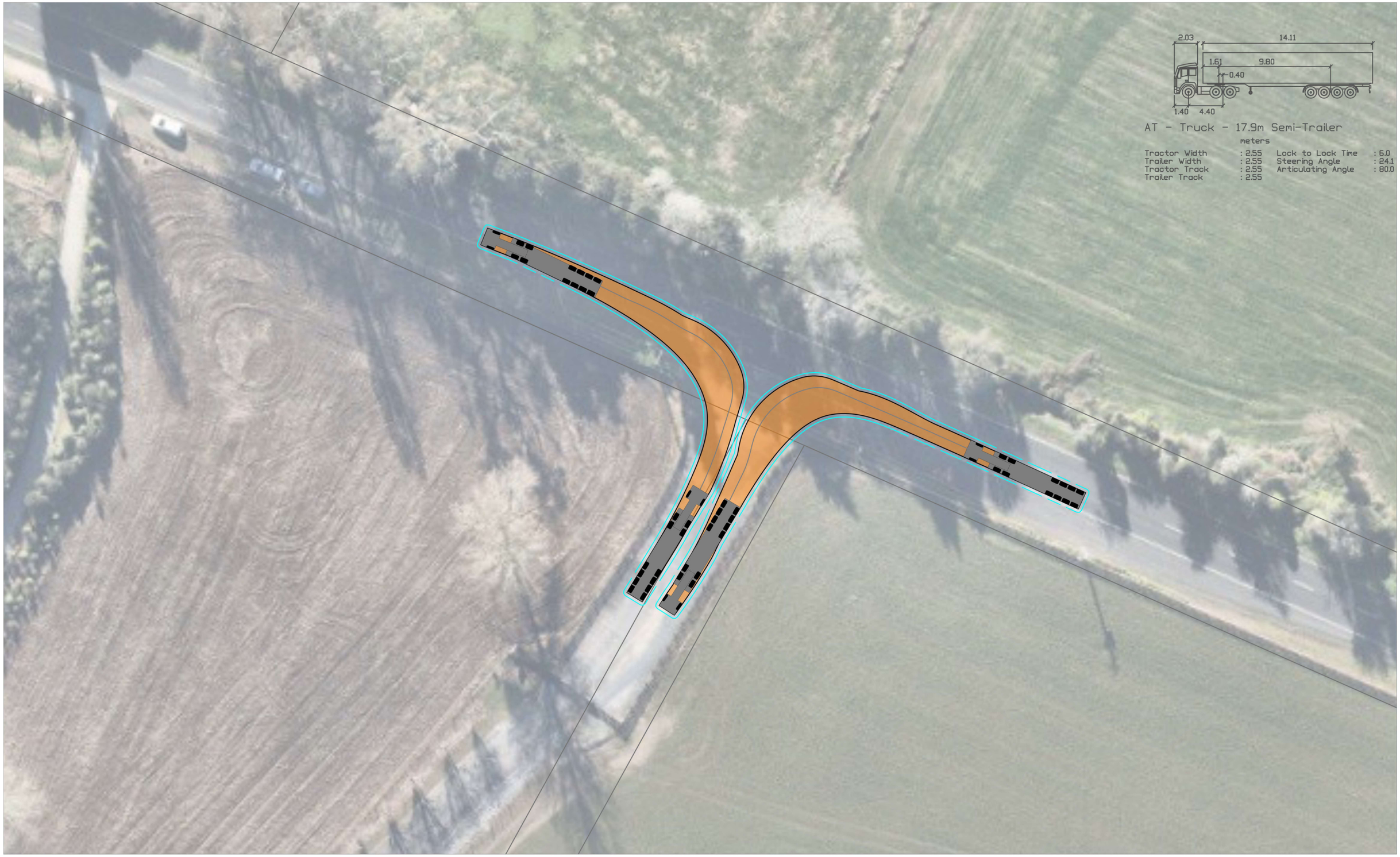
Overall, subject to the transport management measures identified in this report, the festival's transport effects are considered acceptable and there is no transport reason to decline the resource consent.

Commute Transportation Consultants

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

APPENDIX A – VEHICLE TRACKING

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026



Revision notes:

Rev:	Date:	Notes:

Drawn by:
JB
RNV

Client:
Live Nation

Project:
RNV
Proposed Festival

Drawing Title:
Vehicle Tracking - Main Entrance
Semi-Trailer

Date:
2/11/2026

Scale @ A3:
1:500

Revision:
A

commute TRANSPORTATION CONSULTANTS

Figure:
1

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

APPENDIX B – VOLUME PROFILES

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Ticket Type	28 Dec	29 Dec	30 Dec	31 Dec
Campers	15,000	17,000	17,000	17,000
3 Day GA	–	5,000	5,000	5,000
Single Day	–	2,000	2,000	2,000
Staff	1,000	1,000	1,000	1,000
Total onsite	**16,000**	**25,000**	**25,000**	**25,000**

Estimated Private Vehicles

Based on crowd management guidance, we have assumed an average of 2.85 patrons per private vehicle. The below also assumes that 70% of campers travel on and off site during the day, while for 3 Day and Single Day patrons, 50% are assumed to travel by private vehicle.

	28 Dec	29 Dec	30 Dec	31 Dec
Camper cars	5,263	5,965	5,965	5,965
3 Day / Single Day cars	–	1,228	1,228	1,228
Estimated cars	**5,263**	**7,193**	**7,193**	**7,193**

Total	**Ex**	**Proposed**	**Factor**	
	25000	35000	2.2	To achieve 35000 total

People

Campers	17000	18000	Max campers allowed
3 Day GA	5000	11000	
Single Day	2000	4400	
Staff	1000	1400	
		34800	

Vehicles	**28-Dec**	**29-Dec**	**30-Dec**	**31-Dec**	**1-Jan**	**Inbound**
Campers	3158	3158	0	0	0	Assume 100% via car, 2.85 Voccupancy
3 Day GA	0	1964	1964	1964	0	Assume 50% via bus, 2.85 Voccupancy
Single Day	0	772	772	772	0	Assume 50% via bus, 2.85 Voccupancy
Staff	246	246	246	246	123	Assume 50% via bus, 2.85 Voccupancy, Assume only 50% staff required

Vehicles	**28-Dec**	**29-Dec**	**30-Dec**	**31-Dec**	**1-Jan**	**Outbound**
Campers	0	0	0	0	6316	Assume 100% via car, 2.85 Voccupancy
3 Day GA	0	1964	1964	1964	0	Assume 50% via bus, 2.85 Voccupancy
Single Day	0	772	772	772	0	Assume 50% via bus, 2.85 Voccupancy
Staff	246	246	246	246	123	Assume 50% via bus, 2.85 Voccupancy, Assume only 50% staff required

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

		Inbound	Campers	GA	Staff
28-Dec	12:00 am	0	0	0	
	1:00 am	0	0	0	
	2:00 am	0	0	0	
	3:00 am	0	0	0	
	4:00 am	0	0	0	
	5:00 am	0	0	25	
	6:00 am	0	0	25	
	7:00 am	0	0	49	
	8:00 am	158	0	49	
	9:00 am	316	0	25	
	10:00 am	316	0	25	
	11:00 am	316	0	25	
	12:00 pm	316	0	25	
	1:00 pm	316	0	0	
	2:00 pm	316	0	0	
	3:00 pm	316	0	0	
	4:00 pm	158	0	0	
	5:00 pm	158	0	0	
	6:00 pm	158	0	0	
	7:00 pm	158	0	0	
	8:00 pm	158	0	0	
	9:00 pm	0	0	0	
	10:00 pm	0	0	0	
	11:00 pm	0	0	0	
29-Dec	12:00 am	0	0	0	
	1:00 am	0	0	0	
	2:00 am	0	0	0	
	3:00 am	0	0	0	
	4:00 am	0	0	0	
	5:00 am	0	0	25	
	6:00 am	0	0	25	
	7:00 am	0	0	49	
	8:00 am	158	0	49	
	9:00 am	316	0	25	
	10:00 am	316	0	25	
	11:00 am	316	0	25	
	12:00 pm	316	137	25	
	1:00 pm	316	274	0	
	2:00 pm	316	274	0	
	3:00 pm	316	547	0	
	4:00 pm	158	547	0	
	5:00 pm	158	274	0	
	6:00 pm	158	274	0	
	7:00 pm	158	137	0	
	8:00 pm	158	137	0	
	9:00 pm	0	137	0	
	10:00 pm	0	0	0	
	11:00 pm	0	0	0	
30-Dec	12:00 am	0	0	0	
	1:00 am	0	0	0	
	2:00 am	0	0	0	
	3:00 am	0	0	0	
	4:00 am	0	0	0	
	5:00 am	0	0	25	
	6:00 am	0	0	25	
	7:00 am	0	0	49	
	8:00 am	0	0	49	
	9:00 am	0	0	25	
	10:00 am	0	0	25	
	11:00 am	0	0	25	
	12:00 pm	0	137	25	
	1:00 pm	0	274	0	
	2:00 pm	0	274	0	
	3:00 pm	0	547	0	
	4:00 pm	0	547	0	
	5:00 pm	0	274	0	
	6:00 pm	0	274	0	
	7:00 pm	0	137	0	
	8:00 pm	0	137	0	
	9:00 pm	0	137	0	
	10:00 pm	0	0	0	
	11:00 pm	0	0	0	
31-Dec	12:00 am	0	0	0	
	1:00 am	0	0	0	
	2:00 am	0	0	0	
	3:00 am	0	0	0	
	4:00 am	0	0	0	
	5:00 am	0	0	25	
	6:00 am	0	0	25	
	7:00 am	0	0	49	
	8:00 am	0	0	49	
	9:00 am	0	0	25	
	10:00 am	0	0	25	
	11:00 am	0	0	25	
	12:00 pm	0	137	25	

		Outbound	Campers	GA	Staff
28-Dec	12:00 am	0	0	0	
	1:00 am	0	0	0	
	2:00 am	0	0	0	
	3:00 am	0	0	0	
	4:00 am	0	0	0	
	5:00 am	0	0	0	
	6:00 am	0	0	0	
	7:00 am	0	0	0	
	8:00 am	0	0	0	
	9:00 am	0	0	0	
	10:00 am	0	0	0	
	11:00 am	0	0	0	
	12:00 pm	0	0	0	
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	4:00 pm	0	0	0	
	5:00 pm	0	0	0	
	6:00 pm	0	0	25	
	7:00 pm	0	0	25	
	8:00 pm	0	0	49	
	9:00 pm	0	0	49	
	10:00 pm	0	0	25	
	11:00 pm	0	0	25	
29-Dec	12:00 am	0	0	12	
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	2:00 am	0	0	12	
	3:00 am	0	0	12	
	4:00 am	0	0	0	
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	4:00 pm	0	0	0	
	5:00 pm	0	0	0	
	6:00 pm	0	137	25	
	7:00 pm	0	274	25	
	8:00 pm	0	274	49	
	9:00 pm	0	547	49	
	10:00 pm	0	547	25	
	11:00 pm	0	274	25	
30-Dec	12:00 am	0	274	12	
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	2:00 am	0	137	12	
	3:00 am	0	137	12	
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	3:00 pm	0	0	0	
	4:00 pm	0	0	0	
	5:00 pm	0	0	0	
	6:00 pm	0	137	25	
	7:00 pm	0	274	25	
	8:00 pm	0	274	49	
	9:00 pm	0	547	49	
	10:00 pm	0	547	25	
	11:00 pm	0	274	25	
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	2:00 am	0	137	12	
	3:00 am	0	137	12	
	4:00 am	0	0	0	
	5:00 am	0	0	0	
	6:00 am	0	0	0	
	7:00 am	0	0	0	
	8:00 am	0	0	0	
	9:00 am	0	0	0	
	10:00 am	0	0	0	
	11:00 am	0	0	0	
	12:00 pm	0	0	0	

		Total	Inbound	Outbound
28-Dec	12:00 am	0	0	0
	1:00 am	0	0	0
	2:00 am	0	0	0
	3:00 am	0	0	0
	4:00 am	0	0	0
	5:00 am	25	0	0
	6:00 am	25	0	0
	7:00 am	49	0	0
	8:00 am	207	0	0
	9:00 am	340	0	0
	10:00 am	340	0	0
	11:00 am	340	0	0
	12:00 pm	340	0	0
	1:00 pm	316	0	0
	2:00 pm	316	0	0
	3:00 pm	316	0	0
	4:00 pm	158	0	0
	5:00 pm	158	0	0
	6:00 pm	158	25	0
	7:00 pm	158	25	0
	8:00 pm	158	49	0
	9:00 pm	0	49	0
	10:00 pm	0	25	0
	11:00 pm	0	25	0
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	7:00 am	49	0	0
	8:00 am	207	0	0
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	6:00 pm	432	161	0
	7:00 pm	295	298	0
	8:00 pm	295	323	0
	9:00 pm	137	596	0
	10:00 pm	0	572	0
	11:00 pm	0	298	0
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	7:00 am	49	0	0
	8:00 am	49	0	0
	9:00 am	25	0	0
	10:00 am	25	0	0
	11:00 am	25	0	0
	12:00 pm	161	0	0
	1:00 pm	274	0	0
	2:00 pm	274	0	0
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	4:00 pm	547	0	0
	5:00 pm	274	0	0
	6:00 pm	274	161	0
	7:00 pm	137	298	0
	8:00 pm	137	323	0
	9:00 pm	137	596	0
	10:00 pm	0	572	0
	11:00 pm	0	298	0
31-Dec	12:00 am	0	286	0
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	5:00 am	25	0	0
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	7:00 am	49	0	0
	8:00 am	49	0	0
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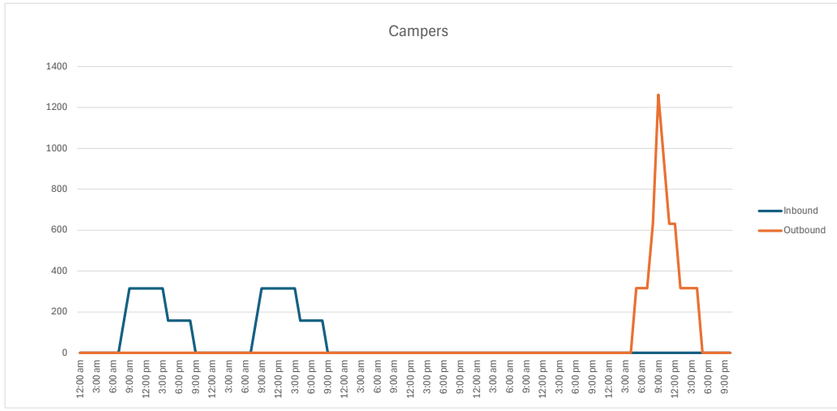

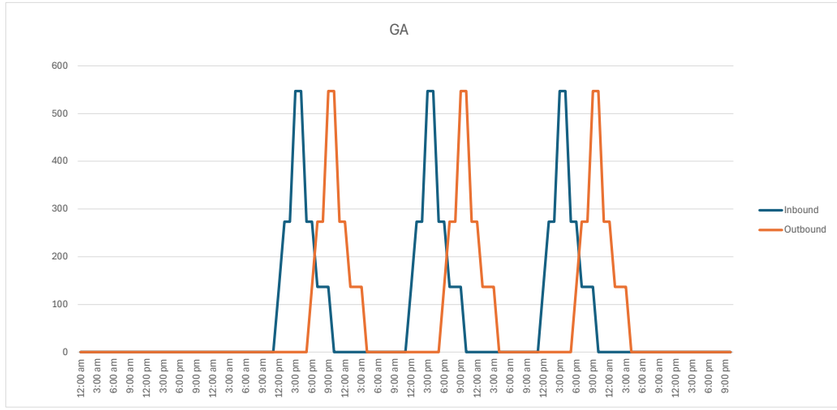



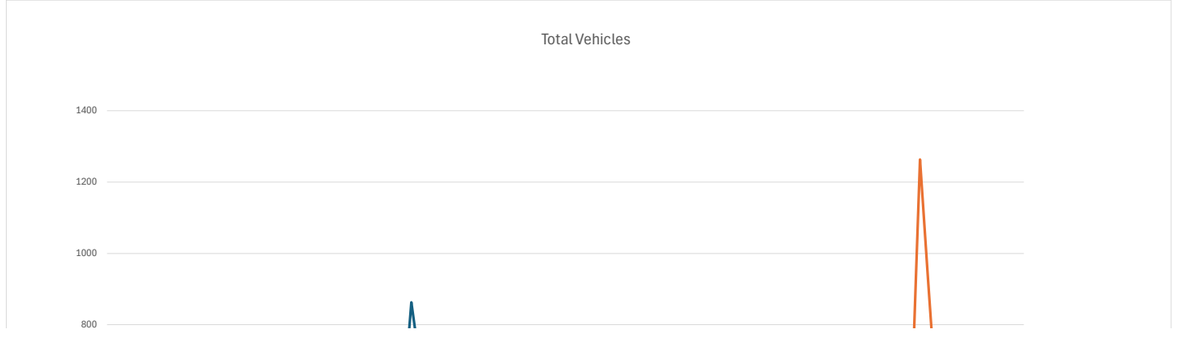

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	8:00 pm	0	137	0
	9:00 pm	0	137	0
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	10:00 pm	0	0	0

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	4:00 pm	0	0	0
	5:00 pm	0	0	0
	6:00 pm	0	137	25
	7:00 pm	0	274	25
	8:00 pm	0	274	49
	9:00 pm	0	547	49
	10:00 pm	0	547	25
	11:00 pm	0	274	25
1-Jan	12:00 am	0	274	12
	1:00 am	0	137	12
	2:00 am	0	137	12
	3:00 am	0	137	12
	4:00 am	0	0	0
	5:00 am	316	0	0
	6:00 am	316	0	0
	7:00 am	316	0	0
	8:00 am	632	0	0
	9:00 am	1263	0	0
	10:00 am	947	0	0
	11:00 am	632	0	0
	12:00 pm	632	0	0
	1:00 pm	316	0	0
	2:00 pm	316	0	0
	3:00 pm	316	0	0
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	5:00 pm	0	0	0
	6:00 pm	0	0	12
	7:00 pm	0	0	12
	8:00 pm	0	0	25
	9:00 pm	0	0	25
	10:00 pm	0	0	12

	1:00 pm	274	0
	2:00 pm	274	0
	3:00 pm	547	0
	4:00 pm	547	0
	5:00 pm	274	0
	6:00 pm	274	161
	7:00 pm	137	298
	8:00 pm	137	323
	9:00 pm	137	596
	10:00 pm	0	572
	11:00 pm	0	298
1-Jan	12:00 am	0	286
	1:00 am	0	149
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	5:00 am	12	316
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	8:00 am	25	632
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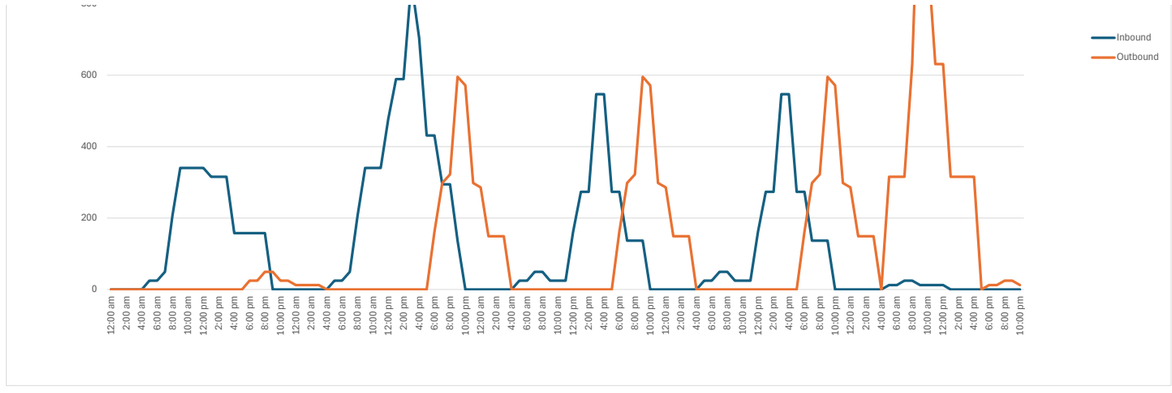


Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

APPENDIX C – DRAFT CONSENT CONDITIONS

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

Appendix 11 - Augier Conditions

Proposed Augier conditions

Live Nation Festival at 254–276C Hooker Road Tāmahere

The following specific conditions are offered by the applicant for inclusion in any consent granted. They address annual management plans, lighting, noise and traffic management and are not a complete set of consent conditions.

Event period

(1) This consent authorises one four-day festival each year from 28 December to 1st January , commencing in December 2027, for a maximum of five annual events. Site occupation for each event must be limited to 15 November to 15 January of the following year.

Certification of management plans

(2) Where these conditions require certification of a management plan, the following process applies:

(a) The plan to be submitted to Council's Monitoring Team, unless another Council team is specified.

(b) Council to confirm certification in writing or request changes needed to meet the specified objectives and consent requirements. The consent holder to revise and resubmit the plan where changes are required.

(c) Written certification to be obtained before the activities covered by the plan commence.

(d) The consent holder to comply with the certified plans. Amendments must be certified before implementation and remain within the scope and limits of this consent.

(e) Where a certified plan conflicts with a consent condition, the condition prevails.

Event Management Plan

(3) At least two months before each event, the consent holder to submit an Event Management Plan (EMP) to Council's Monitoring Team for certification. Its objective is to ensure the event is managed safely. The EMP must include:

(a) Event dates, operating hours, attendance limits and management responsibilities.

(b) Setup, camping, pack-out and reinstatement arrangements.

(c) Patron crowd management and procedures for monitoring attendance.

(d) A site map showing stages, camping, toilets, food vendors, first aid and emergency access.

(e) Safety and emergency procedures.

Health and Safety Plan

(4) At least two months before each event, the consent holder must submit a Health and Safety Plan to Council's Monitoring Team for certification. The plan must address staff and contractor responsibilities and qualifications; hazard identification and risk controls; first aid; alcohol management; and security.

Traffic Management Plan

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

(5) At least two months before each event, the consent holder must submit a Traffic Management Plan (TMP) to Council's Roading Team for certification. Its objective is to manage effects on the surrounding road network. It must be prepared by a person with the competencies required by the relevant road-controlling authorities and include:

(a) Access and parking arrangements, including staff and VIP parking.

(b) Pedestrian and cyclist safety, managed crossings, and separation from vehicles.

(c) Bus, shuttle, taxi and rideshare arrangements, including bus parking and layover areas.

(d) Queue monitoring, intervention thresholds and responses to prevent queues extending towards SH1 or Cambridge town centre.

(e) Emergency and neighbouring property access, road-reserve signs.

Noise Management Plan

(6) At least one month before each event, the consent holder must submit a Noise Management Plan (NMP) prepared by a suitably qualified and experienced acoustic specialist to Council's Monitoring Team for certification. Its objective is to ensure compliance with the consented noise limits and hours. It must include:

(a) The noise limits, operating hours and measures to achieve compliance.

(b) Monitored sound checks and noise monitoring locations and methods.

(c) Methods and procedures to ensure consistent compliance with the noise limits.

(d) Noise monitoring equipment and real-time noise level reporting mechanisms that allow the front-of-house engineers at each stage to actively manage sound levels to comply with the noise limits.

(e) Names and contact details of the Event Manager, noise representative and sound technicians.

(f) Complaints and corrective-action procedures, including management of night-time campground and ancillary noise.

Waste Minimisation Plan

(7) At least one month before each event, the consent holder must submit a Waste Minimisation Plan to Council's Monitoring Team for certification. Its objective is to manage waste during setup, the event and pack-out. It must outline litter control, waste storage, collection, recycling and disposal, and measures to minimise single-use plastics.

Capacity

(8) Attendance must not exceed 35,000 patrons per festival day on 29–31 December, including up to 18,000 campers. The 28 December event day is limited to 18,000 camping patrons. These limits exclude event personnel. Attendance must be monitored through ticket checks, RFID gate scanning and accreditation. Records must be retained for three months and provided to Council on request.

Hours of operation

(9) Activities must be limited to the following dates and hours:

(a) Temporary infrastructure setup may start on 15 November and production setup on 6 December.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

(b) Festival arena: 1:00pm to 3:00am the following day on 28–30 December; 1:00pm on 31 December to 4:30am on 1 January. Arena admission and re-entry must be within these hours.

(c) Camping is permitted from 28 December to 1 January. Camper arrivals and departures must be managed through the certified EMP and TMP.

(d) Stages on 28 December: 2:00pm to 1:00am on 29 December.

(e) Stages on 29 and 30 December: 2:00pm to 1:00am the following day, except for a maximum of one stage operating until 2:30am. The EMP and NMP must identify that stage.

(f) Stages on 31 December: 2:00pm to 1:00am on 1 January, except for a maximum of two stages operating until 3:30am. The EMP and NMP must identify those stages.

(g) Site clearance by 15 January.

Noise

(10) Noise from the event, including amplified music, sound checks and pack-in and pack-out activities, must comply with the following requirements:

(a) Amplified sound from each stage must not exceed the limits in the table below when measured and assessed in accordance with NZS 6801:2008 Acoustics – Measurement of Environmental Sound and NZS 6802:2008 Acoustics – Environmental Noise, except that no adjustment for duration or special audible character is to be applied. The noise level must comply with the stated limit for every five-minute measurement period.

Stage	Noise limit	Assessment location
Stage 1	[Noise limit to be confirmed] dB LAeq(5min)	Front of house (30m from the stage)
Stage 2	[Noise limit to be confirmed] dB LAeq(5min)	Front of house (30m from the stage)
Stage 3	[Noise limit to be confirmed] dB LAeq(5min)	Front of house (30m from the stage)
Stage 4	[Noise limit to be confirmed] dB LAeq(5min)	Front of house (30m from the stage)
Stage 5	[Noise limit to be confirmed] dB LAeq(5min)	Front of house (30m from the stage)

(b) Noise generated by pack-in and pack-out activities must comply with the following limits when measured and assessed in accordance with NZS 6803:1999, 1m from the façade of any occupied building or dwelling on another site that has not provided written approval:

(i) 75 dB LAeq and 90 dB LAFmax between 7:30am and 6:00pm, Monday to Saturday.

(ii) 55 dB LAeq and 85 dB LAFmax between 7:30am and 6:00pm on Sundays and public holidays.

(iii) 60 dB LAeq and 75 dB LAFmax between 6:30am and 7:30am on weekdays.

(iv) 45 dB LAeq and 75 dB LAFmax between 8:00pm and 6:30am on weekdays and Saturdays, and between 6:00pm on Sunday and 6:30am on Monday.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

(c) The consent holder must ensure that the PA systems are adjusted so that sound levels at frequencies above 16 kHz are reduced as far as the physical and electronic capabilities of the PA systems allow.

Advice note: "Pack-in and pack-out" includes equipment delivery; construction of security fencing, staging, production infrastructure, temporary toilet and food and beverage facilities; and post-event deconstruction, loading and removal of event infrastructure.

Sound checks and noise monitoring

(11) The consent holder must ensure that noise monitoring is set up and overseen by a suitably qualified and experienced acoustic specialist. The specialist is not required to be in attendance throughout the event. The following monitoring requirements apply:

(a) The sound level at Front of House (FoH) must be continuously measured at FoH of each stage for the full duration of the use of each stage for all sound checks and performances.

(b) All measurements must be conducted using a sound level meter that produces results that comply with the accuracy requirements of NZS6801:2008 or that are capable of producing results that meet the accuracy requirements but where there is no laboratory calibration process available (i.e. MEMs microphone systems).

(c) The monitoring must be undertaken using instruments that are capable of displaying the measured LAeq(5min) values in real-time for comparison with the noise limit for each stage and where the FoH personnel can see them so that they can actively manage the PA system to comply.

(d) The monitoring must be set up and overseen by a Suitably Qualified and Experienced Person (SQEP) but a SQEP is not required to be in attendance.

(e) Record monitoring results and make them available to Council on request.

Noise compliance response

(12) Amplified music must comply with the consented noise limits. If monitoring identifies an exceedance, the consent holder must immediately reduce the sound level and verify compliance. If compliance is not achieved, the relevant sound source must cease until compliance can be demonstrated. The exceedance and corrective action must be recorded and provided to Council on request.

Lighting

(13) All event lighting, including at off-site parking and passenger facilities, must be located and orientated to minimise light spill and glare. Wherever practicable, it must be shielded so the light source is not directly visible from outside the relevant site. measured horizontally and vertically at the notional boundary of another General Rural Zone site; any road boundary; or within another General Residential, Medium Density Residential 1 or 2, Large Lot Residential, Settlement or Rural Lifestyle Zone site. The EMP must show how these limits will be met.

Parking

(14) Event vehicles must use the parking and passenger facilities in the certified TMP. Staff must direct vehicles and implement authorised parking and waiting restrictions on Hooker Road, Racecourse Road and Cambridge Road. Vehicles used by camping patrons must remain parked for their camping stay, with one entry and one exit except in an emergency. Camping patrons must be advised before arrival.

Parking Locations

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

(15) Parking facilities must be located at 165 and 221 Hooker Road and 364 Racecourse Road, unless an additional or replacement location is approved under condition 16. The facility at 1510 Cambridge Road may be used only where separately authorised by Waipā District Council, with a copy of its certified TMP provided to Waikato District Council's Monitoring Officer before use.

Additional or replacement parking locations

(16) Additional or replacement parking may be used only where:

(a) A site-specific TMP containing the information required by condition 5 and implementing the applicable ITA recommendations is submitted to, and certified by, the relevant district council at least three months before the event.

(b) Written certification is obtained from Waikato District Council's Transport Manager and Planning Manager before use. For a location within Waipā District, the TMP must instead be certified by the relevant authority, with a copy provided to Waikato District Council's Monitoring Officer before use.

(c) All necessary land-use consents and other approvals for the location have been obtained. TMP certification does not authorise an otherwise unconsented land use.

Traffic queues

(17) During event arrivals and departures, the consent holder must monitor queues at the Site and parking accesses and the Hooker Road/Cambridge Road intersection. Staff or live monitoring system north of the intersection must inform event traffic control. The TMP's intervention measures must be implemented when its thresholds are reached. Public-road controls must have the required road-controlling authority approvals.

Pedestrian routes and access

(18) Before parking and passenger facilities open, the consent holder must install the routes, barriers and managed crossings in the certified TMP. Staff must supervise Hooker Road and Cambridge Road crossings while in use. Neighbouring property and Te Awa River Ride access must be maintained, except during an authorised closure or diversion. Emergency access must remain unobstructed.

Complaints

(19) The consent holder must nominate an event staff member to receive and respond to complaints and make their contact details available to the public and Council's Monitoring Team. A register must record each complaint's date, time, issue, action and outcome and be available to Council on request.

Site reinstatement

(20) By 15 January following each event, temporary structures, fencing, lighting, signs, servicing infrastructure, waste, plant and traffic management measures must be removed and the Site and event parking areas reinstated to their pre-event condition. This excludes permanent storage and other infrastructure expressly authorised to remain.

Post-event reporting

(21) Within 90 working days after site clearance on 15 January, the consent holder must provide Council's Monitoring Team with:

(a) Noise and traffic monitoring results, compliance findings and corrective actions.

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

(b) Patron and camper attendance records, including peak occupancy

(c) A debrief with Council's Monitoring and Roading Teams must be arranged within the same 90-working-day period.

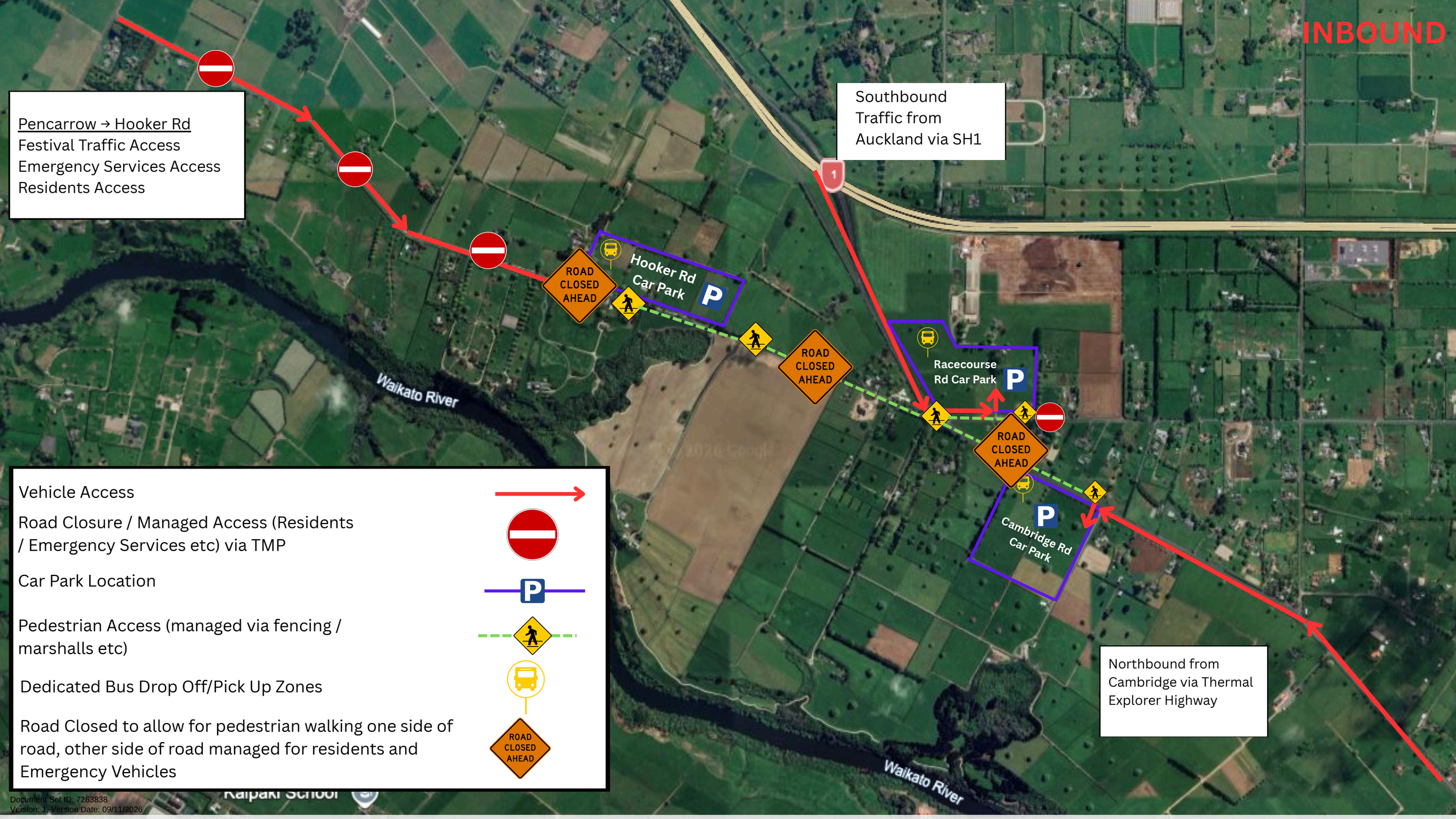
Fireworks

(22) No fireworks are permitted on the Site.

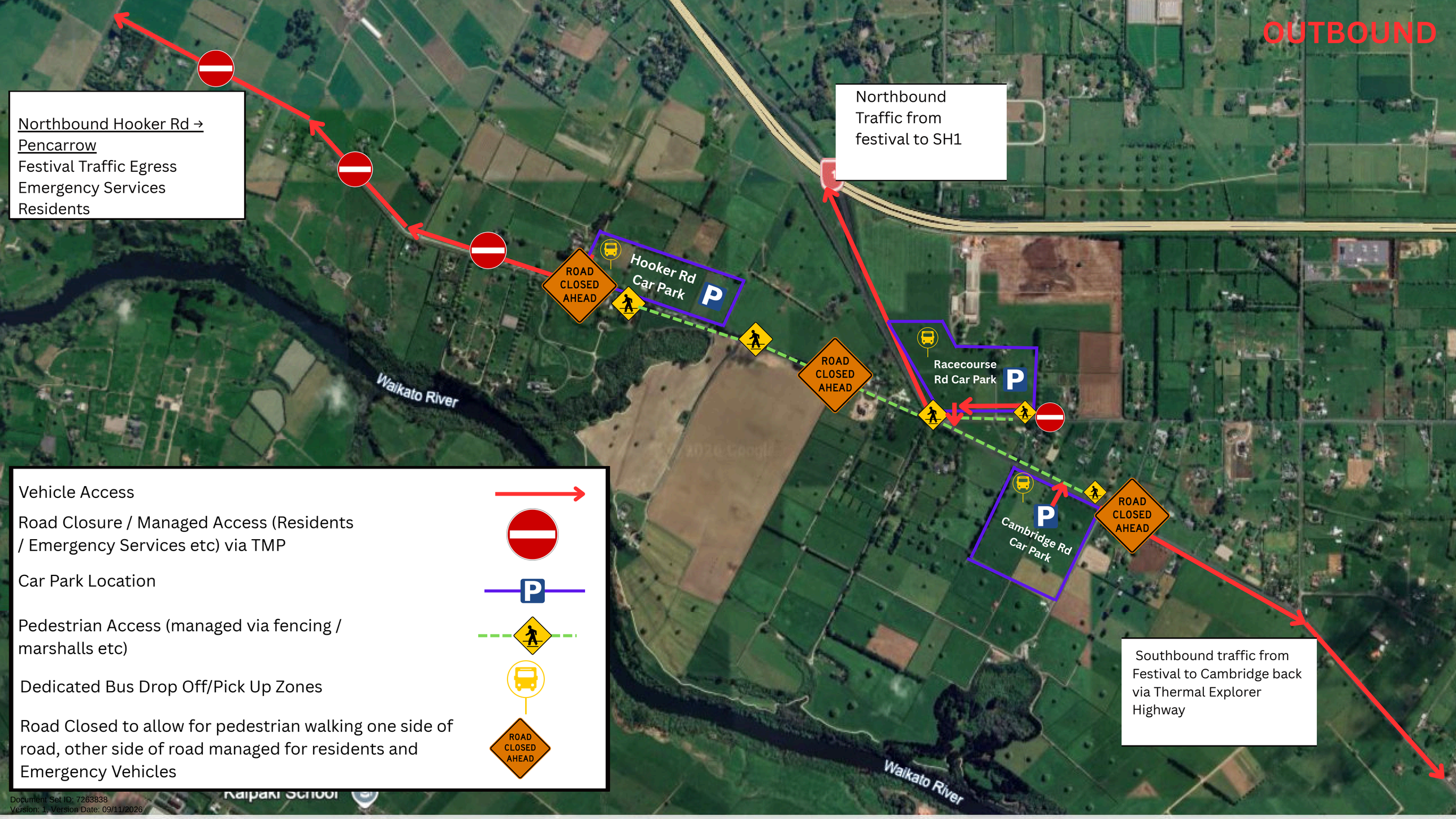
Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026

APPENDIX D – DRAFT TRAFFIC CONTROL FIGURES

Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026



Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026



Document Set ID: 7263838
Version: 1, Version Date: 09/11/2026