

Consultation Summary

JOB NUMBER: 23-1883

Waikato Greenfield Racing Hub
PROJECT

Waikato Thoroughbred Racing Incorporated
CLIENT

REVISION TYPE – REV 1
1 September 2026

1. INTRODUCTION

This report has been prepared in support of the preparation of the Fast-track Consent Application for the Waikato Greenfield Racing Hub (the Hub).

Throughout the development of the Hub, Waikato Thoroughbred Racing Inc ('the Applicant') has undertaken consultation and engagement with a range of stakeholders.

Section 29 of the FTAA requires that the applicant consult with the persons and groups referred to in s11 of the FTAA prior to lodging the referral application.

Section 11 requires the applicant to consult with:

(b) relevant local authorities; and

(c) any relevant iwi authorities, hapū, and Treaty settlement entities, including—

(xi) iwi authorities and groups that represent hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements; and

(xii) the tangata whenua of any area within the project area that is a taiāpure-local fishery, a mātaitai reserve, or an area that is subject to bylaws made under Part 9 of the Fisheries Act 1996; and

(d) any relevant applicant groups with applications for customary marine title under the Marine and Coastal Area (Takutai Moana Act) 2011; and

(e) ngā hapū o Ngāti Porou, if the Hub area is within or adjacent to, or the project would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou; and

(f) the relevant administering agencies; and

(g) if the proposed approvals for the project are to include an approval described in section 42(4)(f) (land exchange), the holder of an interest in the land that is to be exchanged by the Crown

In the case of the referral application, (xii), (d), (e) and (f) were not relevant to the Hub.

The purpose of engagement and consultation is to ensure that the relevant stakeholders are well informed in regard to this project and provided an opportunity to provide feedback regarding the proposal.

Consultation has been carried out through a number of online and in-person meetings, emails and written correspondence.

The consultation to-date has informed the development of this project which is outlined in this report and in the record of engagement attached to this summary as **Appendix DA.**

This report details the consultation and engagement undertaken as of 17 September 2026.

2. STAKEHOLDERS

The relevant stakeholders are as follows:

- Adjacent landowners to the site (See **Appendix M** of the application for the full list)
- Mana Whenua
- Waikato District Council
- Waikato Regional Council
- Future Proof Partners (Hamilton City Council and Waipa District Council)
- Relevant Administering Agencies
- Waikato River Authority

- Te Awa Cycleway
- Racing Industry Organisations

The following sections will address consultation and engagement undertaken with each stakeholder.

3. MANA WHENUA

In accordance with s11(b) of the FTAA, the applicant and project team has engaged with the relevant hapuu who are mana whenua of the site.

The Section 18 report prepared for the referral application outlined that the iwi authorities relevant to the Hub area are as follows:

- Ngaati Hauaa Iwi Trust, representing Ngaati Hauaa.
- Raukawa Settlement Trust, representing Ngaati Raukawa.
- Te Whakakitenga o Waikato, representing Waikato-Tainui.

Is it noted that as part of the Section 18 report, Raukawa considered that no further engagement was required with them, subject to engagement continuing with mana whenua.

In addition to the above groups, Ngaai Korokii Kahukura have also been consulted with as part of the referral and substantive process.

The hapuu have been consulted and engaged throughout the pre-referral process and substantive application process.

The purpose of the consultation has been to establish an ongoing relationship with the hapuu, introduce the Hub and understand cultural values on the site. Both hapuu have provided cultural values assessments that are supportive of the Hub, subject to outlining a commitment to establishing a partnership between the applicant and mana whenua.

This commitment has been further strengthened through the preparation of a memorandum of understanding between Ngaati Haua, Ngaati Korokii Kahukura and the applicant, which is attached to the application as **Appendix W.**

This further consultation has been facilitated by Miko Brouwer of RDT Pacific. A letter confirming the extent of engagement is included within this summary as **Appendix DB**

Consultation has also occurred with Tainui as part of the referral application.

The extent of consultation undertaken is included in the overall consultation record attached to this summary as **Appendix DA.**

4. WAIKATO DISTRICT COUNCIL

Waikato District Council (WDC) are the relevant local authority and key stakeholder for this application.

Ongoing consultation has occurred with WDC, through a series of in-person and online meetings and written communication, as detailed in the overall consultation record attached to this summary as **Appendix DA.**

The applicant and project team has had several meetings with Waikato District Council, Waipa District Council and Hamilton City Council. Representatives from all three Councils were also part of the wider Fast-track Action Team (FTAT).

The purpose of these meetings was to introduce the Hub and seek feedback on the proposal, while also discussing key issues such as traffic.

An overview of the consultation undertaken with FTAT and the three individual Councils is included in the consultation summary.

The Applicant is committed to working with Waikato District Council constructively and will continue to meet with its representatives to discuss the lodged application and recommended conditions of consent.

A letter outlining the extent of consultation that has occurred throughout the application process has been attached as **Appendix DC.**

5. WAIKATO REGIONAL COUNCIL

As above, ongoing consultation has occurred with WRC, through a series of in-person and online meetings and written communication, as detailed in the overall consultation record attached to this summary as **Appendix DA.**

A letter has been provided from WRC in accordance with section 30 of the FTAA, which confirms that there are no existing resource consents to which sections 124C(1)(c) or 165ZI of the RMA apply in relation to the project.

This letter is attached as to this summary as **Appendix DD.** A letter confirming WRC support for the proposal is also attached as **Appendix DE.**

6. FUTURE PROOF PARTNERS

As above, ongoing consultation has occurred with Waipa District and Hamilton City Council, through a series of in-person and online meetings and written communication, as detailed in the overall consultation record attached to this summary as **Appendix DA.**

Letters outlining the extent of consultation that has occurred throughout the application process have been attached as **Appendix DF** and **DG** respectively.

7. ADMINSTERING AGENCIES

The applicant undertook consultation with the relevant Administering Agencies, which in this case includes the Department of Conservation, Heritage New Zealand and the New Zealand Transport Agency as detailed in the overall consultation record attached to this summary as **Appendix DA.**

Consultation has occurred with these agencies from mid-2025 up until lodgement of the substantive application.

The administering agencies have all advised they have no fundamental issues with the application, subject to proper mitigation measures being imposed.

The Applicant is committed to continuing to work with the administering agencies, in particular the Department of Conservation once the application is lodged.

An attempt was made to contact the Minister for Seniors for comment on the substantive application. Minister Costello responded stating that comment would be provided as part of the response to the invite to comment extended by the panel during processing of the substantive application.

Correspondences from the New Zealand Trasport Agency and the Department of Conservation is attached as **Appendix DH**.

8. ADJOINING LANDOWNERS

Significant ongoing consultation has occurred, including three wider community open days and the establishment of Neighbour Liaison Group (NLG) to discuss the proposal and receive feedback from neighbours directly adjoining the site. The NLG met with project representatives on three occasions post referral acceptance

This group consists of representatives from Pencarrow, Hooker and Duncan Roads, which all border the site.

A summary of NLG feedback is attached to this summary as **Appendix DI.**

Feedback from potentially affected landowners and the wider community has been considered and resulted in changes to the overall masterplan and application, which has been summarised in **Appendix DI.**

9. WAIKATO RIVER AUTHORITY

As outlined in the consultation record, numerous attempts were made to engage with the Waikato River Authority (WRA), included a face to face and teams meeting to discuss the project.

An information package was provided to the WRA on the 7th of September 2026 with no response being received from the WRA prior to lodgement of the substantive application.

Email communication is attached as **Appendix DJ**

10. TE AWA CYCLEWAY

As outlined in the consultation record, numerous meetings and email correspondence has occurred between the project team and the Te Awa Cycleway Board (TACB).

An information package was provided to the TACB on the 24th of September 2026 with a letter of support for the Hub being provided, subject to the safety and functionality of the cycleway being considered.

This letter of support is attached as **Appendix DK**

11. RACING INDUSTRY

A number of racing industry organisations have provided letters of support for the Hub, which are attached as **Appendix DL.**

These organisations include:

- New Zealand Harness Racing
- New Zealand Jockey's Association
- TAB

12. OTHER PARTIES

Engagement also occurred with a number of other parties, including:

- IAWAI
- Waikato Waters
- Fire and Emergency New Zealand (FENZ)
- Taumata Arowai

Correspondence from the above parties is attached to this summary as **Appendix DM.**

13. CONCLUSION

The consultation undertaken in relation to the Waikato Greenfield Racing Hub has been extensive, progressive, and appropriately directed to the issues raised by the scale, nature, and location of the Project.

It has included structured community engagement, targeted, formal stakeholder correspondence, and ongoing liaison with relevant agencies and parties. While aspects of engagement remain ongoing, including in relation to iwi and mana whenua input and Waikato District and Regional Councils.

The consultation undertaken to date has been sufficient to identify the principal issues requiring assessment, inform the design and technical response, and support the lodgement of a comprehensive substantive application.

Consultation has been undertaken in a genuine and substantive manner and that the proposal has been materially informed by the feedback received.

This record is intended to accompany and support the Waikato Greenfield Racing Hub application at the time of lodgement.

Appendix DA: Consultation Record

Engagement Record – Referral and Substantive

REFERRAL APPLICATION				
Organisation	Date	Method	Attendees	Summary
Waikato District Council				
Waikato District Council	1/10/2025	Pre-Application Meeting Request	**WDC** Cameron Aplin (Planner) **WTR** Josh Caddigan (Planner) Sam Simpson (Engineer)	Feedback requested regarding the proposed development, specifically regarding the private plan change v fast track approach.
Waikato District Council	14/11/2025	In Person Meeting	**WDC:** Mayor Aksel Bech CEO Craig Hobbs **WTR:** Bruce Harvey (WTR Board) Steve Bramley (Project Director)	In person meeting to discuss proposed site and seek Council support.
Waikato District Council	28/11/2025	In Person Meeting	**WDC:** Craig Hobbs (CEO) Hazel Coalter (Planning and Growth Manager) Will Gauntlett (Strategy and Growth) Wade Hill (Development Support) Ella Makin (Principal Planner) **WTR:** Steve Bramley (Project Director) Gordon Hassett Sam Simpson (Engineer) Josh Caddigan (Planner) Vjay Lala (Planner)	Discussion around overall development. Discussed intention to utilize the Fast-track process and Potential Plan Change. Next steps – Progress the application and engage with the Fast Track Action Team (FTAT)
Waikato District Council	5/12/2025	In Person Meeting	**WDC** Mayor Bech Cr Crystal Beavis Cr Mike Keir **WTR**	Discussion regarding potential community concerns and potential mitigations.

			Steve Bramley (Project Director) Bruce Harvey (WTR Board) Carolyn Christian (WTR Board) **Tamahere Community Committee** [redacted]	
Waikato District Council	04/02/2026	In person meeting	**WTR** Josh Caddigan Callum Davison **Waikato DC** Hazel Coalter Matthew Epps **Waipa DC** Sergey Shutov **NZTA** Mike Wood Nicole Wallace	Meeting to discuss feedback relating to traffic received from Waikato and Waipa DC. Final Council response to be provided as part of the Fast Track Action Team (FTAT) response.
Hamilton City Council				
Hamilton City Council	14 and 18/11/2025	Phone Calls	**HCC** Lance Vervoort (CEO) **WTR** Steve Bramley (Project Director)	Inform Lance of the site and proposal.
Hamilton City Council	17/11/2025	Follow-up email	**HCC** Lance Vervoort (CEO) **WTR** Steve Bramley (Project Director)	Inform re Pencarrow site and seek later EIA support.
Hamilton City Council	25/11/2025	Phone Call	**HCC** Blair Bowcott (GM Strategy and Growth) **WTR** Steve Bramley (Project Director)	Discussion regarding proposal. Signalled future economic impact support.
Waipa District Council				
Waipa District Council	14/11/2025	Phone call	**WDC** Steph O'Sullivan (CEO) **WTR** Steve Bramley (Project Director)	Inform Council re conditional S&P agreement.

Waipa District Council	17/11/2025	Follow-up email	**WDC** Steph O'Sullivan (CEO) **WTR** Steve Bramley (Project Director)	Inform Council re selection of the Pencarrow site and seek later EIA support.
Waikato Regional Council				
Waikato Regional Council	10/10/2025	Online Meeting	**WTR** Sam Simpson Josh Caddigan **WRC** Ceri Hills Brian Richond	Initial meeting to discuss key WRC issues, consent triggers and aquifer capacity.
Waikato Regional Council	9/12/2025	Email	**WRC** Chris McLay (WRC CEO) Brent Sinclar (Director of Resource use)	Inform of project updates plus forwarded presentation for key governance post meeting.
Waikato Regional Council	11/03/2026	Online Meeting	**WTR** Sam Simpson Josh Caddigan Callum Davison **WRC** Brian Richmond Donna Jones Ceri Hills	Meeting providing update on application.
Waikato Tainui				
Waikato Tainui	1/12/2025	Personal visit in Hamilton	**Waikato Tainui** Te Makarini Mapu Karuna Deobhakta Tamoko Ormsby **WTR** Steve Bramley (Project Director) Josh Caddigan (Planner) Sam Simpson (Engineer)	Initial briefing regarding the project. Feedback received was that through a Marae based model, Tainui would support the views and feedback of Ngāti Hauā and Ngāti Koroki Kahukura.
Sport Waikato				
Sport Waikato	28/11/2025	Phone call	**SW** Shane Brodie **WTR** Steve Bramley (Project Director)	Briefing and discussing future potential community facility alignment.

Sport Waikato	10/12/2025	Email	**SW** Steve Pittman **WTR** Steve Bramley (Project Director)	Provided more detail on sport and rec facility needs.
Department of Conservation				
Department of Conservation (DoC)	05/02/2026	Online meeting	**WTR** Josh Caddigan **DoC** Bridgette Munro Andrew Styche	Brief DoC on the proposal, receive initial feedback regarding proposal and ecology report. Next Steps – Meet again once development has progressed.
Department of Conservation	19/03/2026	Online meeting	**WTR** Josh Caddigan **DoC** Bridgette Munro	Project update.
Department of Conservation	17/04/2026	Written Summary of Engagement	**DoC**	DoC have provided a written statement of fact which is attached as **Attachment A**.
Heritage New Zealand				
Heritage New Zealand	14/01/2026	Email requesting engagement	**WTR** Josh Caddigan **Heritage NZ** Rachel Darmody	Email requesting a pre lodgement meeting to discuss the proposal.
Heritage New Zealand	22/01/2026	Online meeting	**WTR** Josh Caddigan **Heritage NZ** Rachel Darmody Te Haana Jacob	Brief Heritage NZ on the proposal. Email response from Heritage NZ acknowledging opportunity to discuss the proposal. See **Attachment B**.
Te Awa Cycleway Board				
Te Awa Cycleway Board	9/03/2026	In Person meeting	**WTR** Sam Simpson **Te Awa Cycleway Board** Simon Perry Marlene Julian	Email response outlined support of the proposal at a high level, subject to potential environmental effects are appropriately mitigated.
Fast Track Action Team (FTAT)				

Fast Track Action Team (FTAT)	27/01/2026	Online meeting	**WTR** Josh Caddigan Sam Simpson **FTAT** Donna Tracey (Waikato DC) Hazel Coalter (Waikato DC) Nick Birdsall (Waikato DC) Virendra Prasad (Waikato DC) Keith Martin (Waikato DC) Mark Curtis (Waikato DC) Richard Pullar (Watercare) Matthew Horsfield (Waikato DC) Ella Makin (Waikato DC) JP Velloen (Waikato DC) Mark Rushworth (NZTA) Miffy Foley (Waikato Regional Council) Chris Dillon (Hamilton City Council) Wendy Robinson (Waipa District Council) Bryan Hudson (Waipa District Council)	Initial briefing of the proposal to inform the FTAT group.
FTAT	15/03/2026	Online meeting	As above	Project update.
FTAT	16/04/2026	Summary document	**FTAT** Waikato DC Waipa DC Waikato Regional Council NZTA	**Final FTAT update –** Summary of engagement from FTAT is attached to this appendix as **Attachment C.**
Tamahere Community / Adjoining Neighbours				
Tamahere Community	31/01/2026	In person meeting	**WTR** Josh Caddigan (Planner) Sam Simpson (Engineer) Steve Bramley (Project Director) Steve Pittman (Track Infrastructure) Gordon Hassett Elizabeth Hughes (Comms) Bruce Harvey (WTR Board) Carolyn Christian (WTR Board)	Initial open community engagement meeting to inform the wider community of the proposal and receive initial feedback regarding the proposal. This initial feedback is summarised via the frequently asked questions section of the project website. https://wtrgreenfield.co.nz/faqs/
Adjoining Neighbours	25/02/2026	In person meeting	**WTR** Josh Caddigan (Planner) Sam Simpson (Engineer)	Meeting with neighbours adjoining the site to discuss further developments in the project since the meeting on the 31st of Jan.

			Steve Bramley (Project Director) Steve Pittman (Track Infrastructure) Gordon Hassett Elizabeth Hughes Bruce Harvey (WTR Board) Carolyn Christian (WTR Board) Mark Fraser Campin (WTR Board) Chris Millman (Architect) Angela Makgill (Architect)	
Tamahere Community	22/03/2026	In person meeting	**WTR** Josh Caddigan (Planner) Sam Simpson (Engineer) Steve Bramley (Project Director) Gordon Hassett Elizabeth Hughes Bruce Harvey (WTR Board) Carolyn Christian (WTR Board) Mark Fraser Campin (WTR Board) Chris Millman (Architect)	Community engagement meeting to inform the community of the progression of the project and introduction of Harness Racing.
Neighbours Liaison Group	25/02/2026	In person meeting	**WTR** Steve Bramley Sam Simpson **Neighbours Liaison Group** [redacted]	Initial meeting with WTR and group representatives to outline process moving forward.
Neighbours Liaison Group	31/03/2026	In person meeting	**WTR** Josh Caddigan Callum Davison Steve Bramley Gordon Hassett Chris Millman Angela Makgill **Neighbours Liaison Group** Phil Harris Sarah Marshall Marg Forde Moira Haddrell Andrew Macdonald Connie Templeman Logan Wait	Discussed the latest version of the development and discussed concerns of neighbours from Hooker, Duncan and Pencarrow Roads. Feedback has been collated into minutes document attached to this summary as **Attachment D.** The trainers entrance off of Duncan Road has been moved further south in response to feedback received from Duncan Road residents.

Tamahere Community Committee (TCC)	31/03/2026	In Person Meeting	**WTR** Steve Bramley **TCC** [redacted]	General Project Update
Tamahere Hospital and Wellness Centre (THWC)	10/04/2026	In person Meeting	**WTR** Steve Pittman **THWC** Wayne Mc Lean- Chairman of board Brian Harcourt - Board member Syd Taare - Kaumatua and Executive Officer Aaron Keelty - Nurse manager Executive officer Peter Bullen - CFO	Initial project meeting to inform THWC of the proposal and ongoing engagement. Minutes of this meeting are attached as **Attachment E.**
Landowners				
Landowners	21/11/2025	In person meeting	**Landowners** [redacted] **WTR** Steve Bramley (Project Director) Bruce Harvey (Chairman WTR) Josh Caddigan (Planner) Sam Simpson (Engineer)	Briefing on future process and to discuss engagement process with neighbours.
Landowners	14/12/2025	Email	**Landowners** [redacted] **WTR** Steve Bramley (Project Director)	Notification of location going public.
Landowners	29/01/2026	In-Person Meeting	**WTR** Steve Bramley Bruce Harvey **Landowners** [redacted]	Project progress update.

			[redacted]	
Members of Parliament				
MP Hamilton East	2/12/25	Email exchange	**MP** Ryan Hamilton (MP for Hamilton East) **WTR** Steve Bramley (Project Director)	Sent presentation regarding the proposal.
MP Hamilton West	26/11/25	Personal meeting	**MP** Minister Tama Potaka **WTR** Steve Bramley (Project Director) Bruce Harvey (Chairman WTR)	Inform Minister of the proposal. Key comments were ensure industrial buffer at Te Rapa; address bats/skinks, etc at Greenfields site; ensure effective iwi engagement.
MP Waikato	1/12/25	Personal meeting	**MP** Tim Van de Molen **WTR** Steve Bramley (Project Director) Bruce Harvey (Chairman WTR)	Inform Minister of the proposal.
Mana Whenua				
Ngāti Hauā	16/09/2025	Email	**WTR** Josh Caddigan **Ngāti Hauā** Lisa Gardiner	Email brief of the proposal arranging a meeting to discuss. Advised Norm Hill was the mandated person to deal with RMA matters on behalf of Ngāti Hauā.
Ngāti Hauā	3/10/2025	Online meeting	**WTR** Josh Caddigan Sam Simpson **Ngāti Hauā** Norm Hill	Online meeting to discuss the proposal and consultation process. **Next Steps:** Norm Hill was engaged to prepare a cultural impact assessment (CIA) on behalf of Ngāti Hauā. – See **Attachment F.**
Ngāti Hauā	16/12/2025	On-site meeting	**WTR** Josh Caddigan Warren Gumbley (Archaeologist) Mel Robinson (Landscape Designer) **Ngāti Hauā** Norm Hill	On-site meeting to gauge the lay of the land and discuss the proposal. Discussed cultural effects and initial views of Ngāti Hauā regarding the proposal.
Ngāti Koroki Kahukura	28/01/2026	Email and phone call	**WTR** Josh Caddigan	Initial email and phone call regarding engagement with Ngāti Koroki Kahukura and briefing of the proposal.

			Ngāti Koroki Kahuhura Beth Tauroa	**Next Steps:** Beth Tauroa was engaged to prepare a cultural impact assessment (CIA) on behalf of Ngāti Koroki Kahukura. See **Attachment G.**
Ngāti Hauā and Ngāti Koroki Kahukura	27/02/2026	On-site meeting	**WTR** Josh Caddigan Mel Robinson **Ngāti Haua** Norm Hill John Te Maru Mandy Hotene **Ngati Koroki Kahukura** Beth Tauroa Poto Davies	On-site meeting to discuss the developed proposal and methods to involve Iwi into the development through ecological management. **Next Steps:** Engagement will continue as the project progresses and with the preparation of the CIAs.
New Zealand Transport Agency				
New Zealand Transport Agency (NZTA)	13/11/2025	Email correspondence	**WTR** Josh Caddigan **NZTA** Nicole Wallace	Initial briefing regarding the Pencarrow Road site – initial feedback provided via email.
NZTA	15/12/2025	Online meeting	**WTR** Josh Caddigan Sam Simpson **NZTA** Nicole Wallace Mark Rushworth Song Wan Mike Wood	Follow on meeting from initial email feedback.
NZTA	23/01/2026	Email correspondence	**WTR** Josh Caddigan **NZTA** Nicole Wallace	Initial feedback on draft integrated traffic assessment (ITA).
NZTA	18/03/2026	Online meeting	**WTR** Josh Caddigan Parzan Cooper **NZTA**	Online meeting to discuss latest updates to the proposal.

			Nicole Wallace Song Wan Mark Lilley Mike Wood Sarah Anderson	
NZTA	13/04/2026	Phone Call	**WTR** Steve Bramley **NZTA** Andrew Corkill	Phone call providing a general project update.

SUBSTANTIVE APPLICATION				
Organisation/Group	Key Contact	Date Contact Made	Meeting Confirmed (Y/N)	Meeting Details
Neighbours Liaison Group	[redacted]		**Yes x 3**	**- 14/07/2026** Held at BCD Office **- 04/08/2026** Further update - Held via teams **- 18/08/2026** Further update - Held via teams **- 25/08/2026** Held at the BCD office in person – Final Meeting Final NLG feedback provided.
Wider Community	[redacted]		**Yes**	**- 23/08/2026** Community open day held at Tamahere community centre
Iwi / Hapu				
Ngaati Hauaa	Norm Hill (c/o Miko Brouwer)			Meeting with Hapuu and Applicant on **16/08/2026**
Ngaati Koroi Kahukura	Harry Wilson (c/o Miko Brouwer)			Meeting with Hapuu and Applicant on **16/08/2026**
Territorial Authorities				
Waikato DC	Hazel Coalter / Donna Tracey	Contacted Via email on 6/07/2026 & 8/07/2026	**Yes**	Initial project brief confirmed for 28/07/26 Traffic Meeting held on Thursday 21st August and 10th of September.

Waikato DC	Mayor Bech / Craig Hobbs	Contacted via email on 21/07/2026	**Yes**	Meeting held on **1/09/2026** outlining the project. Letter to be provided.
Hamilton CC	Mayor Macindoe / Lance Vervoort	Contacted via email on 21/07/2026	**Yes**	Meeting held on **25/08/2026** outlining the project. Letter to be provided.
Waipa DC	Mayor Pettit / Steph O'Sullivan	Contacted via email on 21/07/2026	**Yes**	Meeting held on **1/09/2026** outlining the project. Letter to be provided.
Regional Authority				
Waikato Regional Council	Donna Jones / Ceri Hills	Contacted via email on 8/07/2026	**Yes**	Meeting held on **19/08/2026** regarding project progress and proposed groundwater take methodology.
Waikato Regional Council (Political)	Chris McLay	Contacted via email on 21/07/2026	**Yes**	Meeting held **15/09/2026**. Letter to be provided.
National Bodies				
NZTA	Nicole Wallace	Contacted via email on 8/07/2026	**Yes**	Meeting held on **23/07/26** – minutes provided.
DOC	Bridgette Munro	Meeting requested 27/08/26		Draft substantive ecology work is complete – meeting booked for **23/09/2026.**
Heritage NZ	Rachel Dermody	Meeting requested 27/08/26	**Yes**	Meeting held on **09/09/2026**
Miscellaneous				
Waikato River Authority	Antoine Coffin Justine Young	Contacted via on 8/07/2026	**Yes**	Meeting held with Antoine **24/07/2026**. Meeting with Justine Young was held **3/09/2026**– Letter from WRA to be provided.
Tamahere Hospital	Aaron Keelty		**Yes**	Feedback received
Minister for Seniors	Casey Costello			Response received that comments would be provided during substantive application processing.
Hamilton Airport	Rob Dol	Email correspondence – meeting confirmed for **26/08/2026**	**Yes**	Meeting held **26/08/2026** – Indicated would provide letter of support
WTR	Bruce Harvey			Brief prepared for letter of support.
Harness NZ	Grant Jarrold / Liz Bishop			Brief prepared for letter of support.
TAB	Nick Roberts / Jason Fleming			Brief prepared for letter of support.

Landowners	[redacted]		**Yes**	Meetings held with [redacted] and [redacted] separately.
Taumata Arowai (Water Services Authority)	Neil Shaw	Contacted on **17/07/26**	**Yes**	Meeting on **23/07/2026** – email advice provided.
IAWAI	Andrew Parsons /	Meeting requested – **26/08/26**		Email feedback provided
Waikato Waters	Robin Walker	Meeting requested – **26/08/26**	**Yes**	Meeting held **10/09/26** – No issues with the proposal as outside of their jurisdiction
Te Awa Cycleway	Simon Perry. Sarah Ulmer	Meeting held **20/08/26**	**Yes**	Letter of support provided conditional on any safety concerns being addressed.
Fire and Emergency NZ	Mark Tinworth			High-level feedback provided – to be addressed through civil documentation.

Appendix DB: Mana Whenua Letter

29 September 2026

Environmental Protection Authority

Fast-track Approvals

Ngāti Hauā Iwi Trust

PO BOX 270 Morrinsville 3340

Tel 07 889 5049

admin@ngatihauaiwitrust.co.nz

www.ngatihauaiwitrust.co.nz

Tēnā koutou

Waikato Thoroughbred Racing Hub, Tamahere - Te Kawenata (Mana Whenua Partnership Agreement) and Cultural Values Assessment.

This letter accompanies the Cultural Values Assessment and draft Te Kawenata submitted with WTR's Fast-track application, and confirms the parties' shared intent.

Following engagement since December 2025 (Ngāti Hauā) and February 2026 (Ngaati Korokii Kahukura), the heads of both iwi and WTR governance met on 16 September 2026 and agreed the draft terms of Te Kawenata and the approach to finalising it.

The parties intend to finalise Te Kawenata and hold a special signing ceremony in early 2027, and to progress a Cultural Management Plan under it, as recommended in the CVA.

Please contact Project Advisor, Miko Brouwer (miko.brouwer@rdtpacific.co.nz, 021 052 6983) with any questions.

Nāku noa, nā

Signed for and on behalf of Ngāti Hauā Iwi Trust

Name: Norman Hill Position: Pou Taiao Date: 30 September 2026

Signed for and on behalf of Ngaati Korokii Kahukura



Name: Harry Wilson Position: Pou Tikanga Taiao Date: 30 September 2026

Signed for and on behalf of Waikato Thoroughbred Racing Inc



Name: Bruce Harvey Position: WTR Chair Date: 1 October 2026

Enclosures

- Cultural Values Assessment, dated 25 September 2026
- Te Kawenata - Mana Whenua Partnership Agreement (draft, August 2026)

Appendix DC: Waikato DC Letters

25 September 2026

Bruce Harvey
Chairman, Waikato Thoroughbred Racing Board
Steve Bramley
Project Director, Waikato Greenfield Racing Hub

DELIVERED VIA EMAIL: sbramley@sglfunding.co.nz

Cc: Wendy Robinson, Juliana Reu Junqueira, Jackie Colliar, and Miffy Foley.

Dear Bruce and Steve

FAST-TRACK PROPOSAL: Pre-substantive Engagement with Waikato Thoroughbred Racing

Waikato District Council (WDC) acknowledges the constructive engagement undertaken by the Waikato Thoroughbred Racing project team with WDC, and Waipa District Council staff. Over approximately ten months, discussions with staff have addressed planning, land use, transport, and the proposal's broader strategic context. The applicant has responded to feedback as the proposal has evolved. Subject to the substantive application appropriately addressing the effects of the proposed development, WDC supports Waikato Thoroughbred's application in principle.

The engagement process has improved Council staff's understanding of the proposal, its relationship with the wider area, and associated infrastructure planning. Discussions are commencing in relation to the proposed Private Developer Agreement (PDA), now that the associated technical reports are available for review by Council.

Council acknowledges the significant engagement undertaken by Waikato Thoroughbred Racing with Council, the community, and other stakeholders, as well as the project team's responsiveness to matters raised. In particular, the developer has recognised the active interest and concerns of local residents and has engaged openly with resident forums to understand those concerns and work through how the immediate effects of the development can be appropriately managed. This constructive approach has supported a clearer understanding of the proposal's potential effects on the local area which have been reflected in the masterplan and proposed design outcomes.

We note the following key matters in relation to our engagement to date and our expectations as the application progresses through the statutory process:

- Transport modelling and assessment has been completed and provided to WDC and Waipa District Council staff. Council is continuing to work constructively with the developer to agree the timing and sequencing of required external transport upgrades.
- WDC will seek the inclusion of a condition precedent requiring the consent holder to enter into a Development Agreement with Waikato District Council, and IAWAI prior to the commencement of development.

WDC appreciates the constructive engagement undertaken to date and looks forward to continuing to work with the applicant as the proposal progresses. Given the supporting technical documents have only recently been provided, and the period between referral and lodgement of the substantive application is less than three months, Council has not yet had the opportunity to review the application and supporting assessments in full. WDC will confirm its position following that review, including through completeness and scope checks and any written comments provided to the Expert Panel during the substantive process.

Notwithstanding this, WDC acknowledges the positive and collaborative engagement undertaken and based on its current understanding of the proposal, does not anticipate any critical issues requiring resolution.

Kind regards



Hazel Coalter
PLANNING AND GROWTH MANAGER
WAIKATO DISTRICT COUNCIL

Appendix DD: WRC Section 30 Letter

31 August 2026

Donna Jones

Team Leader – Consents

Waikato Regional Council

Private Bag 3038, Waikato Mail Centre, Hamilton 3240

Delivered via Email: Donna.Jones@waikatoregion.govt.nz

Dear Donna,

RE: Waikato Thoroughbred Racing Greenfield Hub Fast Track Approval – Notification of Approvals Sought under the Resource Management Act 1991

Waikato Thoroughbred Racing Incorporated (WTR) is lodging a substantive application under the Fast-track Approvals Act 2024 (FTAA) for Waikato Greenfield Racing Hub, which was referred on 6 July 2026 pursuant to Section 21 of the FTAA.

The project will establish a unique world-class greenfield racing hub for horse training, racing and associated equine activities. Alongside this, the project will also incorporate residential lifestyle lots, a commercial precinct and retirement living facilities.

The project involves the development of approximately 164 hectares in 7 contiguous lots (at 636, 592, and 536 Pencarrow Road, 37 Hooker Road and 38 and 90 Duncan Road, Tamahere). These lots are shown in **Figure 1** below.

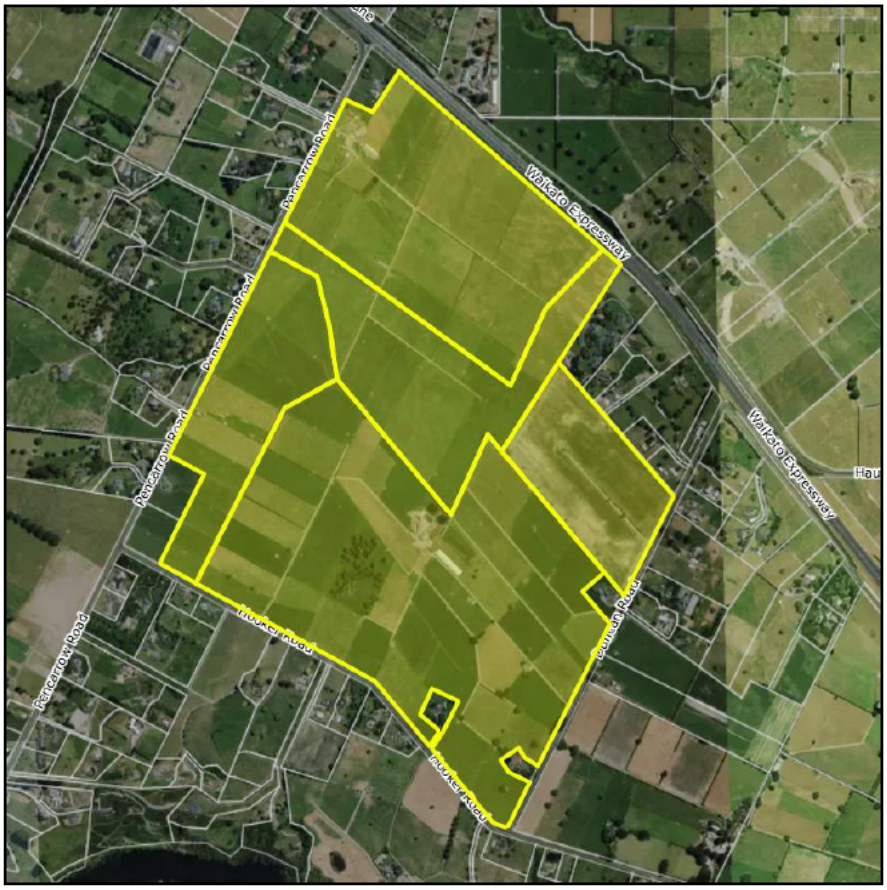


Figure 1: Project site extents

Under section 30(6) FTAA, a substantive application cannot be lodged until the process pursuant to section 30 is completed. Section 30 only applies where the substantive application meets the criteria set out in s30(1)(a)-(b).

Pursuant to this section, this letter notifies Waikato Regional Council that those matters set out in s30(1) are engaged. WTR's application seeks approval for a resource consent described in section 42(4)(a) of the FTAA[1] and WTR does not hold an existing resource consent for the same activity (as the Activity applied for) using some or all of the same natural resource.[2]

Section 30(3) of the FTAA requires the consent authority that receives this notice to advise the authorised person (in this case, WTR) by written notice, of any existing resource consents to which sections 142C(1)(c) or 165ZI of the Resource Management Act 1991 (RMA) would apply or confirm that there are no existing resource consents of this kind.

Section 142C(1)(c) applies where a resource consent cannot be fully exercised until the expiry of another consent for an activity (under ss 12-15, RMA) that uses a natural resource. Section 165ZI relates to coastal permits to occupy space in the common marine and coastal area for aquaculture activities if the application relates to space subject to a permit referred to in s165ZH and the application is made by a person who is not the existing permit holder.

Once you have had the opportunity to review the records for the relevant sites, we would appreciate if you could please confirm by the **11th of September 2026** whether there are any existing resource consents to which sections 124C1(c) or 165ZI of the resource Management Act 1991 would apply, or confirm that there are no existing resource consents of this kind.

Yours sincerely,



Josh Caddigan

Senior Planner

BCD GROUP LTD

[1] Section 30 (1)(a).
[2] Section 30 (1)(b).

File No: 61 92 95A
Document No: 39004627
Enquiries to: Hugh Keane

Waikato REGIONAL COUNCIL
Te Kaunihera ā Rohe o Waikato

Private Bag 3038
Waikato Mail Centre
Hamilton 3240
New Zealand

waikatoregion.govt.nz
0800 800 401

24 September 2026

Via email

Josh Caddigan
Senior Planner
BCD Group Ltd

Hello Josh

Re: Waikato Thoroughbred Racing Greenfield Hub Fast Track Approval – Notification of Approvals Sought under the Resource Management Act 1991

Thank you for your letter dated 31 August 2026 notifying the Waikato Regional Council (WRC) that a substantive application is to be lodged shortly by Waikato Thoroughbred Racing Incorporated for the Waikato Greenfield Hub under the Fast-Track Approval Act (the Act).

Your letter has requested WRC provide written notice pursuant to section 30(3) of the FTAA that there are no existing resource consents to which sections 124C(1)(c) or 165ZI of the RMA would apply in relation to the project.

WRC advises as follows:

a) As of the date of this letter there are no existing consents to which section 124(1)(c) of the RMA would apply if the project were to be applied for as a resource consent under the RMA.

b) Further, WRC can confirm that section 165Z1 of the RMA does not apply as the proposed project is not located in the common marine and coastal area in accordance with the Waikato Regional Coastal Plan (proposed or operative).

If you require further information on these matters, please contact Hugh Keane in the first instance.

Ngaa mihi



AnaMaria d'Aubert

Manager Regional Consents

Resource Use Directorate

Appendix DE: WRC Letter of Support

File No: 01 80 13
Document No: 39071991 1

Waikato REGIONAL COUNCIL
Te Kaunihera ā Rohe o Waikato

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0800 800 401

29 September 2026

WTR Greenfields Racing Hub
Steve Bramley
sbramley@sglfunding.co.nz

cc Josh Caddigan joshc@bcdgroup.nz

Dear Steve

Waikato Thoroughbred Racing Greenfields Racing Hub – Fast-track application

Following our recent discussions, I write in support of the potential regional economic and strategic benefits associated with Waikato Thoroughbred Racing's (WTR) proposal.

The Waikato region is at the heart of New Zealand's bloodstock industry, with a deep concentration of breeding, training, specialist support businesses and expertise. The scale of that contribution is considerable – according to information provided to us, contributing $505.3 million in value-added GDP to the Waikato economy in 2022/23.

The thoroughbred and wider equine sector is an important and established part of the Waikato economy and regional identity. Consolidating racing, training, bloodstock and associated equine activities within a purpose-built Greenfield Racing Hub provides an opportunity to support the long-term development of the sector, encourage continued investment and employment, and reinforce the Waikato's position as an important centre for racing and equine activity.

The wider proposal includes residential, retirement living and commercial components, together with a range of environmental, infrastructure and transport matters that require further consideration through the relevant statutory processes.

I appreciate WTR's early and open engagement with the council regarding its proposal. On the basis of these briefings, WRC considers that the proposal for the racecourse and its associated activities provides strategic benefits with the combination of three racecourses into one single operation at a greenfields site.

Yours faithfully

Chris McLay
CHIEF EXECUTIVE | Tumu Whakarae

Appendix DF: Waipaa DC Letter of Support

Waipā DISTRICT COUNCIL

Postal Address
Private Bag 2402
Te Awamutu 3840
New Zealand

Head Office
07 872 0030
101 Bank Street
Te Awamutu 3800

Cambridge Office
07 823 3800
23 Wilson Street
Cambridge 3434

Office of the Mayor

29 September 2026

LETTER OF SUPPORT

Waikato Thoroughbred Racing Greenfield Racing Hub Project

Tēnā koutou,

I am pleased to express my support for the Waikato Thoroughbred Racing Greenfield Racing Hub project and its progression through the Fast-track Approvals process.

The Waikato is recognised as the heart of New Zealand's thoroughbred racing and breeding industry, and this proposal presents a significant opportunity to strengthen that position. By bringing existing facilities together in a modern, purpose-built hub, the project will support racing, breeding, training and associated equine businesses while helping secure the industry's future. The hub also offers a unique lifestyle proposition which presents a niche advantage. Our strong equine heritage, rural setting and quality of life make it an attractive destination for experienced industry participants looking to retire or scale back while remaining connected to the sector.

For Waipā, the benefits extend well beyond racing. The project has the potential to create jobs, attract investment and reinforce our reputation as the Home of Champions, building on the skills, expertise and equine businesses that have made our district internationally recognised. It will help create opportunities for the next generation of trainers, riders, breeders, stable staff and other skilled workers to build their careers in our region.

As a growing district, we want growth to deliver jobs, opportunities and stronger communities. Projects that support skilled employment, business development, and regional prosperity are critical to Waipā's future.

The racing industry has a long and proud history in Waipā and across the wider Waikato. This proposal builds on that legacy and represents an investment in the people, businesses and infrastructure that underpin our local economy.

In my view, the Waikato Thoroughbred Racing Greenfield Racing Hub is a project of regional and national significance with the potential to deliver substantial economic benefits for Waipā and the wider Waikato for decades to come. I therefore support its progression through the Fast-track Approvals process and commend it to the Panel for consideration.

Yours sincerely,



Mike Pettit
Mayor of Waipā

Appendix DG: Hamilton City Council Letter

Hamilton City Council
Te kaunihera o Kirikiriroa

Private Bag 3010
Hamilton 3240
New Zealand

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hamilton.govt.nz

14 September 2026

Mr. Bruce Harvey
Mr. Steve Bramley
Waikato Thoroughbred Racing

Dear Bruce and Steve

RE: Fast Track Proposal: Waikato Thoroughbred Racing, Greenfield Racing Hub - Reference FTAA-2604-1215

Thank you for the opportunity to provide comments on the Waikato Thoroughbred Racing substantive application. Hamilton City Council is generally supportive of the proposal's regional intent, subject to the matters outlined below being appropriately considered through the decision-making process.

Hamilton City Council acknowledges the potential benefits of the Waikato Thoroughbred Racing substantive application for the following reasons:

- Racing has historically been a major part of the Waikato region's identity and keeping the industry viable contributes to protecting the region's culture and heritage.
- The proposal centralises and helps sustain the racing industry in the Waikato.
- The proposal enables more efficient provision of racing services where effects can be better managed such as traffic from racing days.
- The proposal allows for the potential conversion of existing racecourses to urban land uses, freeing up large areas of land well located within existing urban areas.

Hamilton City Council acknowledges the potential benefits of the application. However, the matters summarised below from HCC's initial Statement of Facts letter warrant careful consideration through the decision-making process to ensure potential cross-boundary impacts on regional growth management, infrastructure, and transport integration are appropriately addressed.

Hamilton City Council Comments:

1. Strategic Land Use and Growth Considerations

The proposal may support the consolidation of racing activities across the Waikato and enable the future transition of Te Rapa Racecourse to alternative urban uses. However, the proposed Greenfield racing hub is located in a rural area not identified for urban development in long-term strategic planning documents. The inclusion of retirement village and rural lifestyle residential components may further contribute to a more dispersed settlement pattern and could create pressure for additional urban development in the surrounding area.

2. Infrastructure and Servicing Considerations

The site is located approximately 5.5km south of HCC's urban boundary and is not connected to City water, wastewater, or HCC roading networks. The following sections provide additional detail on relevant infrastructure matters:

The site is located approximately 5.5km south of HCC's urban boundary and is not connected to City water, wastewater, or HCC roading networks. Water and wastewater are proposed to be managed on-site, which will require careful consideration of drinking water compliance, system resilience, disposal effects, and consistency with Te Ture Whaimana. Stormwater and flood management will also require further detailed design to confirm that hydraulic neutrality, overland flow paths, storage capacity, and downstream effects are appropriately addressed.

3. Transport

While the proposal does not directly connect to HCC's roading network, it is anticipated to generate regular and event-related traffic that will indirectly affect Hamilton's transport network, particularly as a significant proportion of trips are anticipated to originate from the city.

Summary

Hamilton City Council considers the matters outlined above important to ensuring potential cross-boundary impacts on regional growth management, infrastructure planning, and transport integration are fully understood and appropriately considered as part of the substantive application decision.

HCC supports the opportunity to provide comments on the proposal and is supportive of its regional intent and recognises the potential benefits it may deliver for the Waikato. We welcome the opportunity to continue engaging constructively as the application progresses through the Fast-track consenting process.

Should you have any queries regarding the content of this letter, please contact me.

Kind regards,



Lance Vervoort
Chief Executive
Hamilton City Council
Lance.vervoort@hcc.govt.nz

cc: Blair Bowcott General Manager | Strategy, Growth & Planning Group
Blair.Bowcott@hcc.govt.nz

cc: Dr Juliana Reu Junqueira Director Urban & Spatial Planning Unit
Juliana.ReuJunqueira@hcc.govt.nz

Appendix DH: Administering Agencies

www.nzta.govt.nz
44 Bowen Street
Pipitea, Wellington 6011
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Meeting Minutes – 636 Pencarrow Road, Tamahere Meeting – BCD and New Zealand Transport Agency Waka Kotahi (NZTA)

Meeting date: Thursday, 23 July 2026 (11:00am to 11:15am)

Venue: Microsoft Teams

Present: BCD Group (Sam Dunlop, Laura Goodman, Josh Caddigan); Hughes Traffic (Paarth Rajpal); NZTA (Nicole Wallace, Mark Lilley, Sarah Anderson)

Apologies: NZTA (Andrew Corkill, Ryan Boyle)

Meeting Notes:

- Prior to the meeting, a copy of the draft master plans for the Fast-Track Approvals Act 2024 (FTAA) substantive application were distributed by BCD Group to the NZTA Asset, Safety, Planning, and Hamilton Southern Links (HSL) Road of National Significance (RoNS) project teams.
- One set of the master plans showed the layout of the proposal with a harness track, while the other showed the layout of the site without the harness track and additional rural-residential development. BCD Group were awaiting confirmation from the applicant on whether the harness track is proposed as part of the application and where it will be located within the site. NZTA has not received any confirmation of this as of the time of writing.
- BCD Group are currently working on the FTAA substantive application and are anticipating to lodge this at the start of October 2026; with the technical reports (including an updated Integrated Traffic Assessment (ITA)) expected to be completed late September – early October 2026. NZTA anticipates that comments on the substantive application will be sought around October 2026 once the substantive application is lodged.
- The updated ITA is expected to address the comments NZTA made in the referral application, which were submitted by the NZTA Planning team on 28 May 2026.
- BCD Group are working with the applicant to address the preferred signage and landscaping for the proposal; some of which may be visible from the state highway.
- Stormwater management for the proposal is still to be managed within the site, with no discharge anticipated onto the State Highway 1 (SH1) / Waikato Expressway (WEX) corridor.
- HSL is paused as of July 2026 and NZTA advised that no timeframes on when works for HSL will resume. NZTA were also unable to confirm the timelines on when those works would will be resume. There are fiscal concerns around the funding of HSL; though the designated areas for HSL will continue to be in place until 2036.
- SA was to touch base with the team and confirm the next steps on the modelling and assessment of future traffic volumes as requested by NZTA in the referral application; as BCD Group and Hughes Traffic are only able to use the information that is currently relevant to the HSL designated areas now.
- At the time of the meeting, the traffic modelling was being undertaken at the key interchanges via local impact assessments; with no further progress on the areas of significance to the project.

NZ TRANSPORT AGENCY
WAKA KOTAHI

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- Traffic volumes and large-scale events relating to the annual Field Days event were considered by BCD Group to be part of the proposed event management plan(s), and NZTA agreed with this. This is due to the Field Days occurring outside of the racing season.
- BCD Group are to meet with a lighting designer to discuss the proposed lighting for the project; though they have advised that light spill and glare along and onto the state highway network will be minimal.
- BCD Group also advised that an FTAA meeting was to be held within the weeks following this meeting; with a wider update on the proposal expected.

Dated 12th August 2026

Appendix DI: Adjoining Neighbours

WTR Community Feedback Themes Report

Prepared from Resident Feedback Received from Duncan Road, Hooker Road and Pencarrow Road Neighbours

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Executive Summary

Analysis of the resident feedback indicates a high level of consistency across all three roads. While individual concerns vary depending on proximity to different parts of the proposed Waikato Thoroughbred Racing (WTR) development, five dominant themes emerged across the neighbourhood: traffic and road safety, residential intensification, commercial development, rural character impacts, and noise and lighting effects.

Overall, many residents indicated that they could support a racing and training facility in principle, however there was strong opposition to the retirement village, residential subdivision and broader commercial elements of the proposal, which are perceived as creating an urban-scale mixed-use development within a rural environment.

Overall Community Themes

1. Traffic and Road Safety

Traffic was the most frequently raised concern across all roads. Residents expressed concern regarding:

- Increased daily traffic volumes.
- Race day and event traffic.
- Horse float and heavy vehicle movements.
- Safety at proposed site entrances.
- Effects on local intersections.
- Potential congestion and parking impacts.
- Safety of cyclists, pedestrians and school bus users.
- Safety impacts on the Te Awa Cycleway.

Common requests included:

- Reduced speed limits.
- New roundabouts.
- Turning bays and slip lanes.
- Road widening.
- Footpaths and cycle safety measures.
- Independent traffic assessments.

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2. Residential Development and Retirement Village

Many residents distinguished between support for racing-related activities and opposition to residential development.

Common concerns included:

- Retirement village development.
- 2,500m^2 lifestyle lots.
- Increased housing density.
- Urban sprawl.
- Departure from existing rural zoning.
- Establishing a precedent for broader rezoning within the district.

The predominant view was that if residential development is permitted, lot sizes should remain consistent with the existing 5,000m^2 minimum currently applicable within the Waikato District Council rural zoning framework.

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3. Commercial Development

A significant number of submitters questioned the scale and necessity of the commercial aspects of the proposal.

Concerns included:

- Undefined commercial activities.
- Expansion beyond racing-related purposes.
- Event venues and hospitality uses.
- Bloodstock sales facilities.
- Potential liquor outlets.
- Gaming venues.
- Late-night activities.
- Traffic generated by commercial operations.

Many residents believed the project should be assessed as a mixed-use development rather than solely as a racecourse development.

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4. Rural Character and Amenity

Residents consistently referenced the importance of preserving the rural environment that originally attracted them to the area.

Key concerns included:

- Loss of rural character.
- Increased urbanisation.
- Reduced privacy.
- Increased activity levels.
- Loss of open space.
- Changes to views and landscape character.
- Reduced rural amenity.

---

5. Noise and Lighting

Noise and lighting impacts were frequently raised across all roads.

Residents highlighted concerns regarding:

- Race day noise.
- Public address systems.
- Vehicle activity.
- Commercial operations.
- Harness racing facilities.
- Flood lighting and light spill.
- Event noise.
- Early morning operational activity.
- Impacts on rural night-time darkness.

Many residents requested:

- Acoustic fencing.
- Bunding.
- Extensive planting.
- Noise management conditions.
- Restrictions on hours of operation.

---

6. Environmental and Infrastructure Effects

Several submissions raised concerns regarding:

- Loss of productive agricultural land.
- Class 1 and Class 2 soils.
- Groundwater impacts.
- Bore water reliability.
- Stormwater management.
- Wastewater disposal.
- Ecological effects.
- Native bat populations.
- Archaeological and cultural heritage sites.

---

7. Independent Expert Review

Many residents supported engaging independent experts to assist the community in understanding and responding to the proposal, including:

- Planning consultants.
- Traffic engineers.
- Noise experts.
- Legal advisors.

Road-Specific Themes

Duncan Road

Primary Concerns

Access and Entrance Locations

The dominant concern from Duncan Road residents relates to site access arrangements.

Residents commonly opposed:

- The proposed light vehicle entrance.
- Multiple entrances located close together.
- Additional crossings serving proposed lifestyle blocks.
- Increased use of Duncan Road as an access route.

Parking, Noise and Activity

Residents expressed concern regarding:

- Horse float parking.
- Truck parking.
- Early morning vehicle activity.
- Increased traffic movements opposite existing homes.
- Loading and unloading activity.
- Noise from racing operations.

Common mitigation requests included:

- Sound barriers.
- Acoustic fencing.
- Bunding.
- Additional planting.

Duncan Road / Hooker Road Intersection

Strong support was expressed for:

- A roundabout.
- Road widening.

- Traffic calming measures.
- Improved safety outcomes.

Walking and Cycling

Residents sought:

- Footpaths.
- Improved cycling safety.
- Active transport infrastructure.
- Better protection for road users sharing the corridor.

Duncan Road Summary

Duncan Road feedback primarily focuses on direct operational impacts arising from adjacent racing activities, including entrances, parking areas, traffic movements, noise and effects on local road users.

Hooker Road

Primary Concerns

Residential Intensification

The most common Hooker Road concern was opposition to:

- Retirement village development.
- Residential subdivision.
- Reduced section sizes.
- Incremental urbanisation of rural land.

Productive Farmland Loss

Several submissions highlighted:

- Protection of Class 1 and Class 2 soils.
- Preservation of productive rural land.
- Concerns regarding urban sprawl.

Traffic and Safety

Residents raised concerns regarding:

- Existing road geometry.
- Road safety at bends and intersections.
- Additional horse float and heavy vehicle traffic.
- Speed management.

Rural Activity Protections

A recurring theme was ensuring future development does not constrain established rural activities including:

- Farming operations.
- Machinery use.
- Spraying.
- Livestock management.
- Rural production activities.

Water Supply

Several residents sought assurances regarding:

- Groundwater protection.
- Bore reliability.
- Future water availability.

Hooker Road Summary

Hooker Road feedback focused primarily on strategic planning issues including zoning, rural land protection, residential intensification, farming rights and long-term growth management.

Pencarrow Road

Primary Concerns

Main Entrance Location

The most significant concern raised by Pencarrow Road residents related to the location of the proposed primary entrance.

Key concerns included:

- Safety near bends and hills.
- Visibility issues.
- Proximity to residential driveways.
- Increased traffic passing existing homes.
- Impacts on local residents.

Commercial Precinct and Event Facilities

Pencarrow Road residents raised the strongest concerns regarding:

- Commercial buildings.
- Event venues.
- Bloodstock sales facilities.
- Public functions.
- Scale of commercial activity.
- Future expansion potential.

Housing Density

Strong opposition was expressed regarding:

- 2,500m^2 residential sections.
- Retirement village density.
- Future rezoning implications.
- Additional housing supply in a rural location.

Noise and Lighting

Residents frequently highlighted concerns regarding:

- Harness track lighting.
- Commercial lighting.
- Event lighting.
- Light spill.
- Event noise.
- Night-time activity.
- Loss of rural darkness.

Property Value and Property Rights

More common on Pencarrow Road than elsewhere were concerns relating to:

- Property values.
- Compensation mechanisms.
- Property acquisition options.
- Direct impacts on neighbouring landowners.

Pencarrow Road Summary

Pencarrow Road residents are primarily concerned with the scale, location and intensity of commercial, event and access activities concentrated at the Pencarrow Road end of the development

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Key Community Position

A common position emerging from the feedback is:

Residents generally recognise the need for modern racing facilities and many indicated they could support a racing and training facility. However, there is widespread concern that the proposal extends beyond racing activities and incorporates significant residential, retirement and commercial development that is not considered appropriate within the current rural environment. Traffic, safety, noise, lighting and rural character impacts remain the dominant community concerns.

Prepared from resident feedback received from Duncan Road, Hooker Road and Pencarrow Road neighbours.

WAIKATO RACING HUB

NEIGHBOUR LIAISON GROUP

COMMUNITY FEEDBACK THEMES TABLE WITH WTR MITIGATION

EXECUTIVE SUMMARY

Analysis of the resident feedback indicates a high level of consistency across all three roads. While individual concerns vary depending on proximity to different parts of the proposed Waikato Thoroughbred Racing (WTR) development, five dominant themes emerged across the neighbourhood: traffic and road safety, residential intensification, commercial development, rural character impacts, and noise and lighting effects.

Overall, many residents indicated that they could support a racing and training facility in principle, however there was opposition to the retirement village, residential subdivision and broader commercial elements of the proposal, which are perceived as creating an urban-scale mixed-use development within a rural environment.

Theme	Common Requests	WTR Mitigation
1. OVERALL COMMUNITY THEMES		
1.1 TRAFFIC AND ROAD SAFETY Traffic was the most frequently raised concern across all roads.		
• Increased daily traffic volumes. • Race day and event traffic. • Horse float and heavy vehicle movements. • Safety at proposed site entrances. • Effects on local intersections. • Potential congestion and parking impacts. • Safety of cyclists, pedestrians and school bus users. • Safety impacts on the Te Awa Cycleway.	• Reduced speed limits. • New roundabouts. • Turning bays and slip lanes. • Road widening. • Independent traffic assessments • Footpaths and cycle safety measures.	• New speed limits being discussed with Council. • Road widening, turning bays and slip lanes provided at new entrances. • Working with WDC to provide acceptable solutions at existing intersections • On-site carparking (over 2,800) • Duncan Rd will be widened and a footpath provided along Duncan Rd to Trainers Entrance • Duncan Rd Trainers Entrance moved to the south side of 70 Duncan Rd, as requested by neighbours. • Working directly with Te Awa Cycleway Trust with respect to cycle safety
1.2 RESIDENTIAL DEVELOPMENT AND RETIRMEMENT VILLAGE		
• Retirement village development. • 2,500m^2 lifestyle lots. • Increased housing density. • Urban sprawl. • Departure from existing rural zoning. • Establishing a precedent for broader rezoning within the district.	• Many residents distinguished between support for racing-related activities and opposition to residential development.	• Landscape buffers to all boundaries to maintain rural outlook. • Defined pockets / clusters of development • 2,500m^2 sections are a response to current market

Theme	Common Requests	WTR Mitigation
	• If residential development is permitted lots sizes should be as per existing rules (5,000m2)	conditions and are a more efficient use of land, reducing the demand on other large section subdivisions in the region
1.3 COMMERCIAL DEVELOPMENT		
• Undefined commercial activities. • Expansion beyond racing-related purposes. • Event venues and hospitality use. • Bloodstock sales facilities. • Potential liquor outlets. • Gaming venues. • Late-night activities. • Traffic generated by commercial operations.	• A significant number of submitters questioned the scale and necessity of the commercial aspects of the proposal. • Many residents believed the project should be assessed as a mixed-use development rather than solely as a racecourse development.	• Opening hours are 7.00am to 9.30pm every day. • Estimate of traffic generation included in traffic report • Commercial activities will be as defined in the Waikato District plan, however, will exclude the following. - Off-license or liquor stores. - Gaming venues
1.4 RURAL CHARACTER AND AMENITY		
• Loss of rural character. • Increased urbanisation. • Reduced privacy. • Increased activity levels. • Loss of open space. • Changes to views and landscape character. • Reduced rural amenity.	• Residents consistently referenced the importance of preserving the rural environment that originally attracted them to the area	• Landscape buffers around the perimeter will create a rural outlook. • Commercial building setbacks over 50m from the Pencarrow Road boundary
1.5 NOISE AND LIGHTING		
• Race day noise. • Public address systems. • Vehicle activity. • Commercial operations. • Harness racing facilities. • Flood lighting and light spill. • Event noise. • Early morning operational activity. • Impacts on rural night-time darkness	• Acoustic fencing. • Bunding. • Extensive planting. • Noise management conditions. • Restrictions on hours of operation	• Landscape buffers will assist in mitigating lighting and noise effects. • Landscaping to be managed via land covenants. • Bund on Pencarrow Rd outside Commercial zone and Thoroughbred Events centre • Duncan Rd. Acoustic fences around Trainer's entry and parking area • Closing hours –Thoroughbred Events centre 9.30pm, Harness 10.00pm • No exterior amplified music or speech for the commercial precinct. • Noise limits, as close to existing rural limits as possible. Race PA directed away from

Theme	Common Requests	WTR Mitigation
		residential area and subject to a management plan. • Floodlight design to minimise obtrusive light and light spill by Australian and NZ harness racing expert. • Harness lights off at 10.00pm (last race 9.30pm)
1.6 ENVIRONMENT AND INFRASTRUCTURE EFFECTS		
• Loss of productive agricultural land. • Class 1 and Class 2 soils. • Groundwater impacts. • Bore water reliability. • Stormwater management. • Wastewater disposal. • Ecological effects. • Native bat populations. • Archaeological and cultural heritage sites.		• HPL loss is offset by ability to carry out high density development of the 4 existing racecourses that prevents urban sprawl into other HPL in the Waikato • The consent process requires rigorous water modelling design of the aquifer that water is being taken from, to prove that the effects are less than minor on the existing bores taking water from the same aquifer. • SW management modelled by BCD • Wastewater system by Filtech • Ecologist report is neutral on the project. • Native bat habitat. Minor impact and investigating off site habitat compensation package. • Management plans for ecology will be imposed. • Archaeological and cultural heritage site (borrow pits) mostly protected
1.7 INDEPENDENT EXPERT REVIEW		
	Many residents supported engaging independent experts to assist the community in understanding and responding to the proposal, including: • Planning consultants. • Traffic engineers. • Noise experts. • Legal advisors.	• No mitigation. Fast Track panel will review all of the technical reports

Theme	Common Requests	WTR Mitigation
2. ROAD SPECIFIC THEMES		
2.1 DUNCAN RD SUMMARY		
Duncan Road feedback primarily focuses on direct operational impacts arising from adjacent racing activities, including entrances, parking areas, traffic movements, noise and effects on local road users.		
Access and Entrance Locations The dominant concern from Duncan Road residents relates to site access arrangements. Residents commonly opposed: • The proposed light vehicle entrance. • Multiple entrances located close together. • Additional crossings serving proposed lifestyle blocks. Increased use of Duncan Road as an access route		• Duncan Rd Trainers Entrance moved to the south side of 70 Duncan Rd, as requested by neighbours. • Second light vehicle entrance has been deleted, as requested by neighbours. • New entrances to residential lots have been spaced out. • Have moved 2 crossings onto the new public road. • Have widened Duncan Rd and provided a footpath from Hooker Rd to the Trainers Entrance
Parking, Noise and Activity Residents expressed concern regarding: • Horse float parking. • Truck parking. • Early morning vehicle activity. • Increased traffic movements opposite existing homes. • Loading and unloading activity. • Noise from racing operations.	• Sound barriers. • Acoustic fencing. • Bunding. • Additional planting	• Noise walls installed around trainer's vehicle entrance and float parking area and along accessway to 104C Duncan Rd • Additional planting provided
Duncan Road / Hooker Road Intersection Strong support was expressed for: • A roundabout. • Road widening. • Traffic calming measures. • Improved safety outcomes.		• Intersection upgrade is still being worked though with Council as to the preferred upgrade solution
Walking and Cycling Residents sought: • Footpaths. • Improved cycling safety. • Active transport infrastructure. • Better protection for road users sharing the corridor		• Have widened Duncan Rd and provided a footpath to the Trainers Entrance
2.2 HOOKER RD SUMMARY		

Theme	Common Requests	WTR Mitigation
Hooker Road feedback focused primarily on strategic planning issues including zoning, rural land protection, residential intensification, farming rights and long-term growth management.		
Residential Intensification The most common Hooker Road concern was opposition to: • Retirement village development. • Residential subdivision. • Reduced section sizes. • Incremental urbanisation of rural land.		• Landscape buffers will assist in mitigating visual and noise effects. • 2,500m^2 sections are a response to current market conditions and are a more efficient use of land, reducing the demand on other large section subdivisions in the region
Productive Farmland Loss Several submissions highlighted: • Protection of Class 1 and Class 2 soils. • Preservation of productive rural land. • Concerns regarding urban sprawl.		• HPL loss is offset by ability to carry out high density development of the 4 existing racecourses that prevents urban sprawl into other HPL in the Waikato • Development of the unused corners of the racecourse site is an efficient use of land
Traffic and Safety Residents raised concerns regarding: • Existing road geometry. • Road safety at bends and intersections. • Additional horse float and heavy vehicle traffic. • Speed management.		• Refer Section 1.1 Traffic
Rural Activity Protections A recurring theme was ensuring future development does not constrain established rural activities including: • Farming operations. • Machinery use. • Spraying. • Livestock management. • Rural production activities.		• Reverse sensitivity consent notices on the future titles will be part of the conditions of consent. These will inform future occupiers of the adjoining activities and state that no complaints are allowed.
Water Supply Several residents sought assurances regarding: • Groundwater protection. • Bore reliability. • Future water availability.		• The consent process requires rigorous water modelling design of the aquifer that water is being taken from, to prove that the effects are less than minor on the existing bores taking water from the same aquifer and will be sustainable

Theme	Common Requests	WTR Mitigation
2.3 PENCARROW RD SUMMARY		
Pencarrow Road residents are primarily concerned with the scale, location and intensity of commercial, event and access activities concentrated at the Pencarrow Road end of the development		
Main Entrance Location The most significant concern raised by Pencarrow Road residents related to the location of the proposed primary entrance. Key concerns included: • Safety near bends and hills. • Visibility issues. • Proximity to residential driveways. • Increased traffic passing existing homes. • Impacts on local residents.		• Traffic impact assessment has reviewed the entrance and confirmed that there are no significant issues with respect to road safety
Commercial Precinct and Event Facilities Pencarrow Road residents raised the strongest concerns regarding: • Commercial buildings. • Event venues. • Bloodstock sales facilities. • Public functions. • Scale of commercial activity. • Future expansion potential.		• Landscape buffer and bund have been provided to mitigate visual, noise and lighting effects. Landscaping to be managed via a land covenant requiring the landscaping to be maintained in perpetuity. • Commercial buildings have been set back from the road boundary by 50m. • Opening hours and excluded activities have been confirmed (refer 1.3 above) • Unable to expand commercial without a further Notified Resource Consent
Housing Density Strong opposition was expressed regarding: • 2,500m^2 residential sections. • Retirement village density. • Future rezoning implications. • Additional housing supply in a rural location.		• 2,500m^2 sections are a response to current market conditions and a more efficient use of land, reducing the demand on other large section subdivisions
Noise and Lighting Residents frequently highlighted concerns regarding: • Harness track lighting. • Commercial lighting. • Event lighting. • Light spill. • Event noise. • Night-time activity.		• Harness racing track lighting curfew is 10.00pm for a maximum of 50 nights per year. • Light spill will comply with existing Council District Plan Provisions of 10 lux, except for Harness racing lights, which will be mitigated by a 2.0m high

Theme	Common Requests	WTR Mitigation
• Loss of rural darkness.		fence around the track and the landscape buffer. • Night time activity on site is finished at between 9.30pm and 10.00pm,
Property Value and Property Rights More common on Pencarrow Road than elsewhere were concerns relating to: • Property values. • Compensation mechanisms. • Property acquisition options. • Direct impacts on neighbouring landowners.		• Property values may remain the same or increase due to horse trainers and owners looking to move into the neighbourhood. • No compensation or property acquisitions options anticipated

Appendix DJ: Waikato River Authority Email Communication

RE: Waikato Thoroughbred Racing Information. [Filed 23 Sept 2026 09:28]

Summarize

Reply | Reply All | Forward

Tue 22/09/2026 10:15 am

JY

Justine Young <justine@waikatoriver.org.nz>
To Josh Caddigan

Filed by Mail Manager

You replied to this message on 29/09/2026 11:14 am.

From: Josh Caddigan
Sent: Monday, 7 September 2026 11:31 am
To: Justine Young <justine@waikatoriver.org.nz>
Subject: Waikato Thoroughbred Racing Information. [Filed 07 Sept 2026 11:30]

Good morning Justine,

Thanks for your time last week discussing the Waikato Thoroughbred Racing substantive application.

The below link includes the relevant draft documents for the application.

WRA Info Package

This includes:

- A draft overall summary report of the application.
- Current masterplan
- Draft civil engineering report.
- Fittech wastewater system specifications
- Cultural Values Assessments from Ngati Haua and Ngati Korokī Kahukura.

Noting your comments regarding fertiliser for the race tracks, sub-soil drains are proposed under the race tracks, which trap fertiliser residue and ensure that this is not released off-site.

Please let me know if you have any questions.

Ngaa Mihi,

Josh Caddigan
Senior Planner
Email: joshc@bcdgroup.nz
Mobile: 027 381 9340 | **Website:** bcdgroup.nz
Ph: 0508 BCD GROUP (0508 223 47687)
Level 1, 220 Tristram Street, Hamilton, 3204
PO Box 9421, Waikato Mail Centre, Hamilton



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Waikato Thoroughbred Racing Substantive Application - Waikato River Authority Project Meeting [Filed 22 Jul 2026 15:10]

Summarize

Reply | Reply All | Forward

Wed 22/07/2026 3:11 pm

Josh Caddigan
To justine@waikatoriver.org.nz
Cc Sam Simpson

Filed by Mail Manager

Kia ora Justine,

I am reaching out on behalf of our client Waikato Thoroughbred Racing regarding the Substantive Application under the Fast Track Approvals Act for the Greenfield Racing hub on Pencarrow / Hooker Road in Tamahere.

In short, the project seeks to establish a unique, world-class greenfield racing hub for horse training, racing and associated equine activities. It will bring together the expertise, capability and heritage of the Waikato racing community in a single, purpose-built location.

To support the project's financial viability and ensure the site remains vibrant and sustainable over the long term, the proposal also includes a range of complementary activities across the balance of the site. These include equine support services, rural residential housing, a retirement living community, a village centre and a bloodstock sales precinct.

We are wanting to engage with yourself regarding the project and run through the proposal. Do you have any availability next week to catch up?

On a separate note, Sam (cc'd) will be catching up with Antoine for a general meet and greet on Friday and discuss the project at a high level, so he may provide some info to you next week.

Feel free to give me a call if you have any questions,

Ngaa Mihi,

Josh Caddigan
Senior Planner
Email: joshc@bcdgroup.nz
Mobile: 027 381 9340 | **Website:** bcdgroup.nz
Ph: 0508 BCD GROUP (0508 223 47687)
Level 1, 220 Tristram Street, Hamilton, 3204
PO Box 9421, Waikato Mail Centre, Hamilton



Appendix DK: Te Awa Cycleway Letter of Support

TE AWA
The Great New Zealand
RIVER RIDE

29 September

8 Peake Road
Cambridge 3283

To Whom It May Concern,

Proposed WTR development

Te Awa River Ride Charitable Trust is pleased to provide support for the proposed WTR development on Pencarrow and Hooker Roads.

We see potential for the development to complement the Te Awa River Ride by bringing additional visitors and activity to the area, creating opportunities for people to experience the trail as part of their visit and generally enhance the trail user experience through this area.

We acknowledge the consultation with the project team to date and the Integrated Transport Assessment, which recognises the importance of maintaining the safety and continuity of the Te Awa River Ride where it intersects with access points to the proposed development.

This safety and functionality of the trail is a key consideration for our Trust as the project progresses through detailed design and consenting.

Subject to these considerations, Te Awa River Ride Charitable Trust is very supportive of the proposed development and looks forward to working constructively with the development team to ensure the trail and development can operate safely and positively alongside one another.

Yours sincerely,



Simon Perry
Chair, Te Awa River Ride Charitable Trust

Appendix DL: Racing Industry Letters of Support

HARNESS RACING NEW ZEALAND
114 Wrights Road, Christchurch 8024
PO Box 459, Christchurch 8140
www.hrnz.co.nz

29 September 2026

Expert Panel
Waikato Greenfields Racing and Training Hub
C/- BCD Group
By email: taylord@bcdgroup.nz

Dear Panel Members

SUPPORT IN PRINCIPLE FOR THE WAIKATO GREENFIELDS RACING AND TRAINING HUB

On behalf of Harness Racing New Zealand (HRNZ), I am pleased to confirm our support in principle for the proposed Waikato Greenfields Racing and Training Hub at Tamahere progressing through the Fast-track Approvals process and further evaluation.

As the governing body for harness racing in New Zealand, HRNZ has a direct interest in safe, sustainable and financially viable racing and training infrastructure. We welcome the inclusion of harness facilities and the opportunity to explore co-location with thoroughbred racing.

From HRNZ's perspective, the proposal offers the following potential benefits:

- **Racing and training -** Purpose-built facilities could support high-quality racing, training and major events, strengthening the participant experience and international profile.
- **Equine welfare and safety -** Well-designed tracks and stabling could improve training conditions and reduce horse movements between sites.
- **Infrastructure efficiency -** Shared facilities could reduce duplication, improve asset utilisation and support more sustainable operating costs.
- **Employment and skills -** An equine precinct could support regional jobs, education and career pathways, alongside opportunities for local businesses and events.
- **Investment confidence -** A coordinated development plan could provide greater certainty for participants and investors, subject to commercial viability and sustainable funding.

These opportunities align with HRNZ's objectives of supporting participation and a sustainable industry, and with Project Stamina and the wider One Equine work on infrastructure planning. More productive infrastructure and support for regional employment and businesses offer potential benefits to the wider community.

Any future HRNZ participation would remain subject to a robust business case, satisfactory funding and commercial arrangements, appropriate stakeholder engagement and necessary governance approvals. This support does not commit HRNZ to funding or asset contributions, relocation of existing activities, or a particular racing programme.

HRNZ's acquisition of Cambridge Raceway is intended to secure continuity of racing and training while preserving longer-term strategic options. This letter does not predetermine Cambridge Raceway's future use or disposal, or its relationship with the proposed hub.

We appreciate the work undertaken by Waikato Thoroughbred Racing and the project team and welcome continued engagement to assess lasting benefits for both codes and the wider region.

Yours sincerely



Grant Jarrold
Chair
Harness Racing New Zealand

To whom it may concern,

The New Zealand Jockeys' Association (NZJA) is a Recognised Industry Organisation as outlined in the Racing Industry Act 2020.

We would like to make a submission endorsing the proposed Waikato Greenfields Racing and Training Hub which is currently progressing through the Fast-track Appeals process.

The NZJA sees immense benefit in a state-of-the-art racing and training venue centrally located in the heart of the Waikato, New Zealand's most populous region by horse numbers.

We see this level of investment into New Zealand's racing industry providing clear and obvious benefits such as providing modern facilities designed to support racing, training, equine welfare, employment, events and long-term regional growth. For jockeys in particular, knowing the racing surface is of the highest quality provides peace of mind as safety is always at front of mind. The project we believe will also lead to more of the next generation seeking to be involved in the racing industry. This is vital to an industry that contributes close to $2 billion to the economy.

Thank you for the opportunity to make a submission.

Kind regards,

Andrew Lacy
Executive Officer
New Zealand Jockeys' Association

0272 40 60 20

New Zealand
Jockeys' Association

Appendix DM: Other Parties Correspondence

Subject: Waikato Thoroughbred Racing Greenfields

Thanks again for the opportunity to meet on 30 July 2026 and talk through the early thinking for the Waikato Thoroughbred Racing Greenfields development. We appreciate you sharing the updated masterplan; from what we can see, it aligns closely with what was discussed and provides a helpful basis for understanding the overall layout and intended functions across the site.

As mentioned during our discussion, we are comfortable continuing this pre-engagement as you work through the RMA process, recognising that any formal application submitted to Fire and Emergency will still need to be assessed against the relevant fire safety legislation at the time of lodgement. Early engagement like this is valuable, and we are always keen to support partner agencies and developers to achieve good fire safety outcomes for their communities.

From a water supply perspective, it is useful to understand the direction you are heading with multiple bores and supplementary storage via ponds. The inclusion of test bore locations in the masterplan is helpful, and we support the intent to maximise on-site collection and storage to reduce draw on groundwater. When the design progresses, we will be looking for confirmation of available firefighting water volumes and delivery methods to ensure they align with the requirements of SNZ PAS 4509 and our local operational capabilities.

Regarding the buildings, we understand the final scale and function of the main events and bloodstock facilities are still being refined, including whether sprinklers will be incorporated. Once the building forms and uses are confirmed, we can provide more specific technical advice on fire safety systems, access and water supply needs.

At this stage, our general suggestions are:

- Firefighting water supply requirements should be considered early, particularly given the size and public-facing nature of the proposed facilities.

- Maintain clear and compliant fire appliance access throughout the site, noting the multiple precincts and internal circulation routes shown in the masterplan.
- Consider the benefits of automatic fire sprinkler systems for life safety and property protection, especially for large-scale event or auction spaces.
- Continue integrating water storage and reticulation planning with the overall site layout to ensure reliable delivery of firefighting water where required.

Based on the information shared to date, Fire and Emergency is comfortable to provide *in-principle* support for the direction of the project, noting that any formal support or agreement will be subject to review once the relevant applications are lodged and assessed through the required statutory processes. As always, our advice reflects the information available at this point in time.

If you need further detail or wish to workshop any specific design elements as they evolve, please feel free to get in touch.

Ngā mihi,



Mark Tinworth
Community Risk Manager – Waikato

Re: WTR Greenfield Project

Fletcher Bell <Fletcher.Bell@iawai.co.nz>
To Sam Simpson
Cc Jackie Colliar

Reply | Reply All | Forward

Mon 14/09/2026 4:14 pm

You replied to this message on 14/09/2026 4:15 pm.

Hi Sam,

Thanks for taking the time to meet last week Thursday, 10 September.

Key points of discussion.

At this stage of the development, the high-level water and wastewater designs are considered appropriate from our technical team. It should be noted, however, that this does not constitute IAWAI's approval of what is being proposed.

The requirements for wastewater discharge to land were discussed consideration and planning have already gone into potential locations, particularly around the centre of the courses, primary and secondary discharge locations have been considered.

Early test bores indicate sufficient supply for the entire development. Options are nonetheless being explored to potentially provide a separate bore for each precinct.

The ownership structure is still being worked through and will require further technical information before the best approach can be determined.

Please correct or add to any of the above if miss represented

Regards,

Fletcher Bell

Infrastructure Development Advisor

Mob: 027 277 2032 | Email: Fletcher.bell@iawai.co.nz

IAWAI

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RE: Waikato Thoroughbred Racing Substantive Application [Filed 28 Jul 2026 15:08]

NS
Neil Shaw <neil.shaw@taumataarowai.govt.nz>
To Josh Caddigan
Cc Sam Simpson; Sam Dunlop; Callum Davison

Reply | Reply All | Forward | ...

Tue 28/07/2026 2:35 pm

Filed by Mail Manager

Kia ora Josh,

Thanks for the opportunity to speak with you and Sam last week.

The Water Services Authority – Taumata Arowai are responsible for the regulation of drinking water supplies across New Zealand. Creating a new drinking water supply as intended by this project will require the owner/operator of the supply to register with the Authority prior to providing drinking water. Registration renewal is a 5 yearly process.

The Drinking Water Quality Assurance Rules 2024 are the current rules that must be complied with for any drinking water supplier that has chosen the rules as the most suitable compliance pathway for their supply. The other available compliance options is an Acceptable solution. Acceptable solutions are based on size and type of supply and is also dictated by the number of buildings on any one property. Based on the information you have provided a drinking water supply for this project will need to follow a rules-based compliance pathway.
Drinking Water Quality Assurance Rules
Drinking Water Aesthetic Values
Water Services (Drinking Water Standards for New Zealand) Regulations 2022 | New Zealand Legislation

The differing levels of rules are based on population. That population being an average rather than a peak. Both the small (26 -100) and medium (101 – 500) have varying population module requirements. This covers additional monitoring requirements that must be met when the usual base population of a supply increases for limited periods of time. If the base population is going to be greater than 500 then the rules for that size supply includes monitoring requirements. If the proposed retirement village is intended to be included in the drinking water supply infrastructure, then the level 3 (>500) rules will need to be followed. We do have examples of suppliers in the small and medium categories that choose to follow the higher rules requirements.

A supplier following rules modules for compliance is also required to lodge a Drinking Water Safety Plan and Source Water Risk Management plan with the Authority.

Regarding wastewater, as a small non-council scheme this project is not covered by any requirements under the Water Services act but will need to adhere with any resource consents and subsequent Resource Management Act and Building Act requirements. Resource consenting and conditions imposed in granting a resource consent for wastewater discharge sit with Regional Council; in applying for a consent the project should consider the Water Services (Wastewater Environmental Performance Standards) Regulations 2025 and if the proposed wastewater system for the project will meet those standards. The Water Services authority are also in the process of developing National Engineering Desing and Infrastructure Design standards. The NEDS will be publicly consulted on in mid-2027 and likely to be completed and published in 2028.

I hope this is of assistance to you.

Ngā mihi nui,

Neil

Water Services Authority
Taumata Arowai

Neil Shaw | Manager Water Services North

Water Services Authority – Taumata Arowai
160 Ward Street
Hamilton 3204, New Zealand
Mobile +64 21 608 407

taumataarowai.govt.nz