



Mt Cass Wind Farm Traffic Management Plan



Revision 7 - 23 July 2026

Revision History

Version	Description	Date	Prepared by	Approved By
Rev 1	Draft	03 Mar 2021	HW	SB
Rev 2	Updated Draft	16 Apr 2021	NT	SB
Rev 3	MCD Input	01 Dec 2022	DK	MC
Rev 4	MCD update post review comments	22 Dec 2022	DK	MC
Rev 5	MCD update post review comments	01 Mar 2023	DK	MC
Rev 6	Post CLG Review, and recent Transwaste discussions and final submission.	24 Mar 2023	MC	GG
Rev 7	Annual review	23 Jul 2026	LB	JC

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1. Introduction

1.1 Construction Traffic Management Plan Overview

This Traffic Management Plan (TMP) sets out traffic management risks and associated management processes to mitigate the risks associated with construction traffic and how the relevant resource consent conditions will be met.

During construction, Contractors engaged by Mt Cass Wind Farm Ltd (MCWFL) will be responsible for ensuring that this plan is correctly implemented and will review all documentation relating to this plan and their respective scope of works before it is finalised and issued. This TMP as part of the overall Construction Management Plan (CMP) will remain a working document throughout the Project and inform all associated traffic management activities.

Site induction for all personnel must include a briefing on this plan, including the main content of this plan and any Standard Operating Procedures (SOPs) relevant to the task being performed.

This plan forms part of the CMP and must be read in conjunction with the CMP. The project description, roles and responsibilities and complaint procedures are contained in the CMP.

1.2 Project Overview

The project involves building approximately 14 km of access tracks along the Mt Cass ridge line to access and construct 22 wind turbine foundations followed by installation of wind turbines. A site substation and underground power network will be built. The construction of overhead power lines from the site to Waipara substation is not within this project scope.

A concrete batching plant will be established within Transwaste Ltd land (Kate Valley western pad) and used to produce concrete for the wind turbine foundations.

The wind turbine components will be transported from Port Timaru to the site via Mt Cass Rd, Kate Valley landfill access road, Forest Rd North, Mt Cass Rd and into the site.

Mt Cass road will require works at the following locations:

- Near the intersection of Symonds Rd where a widening of the road will enable large wind turbine loads to pull off Mt Cass Rd.
- The turn into Kate Valley landfill road will have minor works to ease the passage of large vehicles.
- Significant widening of approximately 120m of Mt Cass Rd (from the exit of Transwaste (Forest Rd North) to the site entrance.

1.3 Project Location

The Mt Cass Wind Farm (MCWF) project is located east of Waipara in North Canterbury.

The project is accessed from State Highway One via Mt Cass Rd. Mt Cass Rd beyond the site entrance provides access to local residents, farms and Tiromoana Bush Walkway.



Figure 1 Site location

1.4 Construction Access Hours

Most of the construction work will take place between 06:00 to 19:00 Monday to Saturday.

There will be the following requirements for night works.

1. Concrete pours – the 120m section of Mt Cass Rd just before the site entrance may see concrete truck movements on the days foundations are poured. Major pours will occur on average 1 per week – 22 major pours in total, 24 minor pours approximately.
2. Delivery of turbine components, these will be carried as per the permitted requirements detailed in section 4 of this plan.

Access to the site will be restricted by the use of locked gates during non-schedule working hours.

1.5 Roads Used with in the HDC Region

Roads in the Hurunui District to be used by heavy construction traffic are:

- State Highway 1 (Glasnevin)
- State Highway 1 (Amberley)
- State Highway 1 (Leithfield)
- Mt Cass Road (SH1 to Kate Valley)
- Mt Cass Road (Kate Valley to site access)
- Medbury Road
- Waikari Valley Road
- Stringers Road
- Ram Paddock Road
- Georges Road
- State Highway 7 (Medbury Road to SH1)

1.6 Estimated Construction Traffic

Construction traffic will vary throughout the duration of the project depending on the tasks being carried out. The MCWFL has carried out initial estimates of construction traffic and estimate that the volume of heavy vehicles will increase by 26 vehicles a day or 128 per week on average and will peak at just over 300 movements a week. This is demonstrated in the graph in Figure 2.

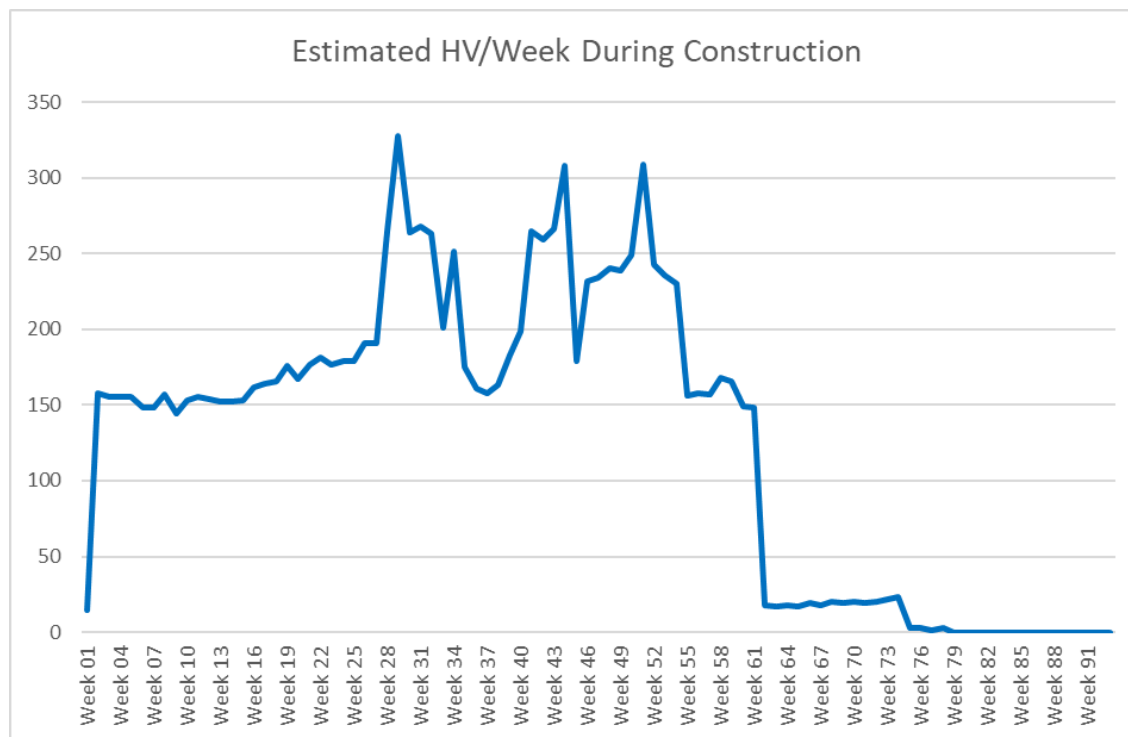


Figure 2 Estimated Heavy Vehicle Moments against Construction Duration

2. Consent Conditions

Appendix C of the Construction Management Plan includes a matrix of all consent conditions that are included in the Construction Management Plan and Subplans. Table 1 contains the specific conditions that pertain this plan.

Consent Conditions (RC260077)	Control for Consent Conditions
Construction	
Construction Management Plan	
31) The objective of the Construction Management Plan shall be to set out the practices and procedures to be adopted to ensure compliance with consent conditions and to meet the following objectives: i. To ensure matters relating to the extent and timing of construction traffic, and the traffic management provisions to be put in place during this time, achieve a safe and efficient road network;	This Plan
32) The Construction Management Plan shall include, but not be limited to: h. Management of construction traffic as provided for in condition [63].	Set out below
Construction Traffic	
63) The Construction Management Plan shall set out in detail matters relating to the extent and timing of construction traffic activity, and temporary traffic management provisions to be put in place during construction, and shall:	Any individual TMP's will be put in place and approved by the relevant authorities. All vehicle movements including over size deliveries will be communicated with local landowners and Transwaste.
a. Be prepared after consulting with Transwaste Ltd, The Hurunui District Council and the New Zealand Transport Agency and shall implement the outcome of that consultation;	MCWFL to confirm Regular consultation will continue with Transwaste to ensure our presence minimises impacts on their operations. This may involve completing night works to move over dimensional or oversized loads or working in off peak periods where volumes are lower. Waka Kotahi will be consulted, and the necessary permits will be gained by SGRE. HDC will be consulted during the generation of TMP's for any public road interface.

Consent Conditions (RC260077)	Control for Consent Conditions
b. Set out the nature and timing of local physical improvement works, if necessary, to be undertaken on Mt Cass Road at the Consent Holder's expense or as otherwise agreed with the Hurunui District Council;	Refer to sections 3.1.
c. Set out in detail the sharing of maintenance costs for the section of Mt Cass Road between State Highway 1 and the entrance to the Kate Valley Landfill site during wind farm construction. This cost sharing arrangement will be negotiated by the Consent Holder and Transwaste Ltd and the outcome forwarded to Hurunui District Council.	AECOM in conjunction with Transwaste Consultant (FH) completed a joint axle assessment and the agreement is with Transwaste for execution. The cost share agreement as listed in condition 63 c) will be in place prior to commencing onsite and the outcome will be sent to HDC.
d. Detail the intended traffic arrangements and provisions for the delivery of over-weight and over-dimensioned major components to the site, including any time restrictions for the movement of overweight and over-dimensioned vehicles; and	Refer Section 4.
e. Detail the management of construction traffic (other than component delivery by over—dimension and overweight vehicles) during the construction phase. This shall include, as a minimum: i. Identifying all roads within the Hurunui District that are to be used by heavy construction traffic. ii. The provision for dust suppression, if necessary, on the routes used for the transport of goods to the site so that safe stopping sight distance is maintained at all times. iii. Ensure that all heavy construction traffic within the Hurunui District shall utilise those roads which have been identified to be used by heavy construction traffic in the certified Construction Management Plan. iv. Identify the management practices to be adopted to avoid conflict with other users on the affected roads, including the safety of pedestrians and cyclists.	Refer to Section 1.5 of this plan. Refer to Section 6.1.46.1.4 and Dust Management Plan. Refer to Section 1.5 of this plan. Refer to Section 6 of this plan.

Table 1 Consent Conditions Relating to Traffic Management

3. Road works

3.1 Mt Cass Rd Upgrade

The section of Mt Cass Road (approximately 120m) from the exit of Transwaste (Forest North Rd) to the site entrance will be modified to allow negotiation off the tight bends for the over-sized vehicles needed for the project. Resource Consent RC260031 was granted in April 2026 authorising the earthworks required for the upgrade. The works commenced in July 2026.

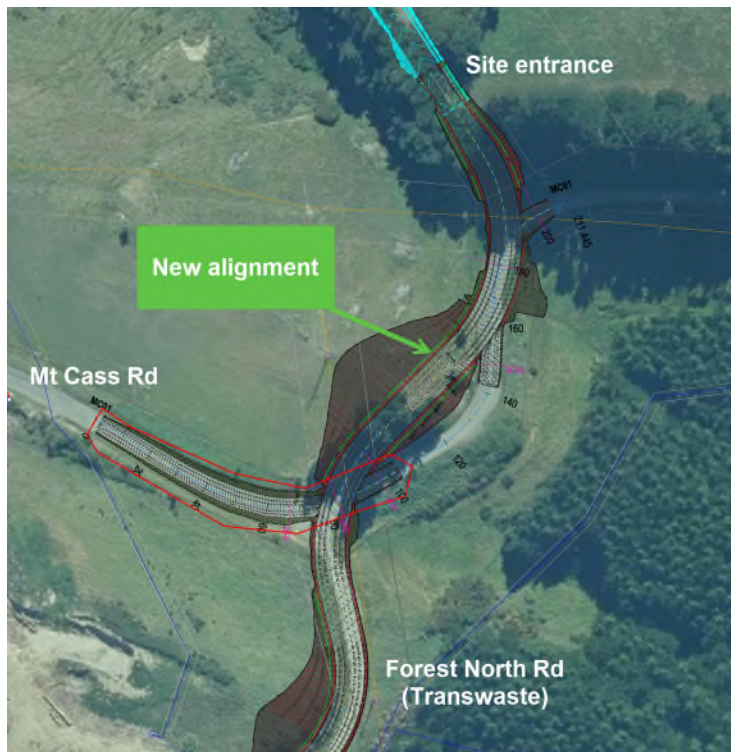


Figure 3 Mt Cass Rd upgrade

3.2 Mt Cass Rd Layby

An area adjoining Mt Cass Rd will be provided for wind turbine component transporters where they can pull over to wait and or attach additional push/pull trucks. The approximate dimensions are 120m long and 5m wide as indicated below (Figure 4).

This area has been used for parking by the land fill trucks for many years, however with their restrictions on usage of Mt Cass being lifted recently they seldom use this area.



Figure 4 Mt Cass Rd layby

3.3 General Deliveries

During the construction period, in addition to personnel travelling to and from work there are likely to be the following traffic movements:

- containers and cabins (site compounds)
- mobile plant (including concrete batching plant)
- water for construction
- Fuel & service
- Roading aggregates (this is the bulk of movements)
- General construction materials
- Electrical cabling and substation equipment (including 1 large power transformer)
- Materials and personnel for the construction of the operations building
- Concrete materials, anchor cages and reinforcing steel for foundations

An agreement between MCWF Ltd and Transwaste allows for all heavy vehicles to transit through Kate Valley landfill thereby avoiding usage of the tight section of Mt Cass Rd. Mt Cass Rd will be utilised for light vehicles and small trucks not towing trailers.

4. Delivery of Over-Weight and Over-Dimensioned Components

4.1 Summary

All wind turbine components will be brought to site from port and transported to each turbine location.

The component delivery route from Timaru has been investigated by Siemens Energy and their specialist contractor Smith Crane and Construction. All relevant permits and agreements with NZTA and electricity distribution companies will be put in place prior to the loads being moved.

This TMP will be amended to reflect these agreements and the approved TMPs and Permits appended to this TMP.

The delivery timing of over-weight and over-dimensioned items will be programmed to meet NZTA travel time and other restrictions as may apply.

Typically, over dimension and/or overweight loads that risk disruption to the public travel at nighttime often leaving port at 10pm and arriving at the project site in the early hours of the morning. Over dimension and/or overweight loads that can travel at normal highway speeds may do so where sensibly practical.

4.2 Transport movements

In general, wind turbine components will be transported at the rate of 2-3 turbine sets per week. As such, every week may see the following components delivered from port to site:

- 6-9 blades, 6-9 tower sections, 2-3 nacelles, 2-3 generators, 2-3 hubs, 6-9 shipping containers

5. General Control Measures

5.1 Key Principles and Approaches

Traffic Management Controls (TMC) will be put in place to ensure matters relating to the extent and timing of construction traffic, and the traffic management provisions to be put in place during this time, achieve a safe and efficient road network based upon its use. This includes communication protocols.

Temporary Traffic Management (TTM) is governed by legislation, specifically the Land Transport Act 1998, which provides for the system of rules governing road user behaviour.

All TMC will be planned for and implemented in accordance with the following guidelines:

- Waka Kotahi Code of Practice for Temporary Traffic Management (CoPTTM)
- Traffic Control Devices Manual (TCD manual)
- Land Transport Rule: Vehicle Dimensions and Mass 2016
- Health and Safety at Work Act 2015

6. Site Specific Controls

Heavy vehicles (such as aggregate trucks) leaving Transwaste Forest North Rd and crossing Mt Cass Road into the site entrance have suitable signage, sight lines and a widened section of the road to utilise. A specific TMP for Mt Cass Rd is approved and included in Appendix A.

Light vehicles and smaller trucks not towing using Mt Cass Road will follow existing road rules. All contractors will be made aware during induction to the project of the importance of courtesy, safe driving and impacts of the project on local road users. Poor behaviour will not be tolerated by MCWFL.

While the short section of Mt Cass Rd and the site entrance are being upgraded, typical controls as agreed with authorities will be in place. This may include stop/go traffic management and/or additional signage.

6.1.1 Communications

A WhatsApp Mt Cass Road user group has been in place since February 2026 to allow the project team and local farmers to instant message with road related issues. By utilising Kate Valley Landfill access

roads, disruption to residents and other road Mt Cass Road users has been minimised. Users will be added or removed as reasonably required.

Project contractors have radio communications in place for the wind farm site and Transwaste operations.

6.1.2 Pedestrians

The remote nature of the road means that use by pedestrians will be very limited. The traffic management outlined above is believed to be sufficient to manage pedestrians if they are encountered.

For the duration of the project the areas of the Mt Cass Walkway that enter onto the project site will be closed to exclude pedestrians from the construction site.

The Tiromoana walkway will remain open for the duration of the project as this does not enter the construction site.

6.1.3 Cyclists

The remote nature of the road means that use by cyclists will be very limited. The traffic management outlined above is believed to be sufficient to manage cyclists if they are encountered.

6.1.4 Dust

Dust will be controlled by use of a water cart if required. Refer to the MCWFL Dust Management Plan which is CMP subplan B2.

6.1.5 Site Parking

Staff parking is provided at the main construction camp.



Figure 5 Site Construction Camp

7. Programme of Construction Works

Civil construction began in early January 2026 and have a duration expected to be 20-24 months depending on weather. Electrical works will fit inside the civil work program. Toward the end of the civil work program turbines will begin to be delivered (Aug 2027) and installed at the rate of approximately 1 per 10 days followed by commissioning and project close. The Mt Cass Rd works commenced in July 2026.

MCWF Ltd project team are responsible for the co-ordination between the contractors.

8. Mt Cass Rd - Dilapidation Survey

A pre-start dilapidation survey was completed in late 2025(Including Falling weight Deflectometer (FWD) and High-Speed Data (HSD)) as part of the Mt Cass cost sharing agreement with Transwaste Canterbury. MCWFL will complete six-monthly surveys during construction and a final dilapidation survey at completion of the wind farm as required by the resource consent.

The road will be maintained during construction by Transwaste and MCWFL as stipulated in the cost share agreement.

9. Monitoring and Maintenance During Construction

As part of the control measures, on-going site monitoring by the contractor and wider project team will be undertaken. This will ensure that all the control measures detailed in this plan have been properly implemented and are functioning effectively and meet CoPTTM requirements. If controls are deemed to no longer be required due to changes in site conditions, then they will be changed to provide suitable risk mitigation and reduce disruption to stake holders.

As part of the site induction, all personnel will be encouraged to report any damage noticed to the roads, excessive dust hindering visibility and incidents or near misses to the Project Manager.

The individual contractors will be responsible for operations and maintenance of their respective scopes of work under this plan.

10. Audits

In addition to the site inspections required to be undertaken by the STMS. Monthly site audits will be carried out by the Traffic management contractor.

11. Consultation

11.1 Stakeholder Consultation

The Community liaison group will continue to meet as required during construction. A resident of Mt Cass Road joined the group in July 2026. Prior to this, no residents had been expressed interest in being in the group.).

12. Appendices

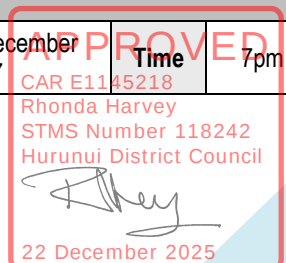
Appendix	Description
A	Current Traffic Management Plan

Appendix A – Current Traffic Management Plan – Mt Cass Rd

TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM

Use this form for complex activities. Refer to the NZ Transport Agency's Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.

Organisations / TMP reference	TMP reference:	Contractor (Working space): 	Principal (Client): 		
		Contractor (TTM): 	RCA: 		
Location details and road characteristics	Road names and suburb	House no./RPs (from and to)		Road level	Permanent speed (km/h)
	Mt Cass Rd	MT CASS RD/5.070 – 7.900		CAT B LV	100km
Traffic details (main route)	AADT From Mobile Roads (03/06/2025): Mt Cass Rd – 120vpd		Peak flows Level LV / 1 Due to low traffic volumes there are no expected peak traffic flow periods that will affect these works.		
Description of work activity					
Wind Farm Construction Due to narrow road conditions and volume of vehicles traveling to and from site TTM will be provided to provide a safe environment. PW50 Trucks signage will be established advising road users of truck movements, with temporary speed limit of 50km. These signages requirements established to provide a safe environment throughout the day due to increase in vehicle movements due to narrow windy road environment. Initially there will be approx. 30 light site vehicles travelling to site in the morning between 530am – 630am which will leave between 6pm. This will increase through the construction phase where it will become approx. 120 vehicles per day. Due to the volume of vehicles traveling to site in the morning and leaving in the afternoon, there will be no heavy vehicle movements leaving site between 6am – 7am. Heavy vehicle movements will continue in the afternoon period due to all traffic exit in the same direction. Heavy truck movements into site will travel through Kate Valley Waste Management facility and exit on Mt Cass Rd. <u>Site locations:</u> Compound, contractor parking will be established next to 797 Mt Cass Rd (RP – 7.760) Construction site will be on corner of Mt Cass Rd and Kate Valley Access Rd (RP – 7.650) Plant to be used: Truck, utes.					
Planned work programme					
Start date	Monday 5 January 2026	Time	4am	End date	Friday 17 December 2027



Consider significant stages. For example • Road Closures • Detours • No activity periods	Methodology Justification: The proposed traffic management methodology has been selected to ensure a safe, predictable, and well-controlled environment for all road users and site personnel throughout the duration of the project. The use of truck-mounted advance warning signage, a temporary speed limit reduction to 50 km/h, and dedicated site access signage will clearly communicate changes to the road environment, providing motorists with sufficient time to identify, understand, and respond to altered conditions. These measures directly support risk reduction by slowing vehicle approach speeds and improving driver awareness in an area constrained by narrow carriageway width and frequent construction traffic movements. Due to the limited width of the roadway and the high volume of vehicles accessing the site, site entry and exit movements will be restricted and managed to minimise conflict with general traffic. This approach significantly reduces the potential for vehicle interaction risks and ensures that heavy-vehicle manoeuvres can occur safely. All temporary traffic management devices will be permanently mounted for the duration of the work. This decision is based on both the multi-week project timeframe and the known wind conditions within the area, which can create instability risks for standard sign setups. Permanently fixed installations provide a more robust and reliable solution, ensuring signage remains upright, visible, and effective at all times. Ongoing compliance and condition of TTM devices will be maintained through a structured inspection regime. Weekly inspections undertaken by a qualified STMS, along with continual monitoring by the Project Management Team, will ensure the signage remains present, correctly positioned, and in acceptable condition. This proactive maintenance approach supports consistent safety performance and ensures the TMP remains effective throughout the project lifecycle. Contingency Methodology – One-Man Stop/Go Operation: • A dedicated MTC Operator will be stationed at the top of Mt Cass Road near the site compound. • The MTC Operator will maintain direct communication with all inbound trucks via a secure radio channel. • As trucks approach Mt Cass Road from SH7, they will radio the MTC Operator to confirm their approach. • The MTC Operator will hold any other traffic wishing to enter or exit Mt Cass Road, allowing trucks to safely ascend. Operational Details: • Time trials indicate that trucks require approximately 5.25 minutes to travel from the start of Mt Cass Road to the intersection with Kate Valley Road. A designated contingency layby will be available at this intersection to confirm safe passage. • Trucks will only proceed uphill once the MTC Operator has confirmed the route is clear. Other vehicles traveling uphill can continue in coordination with truck movements. • This methodology ensures that trucks and general traffic are never entering or exiting Mt Cass Road simultaneously, mitigating risk on this narrow and winding road. Speed Management: • Due to the operating characteristics of Mt Cass Road and the volume of traffic, the Temporary Speed Limit for this operation will be set at 50 km/h, rather than the standard 30 km/h for MTC operations. This aligns with safe operating speeds for trucks while maintaining efficient traffic flow. Justification: • Mt Cass Road's narrow width and winding alignment make simultaneous truck and general traffic movements unsafe. • This practical and low-impact methodology provides a clear, safe, and manageable system to allow truck movements while mitigating risk to both contractors and road users. Proposed Establishment & Removal Hours: <u>Level 1:</u> Due to low traffic volumes there will be no restrictions for site establishment or removal. Prior to either process being undertaken the STMS will ensure the environment is safe to proceed in the current environment via onsite risk assessment.
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	Proposed Work Hours: Day Shift: 0600 – 1800 Monday – Saturday 5/12/2026 – Day Shift Works and Unattended set ups as listed below. - Advisory signage - Contractor may start as soon as all TTM is in place and mandatory hazard identifications, first site check and site inductions are completed. Construction Programme: The construction of the Wind farm is a 2-year project. Signage will be established for the full duration of work.								
Alternative dates if activity delayed	If additional time is required to complete these works a time extension will be applied for. The planned work program includes a time contingency in case of unforeseen delay Delays may be as a result of: <table border="0"> <tr> <td>Inclement weather</td><td>Unforeseen changes to work process or schedule</td></tr> <tr> <td>Plant breakdown</td><td>Material Delivery (as a result of changes noted above)</td></tr> </table>					Inclement weather	Unforeseen changes to work process or schedule	Plant breakdown	Material Delivery (as a result of changes noted above)
Inclement weather	Unforeseen changes to work process or schedule								
Plant breakdown	Material Delivery (as a result of changes noted above)								
Road aspects affected (delete either Yes or No to show which aspects are affected)									
Pedestrians affected?	No	Property access affected?	No	Traffic lanes affected?	Yes				
Cyclists affected?	No	Restricted parking affected?	No	Delays or queuing likely?	No				
Qualification Statement									
	Where TMP Refers to STMS and TMO these staff must hold the relevant qualifications. Where staff hold the equivalent Unit Standards, staff carrying out tasks will have specific internal task competency sign off. - TMO must hold a relevant NZTA current warrant – TMO - P - TMO must hold a relevant NZQA Unit Standard 31960 with internal task specific competency sign off - STMS must have a relevant NZTA current warrant - Cat A, Cat B, Cat C - STMS must hold a relevant NZQA Unit Standard 31963 with internal task specific competency sign off								
Proposed traffic management methods									

PREPERATION

- A CAT B P STMS must install the site
- All required equipment is to be loaded onto the Work vehicle in the correct order for offloading and checked to be of an acceptable condition.
- A vehicle(s) prestart check must also be completed before leaving the yard.
 - Vehicles appropriate for task to be completed
 - Fitted with appropriate and operational beacons, and other electronic devices like arrow board, TMA where applicable
 - Fitted with appropriate vehicle signage – Pass With Care

ONSITE

Prior to commencing establishment.

- A site drive through will be conducted first to confirm the road environment is safe to proceed with the intended set up.
- STMS to ensure no hazards or unexpected TM sites have been established under generic layouts and no conflicts with this set up
- STMS to conduct site risk assessment prior to establishment, this will be completed by completing the interim form for checking TMPs
- STMS to conduct crew briefing on installation procedure and sequence and ask TTM crew if there are any questions regarding these.

The establishment procedure will be completed under the following process Site TTM to be established via mobile operation (Refer to Mobile Operation TMD's, where Mobile Operation TMD M2 cannot be utilised due to various environment conditions and lane width cannot be maintained STMS to revert to TMD M3)

Proposed traffic management methods

Site Access

Establishment on Mt Cass Rd

- The sign and equipment vehicle to proceed along the left side of the road in one direction as the crew positions the signs from the non-traffic side of the vehicle either to the side or in front of the vehicle observing 10m roll ahead, using Mobile Operation **TMD M3**
 - Advance warning
 - Direction and protection and regulatory
 - End of works
- The vehicle driver to find a safe turning point or loop will be completed to return in the opposite direction allowing the crew to position the required signage, using Mobile Operation **TMD M3**
 - Side roads should be signed as the crew work around the site
- Once a Temporary Speed Limit (TSL) has been installed, the STMS must record the time of placement of the first sign and last TSL
- Then install the delineation for the closure including the taper and any directional signs
 - This will be carried out as an Inspection Activity **TMD IN2** or Mobile Operation **TMD M3** on Low Volume, Level 1 roads,
- Upon completion of the installation the STMS will make a drive through of the closure to check all equipment is in place and compliant
- Once completed the STMS will instruct the contractor to enter the working space and complete the site toolbox for traffic management

Manual Traffic Control

Establishment on Mt Cass Rd

- The sign and equipment vehicle to proceed along the left side of the road in one direction as the crew positions the signs from the non-traffic side of the vehicle either to the side or in front of the vehicle observing 10m roll ahead, Mobile Operation **TMD M3** and Inspection Activity **TMD IN2** will be utilized for this aspect
 - Direction and protection and regulatory
- The vehicle driver to find a safe turning point or loop will be completed to return in the opposite direction allowing the crew to position the required signage, using Mobile Operation **TMD M3**
- The thresholds will now be installed using Inspection Activity **TMD IN2**

APPROVED

CAR E1145218
Rhonda Harvey
STMS Number 118242
Huronui District Council

[Signature]

22 December 2025

Proposed traffic management methods	
	- Due to narrow road width center line of threshold delineation will be omitted to ensure appropriate road width maintained for 2 way traffic at this point • Once thresholds have been installed STMS can instruct MTC Operators into each position • STMS to radio contact truck drivers to confirm radio communication is clear • Once completed the STMS will confirm with truck drivers MTC operation is operational for their arrival All plant and material will either be within the working space for daily use or delivered to site on an 'as required' basis.
Attended Day	A Site Access will be in place while site is attended TMD 1.0 Overview TMD 2.1 Western Approach TMD 2.2 TSL Repeater 1 TMD 2.3 TSL Repeater 2 TMD 2.4 TSL Repeater 2 TMD 2.5 Eastern Approach TMD 3.0 MTC position TMD 3.1 Truck layby area The STMS will check the site at the start and end of each shift as well as every two hours, these checks will be documented by the STMS on the Onsite Record. All plant and material will either be within the working space for daily use or delivered to site on an 'as required' basis. PEDESTRIANS • There is no footpath present, - But the STMS must be aware that pedestrians possibly be present. As part of project induction all personnel will be made aware of possible pedestrian movement and to be aware when entering and exiting site via vehicle. CYCLISTS • There is no cycle lane present. - But the STMS must be aware that cyclists possibly be present. As part of project induction all personnel will be made aware of possible cyclists movement and to be aware when entering and exiting site via vehicle. VEHICLES ACCESS/EXIT: Vehicles will enter and leave the work site with the traffic flow. Flashing lights will be used when setting up a site and when going on and off the site. Vehicles not directly involved in the works will be legally parked. SITE ACCESS METHODOLOGY: The site will be accessed and exited with the flow of the traffic. The vehicle will use their indicators and have their beacons on. The beacons will be switched off once the vehicle has matched the posted or temporary speed limit. ▪ Site access and exit will be signed out as detailed in the TMDs. PROPERTY ACCESS / ENTRANCEWAYS: ▪ No impact to residents along Mt Cass Rd ▪ All residents will be notified of these works and made aware of the heavy vehicle movements VISITOR ONSITE: All visitors must report to the STMS wearing the appropriate PPE for TTM site induction.
Attended Night	Not attended at Night

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22 December 2025

Proposed traffic management methods													
	Additionally, the STMS is to check The road user has clear visibility of the worksite as their awareness at night may be diminished You may require different traffic management measures to make the site visible. i.e. Positive traffic control: extra cones around a corner.												
Unattended Day	A Site Access will be in place while site is unattended <table border="0"> <tr> <td>TMD 1.0</td><td>Overview</td></tr> <tr> <td>TMD 2.1</td><td>Western Approach</td></tr> <tr> <td>TMD 2.2</td><td>TSL Repeater 1</td></tr> <tr> <td>TMD 2.3</td><td>TSL Repeater 2</td></tr> <tr> <td>TMD 2.4</td><td>TSL Repeater 2</td></tr> <tr> <td>TMD 2.5</td><td>Eastern Approach</td></tr> </table> - The site will be checked by an STMS weekly while unattended, this may need to be checked more frequently during adverse weather conditions. - Cat B P STMS will remain within 60 minutes of site. All equipment and materials must be positioned well clear of the live lanes along with safety zones and adequate protection for road users must be always maintained. Check that sight lines for traffic are not blocked by plant or material	TMD 1.0	Overview	TMD 2.1	Western Approach	TMD 2.2	TSL Repeater 1	TMD 2.3	TSL Repeater 2	TMD 2.4	TSL Repeater 2	TMD 2.5	Eastern Approach
TMD 1.0	Overview												
TMD 2.1	Western Approach												
TMD 2.2	TSL Repeater 1												
TMD 2.3	TSL Repeater 2												
TMD 2.4	TSL Repeater 2												
TMD 2.5	Eastern Approach												
Unattended Night	Attended during the Day As Per Unattended Day Additionally, the STMS is to check The road user has clear visibility of the worksite as their awareness at night may be diminished You may require different traffic management measures to make the site visible. i.e. Positive traffic control: extra cones around a corner.												
Detour route	No detours are required for these works.												
	<table border="0"> <tr> <td>Does detour route go into another RCA's roading network?</td><td>No</td></tr> <tr> <td>If Yes, has confirmation of acceptance been requested from that RCA?</td><td>N/A</td></tr> </table> Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.	Does detour route go into another RCA's roading network?	No	If Yes, has confirmation of acceptance been requested from that RCA?	N/A								
Does detour route go into another RCA's roading network?	No												
If Yes, has confirmation of acceptance been requested from that RCA?	N/A												
Removal	A CAT B P STMS must remove the site - TM vehicle checked there is sufficient space available on vehicle for all site equipment to be loaded appropriately. - A vehicle(s) prestart check must also be completed. - Vehicles appropriate for task to be completed - Fitted with appropriate and operational beacons, and other electronic devices like arrow board where applicable - Fitted with appropriate vehicle signage – Pass With Care ONSITE Prior to commencing site removal. - A site drive through will be conducted first to confirm the road environment is safe to proceed with the intended pack up. - STMS to ensure no hazards or unexpected TM sites have been established under generic layouts and no conflicts with this set up - STMS to conduct site risk assessment prior to removal, this will be completed by completing the interim form for checking TMPs												

Proposed traffic management methods

	- STMS to conduct crew briefing on removal procedure and sequence and ask TTM crew if there are any questions regarding these. Methodology to remove the worksite: - Clear worksite of all plant, equipment and materials. - All surfaces must be ready to be used. (Road, berm footpath etc.) The removal procedure will be completed under the following process Site TTM to be removed via mobile operation (Refer to Mobile Operation TMD's, where Mobile Operation TMD M2 cannot be utilised due to various environment conditions and lane width cannot be maintained STMS to revert to TMD M3) Site Access Disestablishment on Mt Cass Rd - Turn around points/Loops to be done as per installation - Remove the Closure delineation including any directional signs then complete turnaround/Loop - This will be carried out as an Inspection Activity using TMD IN2 or Mobile Operation using TMD M2 on Low Volume, Level 1 roads, - This will be carried out as a Mobile Operation on Level 2 roads, using TMD M2, - Remove all direction and protection and regulatory signs and uncover any permanent conflicting sign covered at establishment using Mobile Operation TMD M3 - Note: The advance warning signs must be removed last and in a clockwise direction - Remove end of work signs using Mobile Operation TMD M3 - The advance warning signs can now be removed in a separate clockwise loop using Mobile Operation TMD M3 Manual Traffic Control Disestablishment on Mt Cass Rd - Turn around points/Loops to be done as per installation - The threshold will now be removed using Inspection Activity TMD IN2 - The sign and equipment vehicle to proceed along the left side of the road in one direction as the crew removes the signs from the non-traffic side of the vehicle either to the side or in front of the vehicle observing 10m roll ahead, Mobile Operation TMD M3 and Inspection Activity TMD IN2 will be utilized for this aspect - Direction and protection, regulatory On completion of any and all equipment removal the STMS will record the time and road condition on the on-site record. The STMS will then do a final drive through the site before leaving to check the site is safe and all gear is removed.
--	---

Proposed TSLs (see TSL decision matrix for guidance)

	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 7 of Land Transport Rule: Setting of Speed Limits 2024 (List speed, length, and location)	Times (From and to)	Dates (Start and finish)	Diagram ref. no's (Layout drawings or traffic management diagrams)
Attended day/night	A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 2710m situated between MT CASS RD/5.140 (House no./RP) and MT CASS RD/7.850 (House no./RP) on Mt Cass Rd (street or road name) TSL repeaters established as per TMD 2.1, 2.2, 2.3, 2.4. Distance between repeater signs are slightly greater than 400m due to the environment and operating speed of the road.	5am – 7pm	Monday 5 January 2026 To Friday 25 December 2026	2.0 – 2.5

Unattended day/night	A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 2710m situated between MT CASS RD/5.140 (House no./RP) and MT CASS RD/7.850 (House no./RP) on Mt Cass Rd (street or road name) TSL repeaters established as per TMD 2.1, 2.2, 2.3, 2.4. Distance between repeater signs are slightly greater than 400m due to the environment and operating speed of the road.	24/7	Monday 5 January 2026 To Friday 25 December 2026	2.0 – 2.5
Note:	STMS should consult the Temporary Speed Limit (TSL) Matrix to determine when appropriate to install the TSL. The onsite STMS will record the date, time and location that any TSL is established and disestablished			
TSL duration	Will the TSL be required for longer than 12 months? If yes , attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP. TSL Extension will be submitted prior to expiry to extend TSL Application for a further 12 months.			Yes

Contingency plans

Generic contingencies for: - major incidents - incidents - pre planned detours. <i>Remove any options which do not apply to your job</i>	Major Incident A major incident is described as: - Fatality or notifiable injury - real or potential - Significant property damage, or - Emergency services (police, fire, etc) require access or control of the site.	Actions The STMS must immediately conduct the following: - stop all activity and traffic movement - secure the site to prevent (further) injury or damage - contact the appropriate emergency authorities - render first aid if competent and able to do so - notify the RCA representative and / or the engineer - under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so - re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so. - Comply with any obligation to notify WorkSafe.
	Incident An incident is described as: - excessive delays - real or potential - minor or non-inquiry accident that has the potential to affect traffic flow - structural failure of the road.	Actions The STMS must immediately conduct the following: - stop all activity and traffic movement if required - secure the site to prevent the prospect of injury or further damage - notify the RCA representative and / or the engineer - STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so - re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced.
	Detour If because of the on-site activity, it will not be possible to remove or reduce the effects of TTM once it is established a detour route must be designed. This is likely for: - excessive delays when using an alternating flow design for TTM - redirecting one direction of flow and / or - total road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared. The risks in the type of work being undertaken, the risks inherent in the detour, the probable duration of closure and availability and suitability of detour routes need to be considered. The detour and route must be designed including: - pre approval from the RCA's whose roads will be used or affected by the detour route	Actions When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following: - Notify the RCA and / or the engineer when the detour is to be established - Drive through the detour in both directions to check that it is stable and safe - Remove the detour as soon as it is practicable and safe to do so and the traffic volumes have reduced and tailbacks have cleared - Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.

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CAR E1145218
Rhonda Harvey
STMS Number 118242
Huronui District Council

22 December 2025

	● ensure that TTM equipment for the detour signs etc are on site and pre-installed. Note also the requirements for no interference at an accident scene: In the event of an accident involving serious harm the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to: • save a life of, prevent harm to or relieve the suffering of any person, or • make the site safe or to minimize the risk of a further accident; or • maintain the access of the general public to an essential service or utility, or • prevent serious damage to or serious loss of property, or • follow the direction of a constable acting in his or her duties or act with the permission of an inspector.			
Other contingencies to be identified by the applicant (i.e., steel plates to quickly cover excavations)	Time If works are not going to be completed by the approved end time, the STMS must contact Operations and advise them of the issues, they will contact the RCA Weather Sustained bad weather resulting in reduced visibility (less than clear sight distance) will result in firstly in bolstering of delineation, if possible, to provide better worksite visibility. If bad weather that reduces visibility or creates a hazardous environment is present at the time the closure is due to be installed, the closure may be delayed or cancelled if the weather does not improve. Spills • Spills will be isolated and cleaned – this is the on-site contractor's responsibility. • Emergency Vehicle Access / Movements or On-Site Emergency • Emergency vehicles will be given the right of way always and will be assisted through emergency use of the onsite TTM vehicle if appropriate and required. • Emergencies onsite or nearby will first be made safe, then if appropriate moved from any live lanes, then attended to in detail with an emergency modified TTM setup by the STMS if required. Emergency Vehicle Access Where emergency vehicle access is required STMS will assess site establishment to allow emergency vehicle access priority. Where lane widths have been narrowed, work will temporarily cease onsite to allow work area width to be reduced to allow road width to be increased to allow emergency vehicle access past other road users.			
Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?	No
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	No	Has approval been granted?	No
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	No	Has approval been granted?	No
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	No	Has approval been granted?	No
	No buses will be affected by these works			

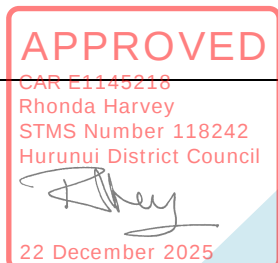
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Hurunui District Council



22 December 2025

Authorisation to use portable traffic signals	Make, model and description/number	No portable traffic signals required for this application	
	NZTA compliant?	Not Required	
EED			
Is an EED applicable?	No	EED attached?	N/A
Delay calculations/trial plan to determine potential extent of delays			
Temporary Speed and Site Access will not cause any delays in the current traffic network due to no lane capacity reduction occurring. If contingency MTC is required, road users exiting Mt Cass Rd from the site compound area will incur a delay of 5minutes while they are being held to allow a safe environment for trucks to travel to site compound via Mt Cass Rd. "Time trials" have been undertaken to ensure adequate time has been allowed for for this methodology to work practically while reducing impact. This impact will be minimal to general road users due to average daily traffic volume and volume of residents, this will impact onsite contractors more significantly, but this will be part of site induction as required. Site Compound to Kate Valley Rd (Truck layby area) – 4.55minutes SH7 to Kate Valey Rd (Truck layby area) – 5.25 minutes.			
Public notification plan			
Adjacent residents will be notified prior to works commencing.			
Public notification plan attached?		No	
Attended (day and/or night)	Onsite The onsite Project Manager / Site Engineer will be onsite at all times and will perform regular site checks of all signage.		
	Site management system: - When the site is active the Project Manager / Site Engineer will be onsite at all times and will perform regular site checks of all signage, and contact TTM Provider if any changes as necessary for the ongoing safety of the site. - All site checks and or changes to be recorded on the on-site records, or any other company or site documentation as required. - Ongoing risk assessments will be carried out throughout the attended period to ensure controls remain appropriate to all associated site risks. - They will monitor the site efficiency, timings of traffic flow through the site and specifically the safety of cyclists and pedestrians passing through the controls. - Signs are visible and positioned as per approved plan. - Correct and clean equipment is used. - High visibility jackets are used by all staff and visitors and are done up. - The first inspection should take place as soon as the equipment has been installed. This should verify that all devices are correctly in place, no item has been omitted, all equipment meets its cleanliness requirements, and no conflicting messages exist between permanent signs. Temporary signs and other devices. - Site maintenance will be completed in the manner appropriate for the level of the road and speed limits - Additional inspections during inclement weather and high wind will be done at STMS discretion.		
Unattended (day and/or night)	Following any change to an attended site: A full check of the site will be completed and documented		
	Site Checks by a CAT B STMS (Minimum) will be carried out on a weekly basis, who will remain within 60 minutes of site. Site checks to include:		



- All signage, delineation and safety zones are present as shown in the applicable TMDs – minor changes are noted on the onsite record.
- All TM devices meet visibility and condition requirements or are replaced as soon as possible.
- No clashes are present with permanent signage or other temporary signage.

Site check frequency to be increased if high wind event occurring or if complaints are received about the condition of the site.

Site safety measures

The STMS will wear a CoPTTM approved STMS vest on all worksites

Appropriate PPE gear to be worn at all times.

Before work commences staff onsite will be given a site safety briefing (toolbox meeting) by the STMS on the Traffic Management Plan and its requirements.

All visitors are to report to (or be directed to) the STMS who will advise on safety procedures and hazards specific to Traffic Management. Where works conflict with other sites, contact will be made with the affected Company prior to the works, and with the STMS onsite (where possible), to co-ordinate the sites.

To ensure clear separation between members of the public and the active work area the site will be fully secured with 1.8 safety fences. This fencing will be linked together and always secured. When site traffic needs to enter and exit the site the fencing will be opened to allow vehicle movements and then secured once vehicle movements have been completed.

Pedestrians will be directed to use alternative footpaths to ensure they are utilising a secure safe passage. Where footpaths are not available a clearly identified temporary walkway will be established.

All non-compliance is to be directed to the workspace controller (Project Manager, Engineer or foreman) and if continual non-compliance is observed then again staff involved must be removed from site.

Temporary safety barrier system	Will a temporary safety barrier system be used at this worksite?	No	If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?	No
	Statement from temporary safety barrier installation designer attached		Attached Not attached	

Other information

All vehicle accidents onsite are to be reported to RCA by completing a Traffic Crash Report. Contact must be made with RCA within 24hrs with relevant documents provided

- Approved TMP
- Photos
- Crash Diagram
- Onsite Record

All working plant must be fitted with a working beacon

- They will be operational when entering the site
- On leaving the site they will be operational until the vehicle is up to the posted speed
- They will be operational on all moving plant within the site
- When parked within a workspace of a static site beacons must be turned off

Any unsafe driving behaviour witnessed within the site that puts staff, the public or yourself in danger please call *555 or 111 and diary the details

Where works conflict with other sites, contact will be made with the affected company prior to the works, and with the STMS onsite (where possible) to coordinate the sites

The expectation is STMS will work together. Each STMS must put on their respective plans/drawings the area they are responsible for

Appropriate site access methodology needs to be used for all sites



Site specific layout diagrams					
TMD #	Title				
TMD 1.0	Overview				
TMD 2.1	Western Approach				
TMD 2.2	TSL Repeater 1				
TMD 2.3	TSL Repeater 2				
TMD 2.4	TSL Repeater 2				
TMD 2.5	Eastern Approach				
TMD 3.0	MTC position				
TMD 3.1	Truck layby area				
IN1	Inspection Activity – General inspection				
IN2	Inspection Activity – Site establishment / maintenance				
M1 V2	Mobile Operation – Parking shoulder (Shadow Vehicle)				
M3	Mobile Operation – In lane, lane width NOT maintained with Lead Pilot				
Contact details					
	Name	Contact numbers	CoPTTM ID	Qualification	Expiry Date
Principal	Taylor's Contracting Co. Ltd James Flower (Construction Manager) Gareth Bruce (Project Manager)	03 542 3150 027 393 9178 027 204 7519			
TMC, HDC	Hurunui District Council Raewyn Dent	03 314 8816 027 808 7996			
Engineers' representative					
Contractor (Working Space)	Taylor's Contracting Co. Ltd James Flower (Construction Manager) Gareth Bruce (Project Manager)	03 542 3150 027 393 9178 027 204 7519			
Contractor (TTM)	Stilt Consultancy Ltd Dan Potter Tim Moore Makayla Te Haate Akshit (Ash) Radadiya Savannah King Jacob Tuarima Dharvinder Singh	027 477 5984 027 333 2193 022 186 1697 027 226 0565 027 291 5113 021 165 6189 022 679 0926	41481 150599	AB P US 31963 US 31963 US 31963 US 31963 US 31963 US 31963	10/09/2027 N/A N/A N/A N/A N/A N/A
STMS	Contacts				
	Specific TMO / STMS details to be recorded on the daily onsite record sheet.				
	Note: All STMS's will hold the appropriate valid qualification for the Category of the Road and Road Level				
Others as Required	Sub-contractors, onsite contractor	STMS's or TMO - P, to hold valid qualifications for the level of the road			

TMP preparation

Prepared by:	Daniel Potter	Wednesday, 3 December 2025		41481	STMS A/B-P STMS C-NP Mentor Assessor	10/09/27
Reviewed by:	Mitch Clinton	Thursday, 4 December 2025		79918	TTMP-P STMS (ABC) - NP R	N/A
	<i>Name (STMS qualified)</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry Date</i>

This TMP meets CoPTTM requirements

Number of diagrams attached

12

TMP returned for correction (if required)
Name
Date
Signature
ID no.
Qualification
Expiry Date
Engineer/TMC to complete following section when approval or acceptance required
Temporary safety barrier system

The attached temporary road safety barrier design has been independently reviewed as being fit for purpose

Not Required

TMP Approved
APPROVED

By R Harvey on behalf of HDC at 1:44 pm, Dec 22, 2025


Name
Date
Signature
ID no.
Qualification
Expiry Date
Acceptance by TMC (only required if TMP approved by engineer)
Name
Date
Signature
ID no.
Qualification
Expiry Date
Qualifier for engineer or TMC approval

Approval of this TMP authorizes the use of any regulatory signs included in the TMP or attached traffic management diagrams.

This TMP is approved on the following basis:

1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.
2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.
3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.
4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.

Notification to TMC, RTO, ECAN or Others prior to occupying worksite/Notification completed

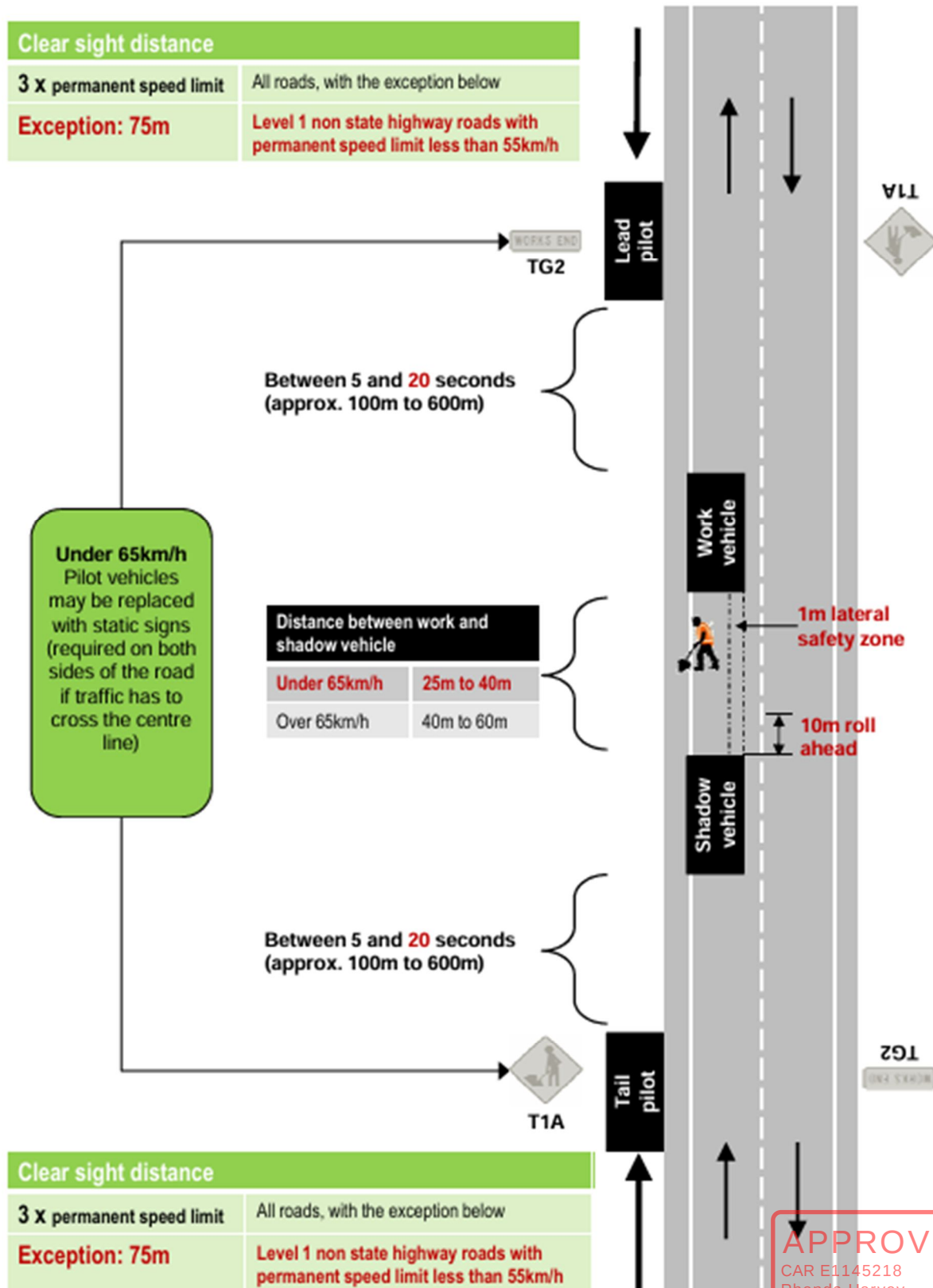
Type of notification to TMC required		<i>Notification completed</i>	Date:	
			Time:	
			Person Contacted:	

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Rhonda Harvey
STMS Number 118242
Hurunui District Council

22 December 2025

INFORMATION ONLY

Distancing and Clear Sight Distance (CSD) for Mobile Operation & Inspection Activities.



COMBINED LEVEL LV & LEVEL 1 LAYOUT DISTANCES TABLE

Permanent speed limit or RCA-designated operating speed (km/h)		≤50	60	70	80	90	100		
Traffic signs									
A	Sign visibility distance (m)	50	60	70	80	90	100		
B	Warning distance (m)	50 or 30*	80	105	120	135	150		
C	Sign spacing (m)	25 or 15*	40	50	60	70	75		
Safety zones									
D	Longitudinal (m)*	10 or 5*	15	30	45	55	60		
E	Lateral (m)*	1	1	1	1	1	1		
	Lateral behind barrier installation	As specified by the Installation Designer							
Tapers									
G	Taper length (m) [#]	30	50	70	80	90	100		
G	LV roads taper length (m) [#]	25	30	35	40	45	50		
K	Distance between tapers (m)	40	50	70	80	90	100		
Delineation devices									
	Cone spacing in taper (m)	2.5	2.5	5	5	5	5		
	Cone spacing: Working space (m) ^{**}	5	5	10	10	10	10		
* Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints. * On LV roads the longitudinal and lateral safety zones may be reduced, or eliminated, in order to retain a single lane width. Positive traffic management and an appropriate TSL must be used. # On non-state highways with speeds 50km/h or less, a 10m taper (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses). On all roads where shoulder width is less than 2.5m and the activity does not affect the live lane, a 10m shoulder taper is permitted (with at least 5 cones at no greater than 2.5m centres). A taper of 30m (with cones at 2.5m centres) must be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed. ** LV roads: double the cone spacing alongside working space (eg 5 = 10, 10 = 20).									
Lane widths									
	Speed (km/h)	30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

LV/low risk roads

Working on roads designated as LV/low-risk roads (less than 250vpd - less than 20 vehicles per hour), with clear sight distance to the operation and an operating speed of less than 65km/h:

- use an appropriate advance warning sign (static installation) and amber flashing beacon(s) on working vehicle when on the shoulder
- consider stop/go or give way control of traffic when activity encroaches onto lane.

If the above requirements cannot be achieved, the operation must be modified to comply with the requirements of a higher risk rating.

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Huronui District Council



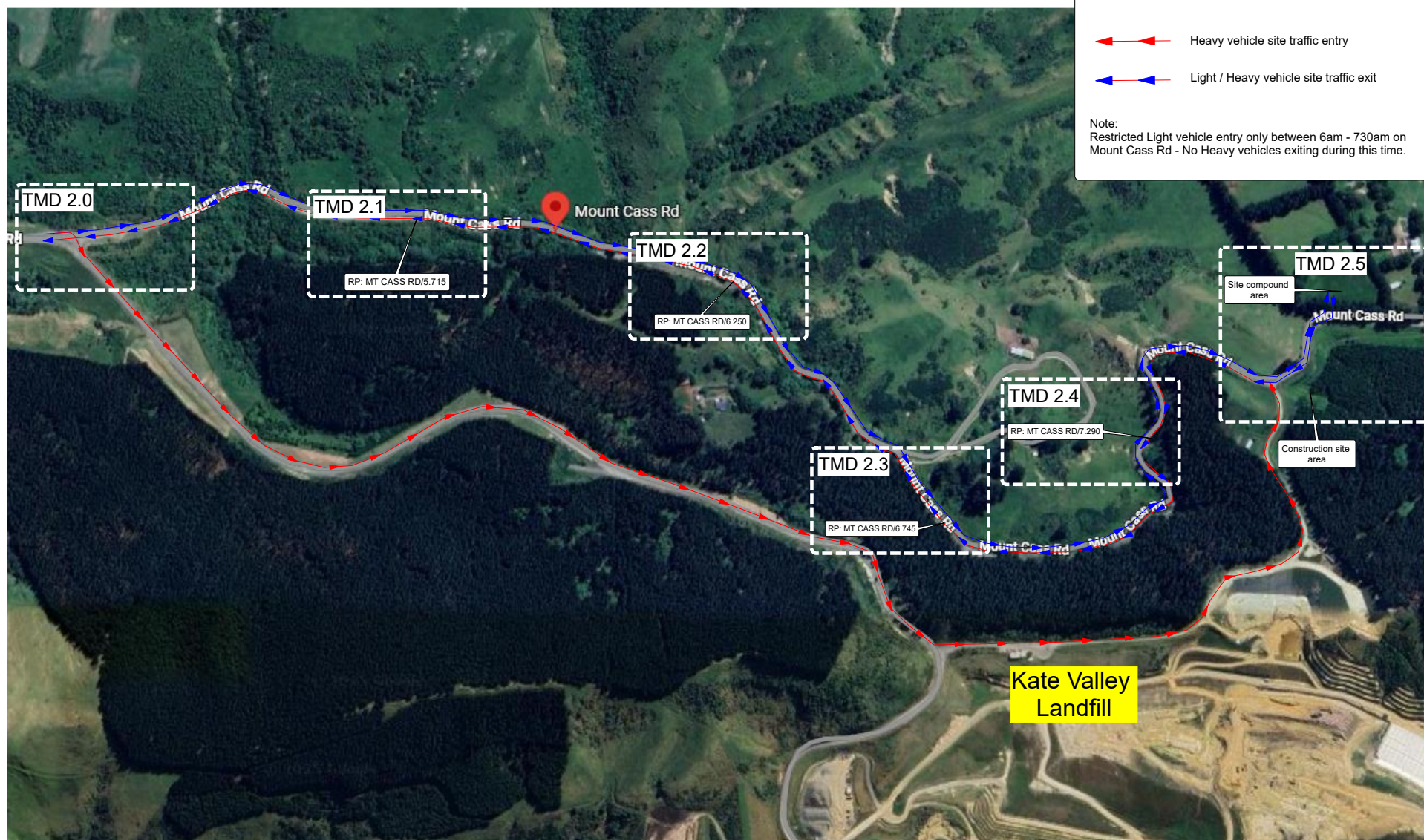
22 December 2025

HDC-26010

Site Access and Exit Routes by Vehicle Type

-  Light vehicle site traffic entry
-  Heavy vehicle site traffic entry
-  Light / Heavy vehicle site traffic exit

Note:
Restricted Light vehicle entry only between 6am - 730am on Mount Cass Rd - No Heavy vehicles exiting during this time.



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CAR F1145218

Legend
 Cone
 Safety Zone
 Work Area

TMD: y

STMS Number 118242

Hauku District Council

1.0

22 December 2025



Prepared by:



Prepared for:



Project:

Kate Valley Wind Farm

TMD Description:

Overview

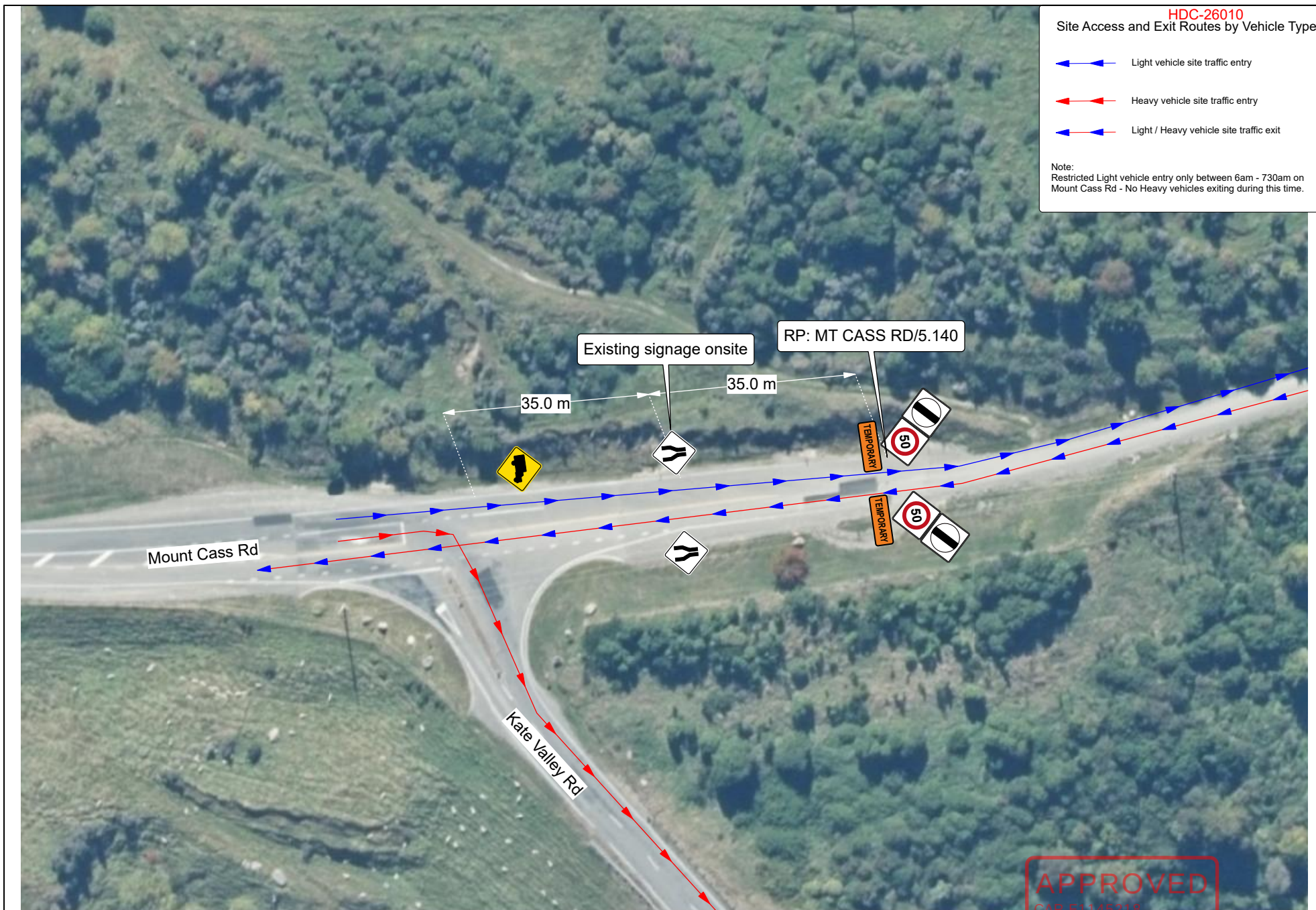
APPROVED By R. H. on Behalf of HDC 12/22/2025

HDC-26010

Site Access and Exit Routes by Vehicle Type

-  Light vehicle site traffic entry
-  Heavy vehicle site traffic entry
-  Light / Heavy vehicle site traffic exit

Note:
Restricted Light vehicle entry only between 6am - 730am on
Mount Cass Rd - No Heavy vehicles exiting during this time.



APPROVED
CAR E1145718

Legend

-  Cone
-  Safety Zone
-  Work Area

TMD: y
STMS Number 118242
Chunui District Council
2.0
22 December 2025



Prepared by:



Prepared for:



Project:

Kate Valley Wind Farm

TMD Description:

Western Approach

APPROVED BY Heavy Duty Signage HDC 12/22/2025

50km TSL established back to back on one side of the road due to available space.

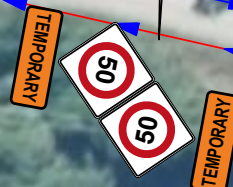
Which side of the road to be assessed for establishment on to maximise visibility from both directions

HDC-26010
Site Access and Exit Routes by Vehicle Type

-  Light vehicle site traffic entry
-  Heavy vehicle site traffic entry
-  Light / Heavy vehicle site traffic exit

Note:
Restricted Light vehicle entry only between 6am - 730am on Mount Cass Rd - No Heavy vehicles exiting during this time.

RP: MT CASS RD/5.715



APPROVED

CAP E1145218

Legend
 Cone
 Safety Zone
 Work Area

TMD:y
 STMS Number 118242
 Porirua District Council

2.1



22 December 2025

Prepared by:



Prepared for:



Project:

Kate Valley Wind Farm

TMD Description:

VSL Repeater

APPROVED By SLH on Behalf of HDC 12/22/2025

50km TSL established back to back on one side of the road due to available space.

Which side of the road to be assessed for establishment on to maximise visibility from both directions

HDC-26010
Site Access and Exit Routes by Vehicle Type

-  Light vehicle site traffic entry
-  Heavy vehicle site traffic entry
-  Light / Heavy vehicle site traffic exit

Note:
Restricted Light vehicle entry only between 6am - 730am on Mount Cass Rd - No Heavy vehicles exiting during this time.



APPROVED
CAR E1145218
2.2
22 December 2025

Prepared by:



Prepared for:



Project:

Kate Valley Wind Farm

TMD Description:

VSL Repeater 2

Legend

-  Cone
-  Safety Zone
-  Work Area



APPROVED By SLH on Behalf of HDC 12/22/2025

50km TSL established back to back on one side of the road due to available space.

Which side of the road to be assessed for establishment on to maximise visibility from both directions

HDC-26010
Site Access and Exit Routes by Vehicle Type

-  Light vehicle site traffic entry
-  Heavy vehicle site traffic entry
-  Light / Heavy vehicle site traffic exit

Note:
Restricted Light vehicle entry only between 6am - 730am on Mount Cass Rd - No Heavy vehicles exiting during this time.

RP: MT CASS RD/6.745

APPROVED

CAR E1145218

Prepared by: TMD:y
Checked by: STMS Number 118242
Approved by: Haurunui District Council



Cone



Safety Zone



Work Area

2.3



22 December 2025

Prepared by:



Prepared for:



Project:

Kate Valley Wind Farm

TMD Description:

VSL Repeater 0

APPROVED By SLH on Behalf of HDC 12/22/2025

50km TSL established back to back on one side of the road due to available space.

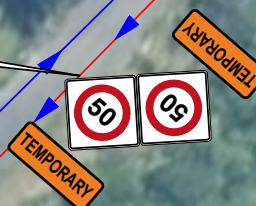
Which side of the road to be assessed for establishment on to maximise visibility from both directions

HDC-26010
Site Access and Exit Routes by Vehicle Type

-  Light vehicle site traffic entry
-  Heavy vehicle site traffic entry
-  Light / Heavy vehicle site traffic exit

Note:
Restricted Light vehicle entry only between 6am - 730am on Mount Cass Rd - No Heavy vehicles exiting during this time.

RP: MT CASS RD/7.290



APPROVED
CAR E1145218

Prepared by: TMD:y
STMS Number 118242
Hirunui District Council



Cone



Safety Zone



Work Area

2.4

22 December 2025



Prepared by:



Prepared for:



Project:

Kate Valley Wind Farm

TMD Description:

VSL Repeater 4

APPROVED By SH Henry on Behalf of HDC 12/22/2025



Prepared by: 	Prepared for: 	Project: Kate Valley Wind Farm TMD Description: Eastern Approach	Legend  Cone  Safety Zone  Work Area	APPROVED 22 December 2025 2.5 N
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APPROVED BY R. Harvey on Behalf of HDC 12/22/2025



Prepared by:



Prepared for:



Project:

Kate Valley Wind Farm

TMD Description:

MTC Position

APPROVED MTC Position

Legend



APPROVED

3.0

22 December 2025





Prepared by:



Prepared for:



Project:

Kate Valley Wind Farm

TMD Description:

Truck layby area

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Legend

- Cone
- Safety Zone
- Work Area

Planned TMD: y
STMS Number 118242
Hunui District Council

3.1

22 December 2025

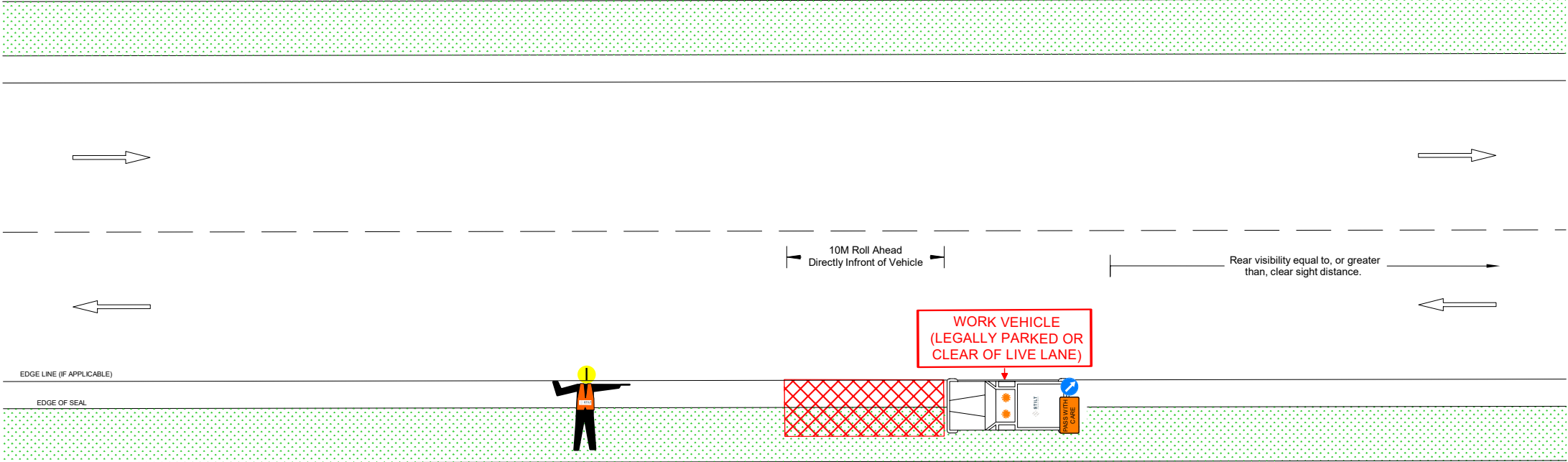


NOTES:

- Vehicles must be parked clear of live traffic lane, as far left as practically possible.
- Inspection activity confined to road shoulder.
- Any equipment required from vehicle to be obtained from the non-traffic side of the vehicle
- A vehicle is not required on a Level Low Volume or Level 1 (CAT A) roads if the inspector remains on a footpath. When a vehicle is used it must be parked clear of the lane or expected travel path of other road users – it must not become a hazard.
- Where a vehicle is required on Level Low Volume or Level 1 (CAT A), an amber flashing beacon is not required on the vehicle if the inspection or non-invasive works is on the unsealed shoulder (or further away from the carriageway) – including a footpath.
- For inspection activities that are carried out on level Low Volume (<500vpd) and CAT A & CAT B roads a CAT A/B STMS, TMO P or an Inspector must be onsite
- For inspection activities that are carried out on Level 1 / CAT A & CAT B roads a CAT A/B STMS, TMO P or an Inspector must be onsite
- For inspection activities that are carried out on Level 2 / CAT A & CAT B roads a CAT A/B STMS, TMO P or an Inspector must be onsite

HDC-26010

Inspection Activity:	
	Inspector
	'Safety Zone' / Roll Ahead
Clear Sight Distance (CSD) LV & L1 (non-state highways)	
Under 55kph	Over 55kph
75m	3x posted speed limit e.g. 60kph = 180m
Clear Sight Distance (CSD) L2	
3x posted speed limit e.g. 60kph = 180m	



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CAR E1145218
Rhonda Harvey
STMS Number 118242
Hurunui District Council

GENERAL INSPECTION

SITE ESTABLISHMENT /
MODIFICATION / REMOVAL

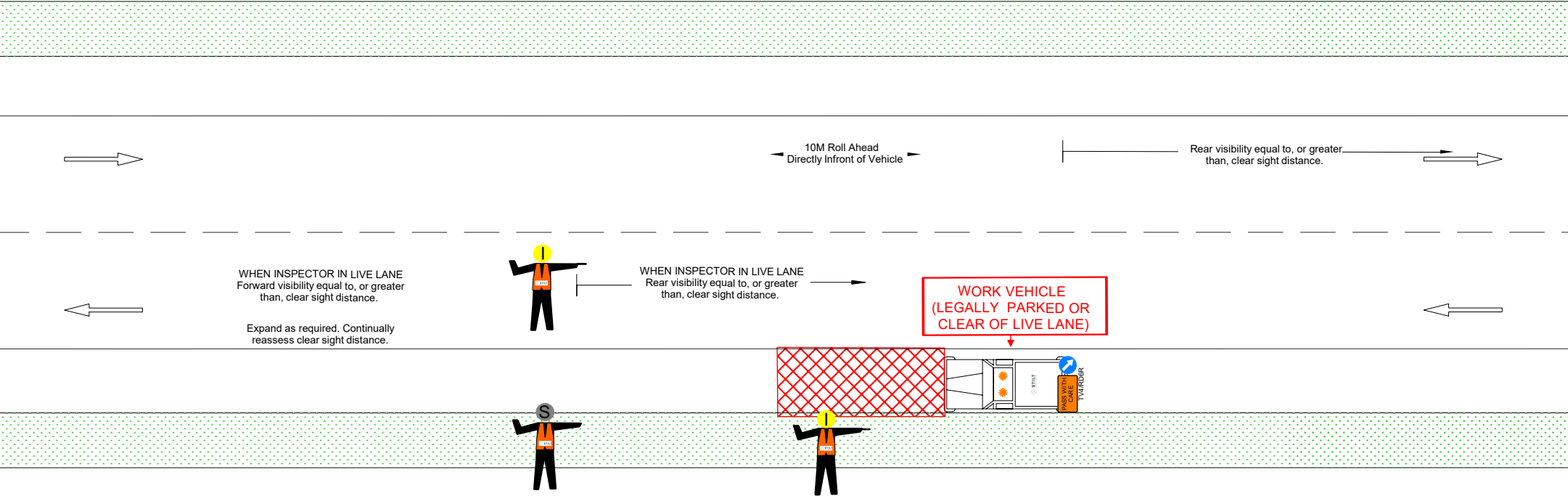
22 December 2025

UTMD Reference:	IN1		THIS DRAWING IS NOT TO ANY DEFINED SCALE	ROAD LEVEL: LV, L1 & L2 CAT A, B & C	Operation:	INSPECTION ACTIVITY FOOTPATH
			Version: 1	APPROVED By R.Harvey on Behalf of HDC - 12/22/2025 May 2025		

NOTES:

- Inspectors must move from live lanes to avoid traffic. They must not expect traffic to drive slowly or drive around them.
- On CAT A & B roads, a person completing an inspection or non-invasive works cannot be on a live lane for more than 5 minutes.
- All inspections on the live lane of CAT A & B roads require a spotter unless Level Low Volume or otherwise agreed on with RCA.
- There must be CSD to the inspector when on the live lane. If this cannot be achieved, a spotter must be placed in a position where CSD can be attained, and verbal instructions be given to the inspector. If this is not possible, a static or mobile operation is required.
- A spotter is not required for inspections and non-invasive works on Level Low Volume (under 500 AADT) roads or working off the live lane of a CAT A & B road.
- Level Low Volume (under 500 AADT) roads where an unaccompanied inspector is not able to maintain adequate attention (e.g., due to work tasks or poor visibility), a spotter will be required, or another type of traffic management operation used.
- An unaccompanied inspector may walk across a Level Low Volume, Level 1 & Level 2 (CAT A & B) road.
- A vehicle is not required on a Level Low Volume or Level 1 (CAT A) roads if the inspector remains on a footpath. When a vehicle is used it must be parked clear of the lane or expected travel path of other road users – it must not become a hazard.
- Where a vehicle is required on Level Low Volume or Level 1 (CAT A), an amber flashing beacon is not required on the vehicle if the inspection or non-invasive works is on the unsealed shoulder (or further away from the carriageway) – including a footpath.
- For inspection activities that are carried out on level Low Volume (<500vpd) and CAT A & CAT B roads a CAT A/B STMS, TMO P or an Inspector must be onsite
- For inspection activities that are carried out on Level 1 / CAT A & CAT B roads a CAT A/B STMS, TMO P or an Inspector must be onsite
- For inspection activities that are carried out on Level 2 / CAT A & CAT B roads a CAT A/B STMS, TMO P or an Inspector must be onsite

HDC 25/11/2025 Inspection Activity Key:	
	Inspector
	Spotter (when required)
	'Safety Zone' / Roll Ahead
Clear Sight Distance (CSD) LV & L1 (non-state highways)	
Under 55kph	Over 55kph
75m	3x posted speed limit e.g. 60kph = 180m
Clear Sight Distance (CSD) L2	
3x posted speed limit e.g. 60kph = 180m	



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Rhonda Harvey
STMS Number 110242
Hurunui District Council

Detail:

22 December 2025

UTMD Reference:

IN2



THIS DRAWING IS NOT TO ANY DEFINED SCALE
Version: 1
May 2025

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ROAD LEVEL:
LV, L1 & L2
CAT A & CAT B

Operation:

INSPECTION ACTIVITY
CARRIAGEWAY

GENERAL INSPECTION

SITE ESTABLISHMENT /
MODIFICATION / REMOVAL

- Advance warning sign X may be replaced by a tail pilot equipped with a T1 advance warning sign and appropriate supplementary plate. In this case, signs marked Y do not need to be established.
- T1 and/or tail pilot supplementary plate is a representation only, supplementary plate must appropriate to the activity being undertaken.

Clear Sight Distance (CSD) LV & L1 (non-state highways)	
Under 55kph	Over 55kph
75m	3x posted speed limit e.g. 60kph = 180m
Clear Sight Distance (CSD) L2	
3x posted speed limit e.g. 60kph = 180m	

22 December 2025

WITHIN ROAD SHOULDER

M1 V2



THIS DRAWING IS NOT
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1

May 2025

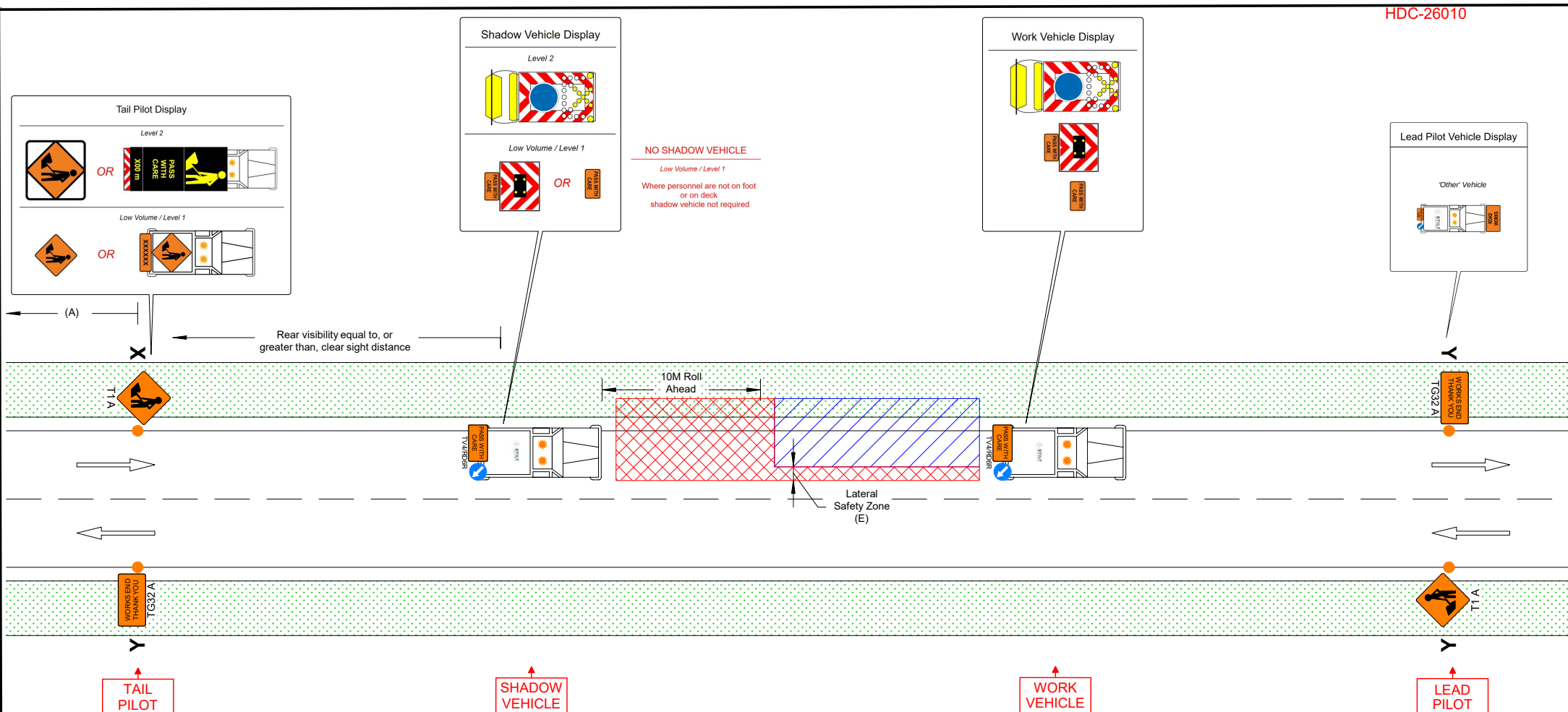
ROAD LEVEL:

LV L1 & L2
of HDC 12/22/2025
CAT B

Operation:

MOBILE OPERATION

WITHIN ROAD SHOULDER

**NOTES:**

- Advance warning sign X may be replaced by a tail pilot equipped with a T1 advance warning sign and appropriate supplementary plate. In this case, signs marked Y do not need to be established.
- When signs marked Y are not established and a tail pilot is used, there must be a forward CSD visibility from the work vehicle – for traffic coming from the opposing direction.
- T1 and/or tail pilot supplementary plate is a representation only, supplementary plate must be appropriate to the activity being undertaken.

Clear Sight Distance (CSD) LV & L1 (non-state highways)	
Under 55kph	Over 55kph
75m	3x posted speed limit e.g. 60kph = 180m
Clear Sight Distance (CSD) L2	
75m	3x posted speed limit e.g. 60kph = 180m

APPROVED

CAR E1145218

Rhonda Harvey

STMS Number 118242

Hurunui District Council

22 December 2025

UTMD Reference:

M3

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version:

1

APPROVED By R.Harvey on Behalf of HDC 12/22/2025

May 2025

ROAD LEVEL:

LV, L1 & L2

CAT A, B

Operation:

MOBILE OPERATION

Detail:

ON FOOT / ON DECK OPERATION