



Engagement and Consultation Summary Report

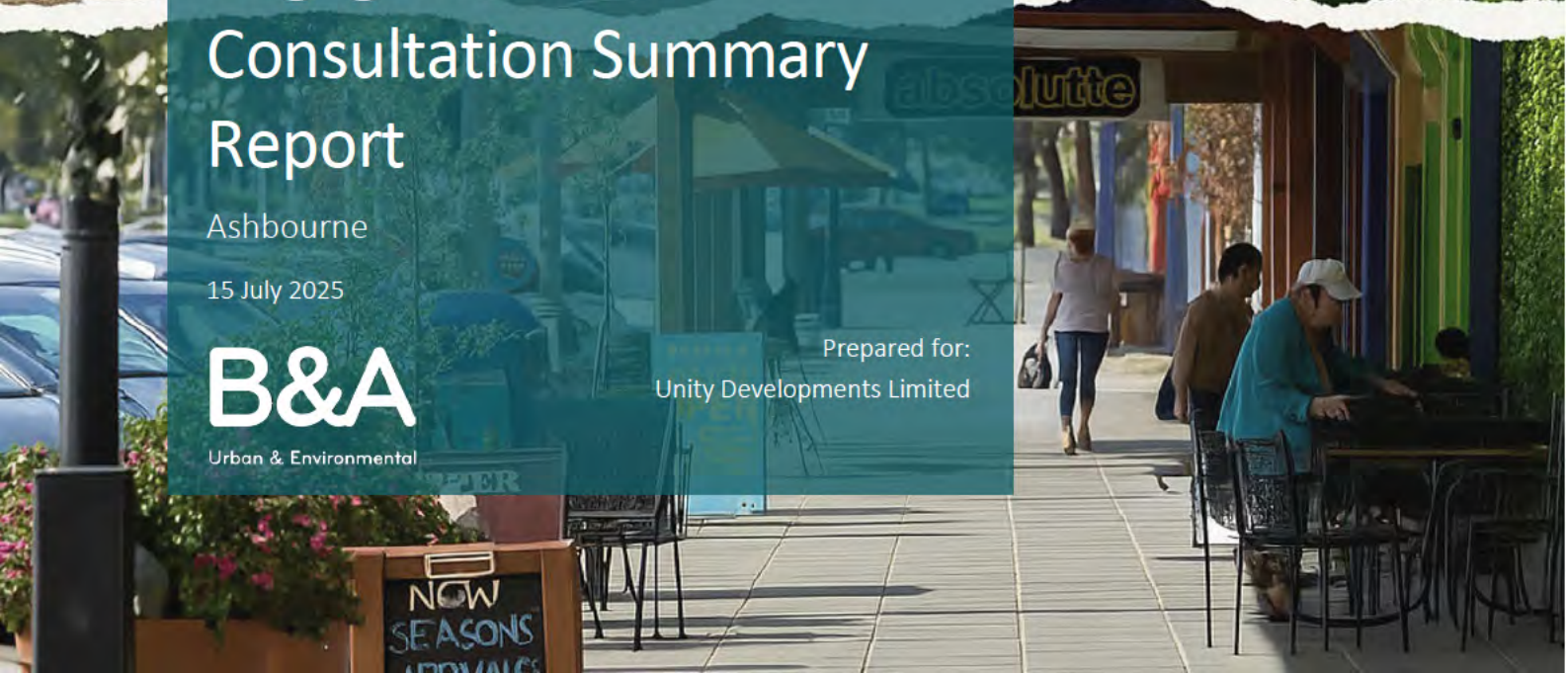
Ashbourne

15 July 2025

B&A

Urban & Environmental

Prepared for:
Unity Developments Limited



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1.0 Introduction

1.1 Report Purpose

This report has been prepared in support of the preparation of the Fast-track Consent Application for the Ashbourne project ('the Project').

Throughout the development of the Project, Matamata Developments Limited ('the Applicant') has undertaken consultation and engagement with a range of stakeholders.

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.

Consultation and engagement 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. This report details the consultation and engagement undertaken as off 1 July 2025.

Under the Fast Track Approvals Act 2024, Section 11 sets out those persons and groups that must be consulted with prior to lodging a substantive application for a listed project. This includes:

- (1) Matamata-Piako District Council and Waikato Regional Council (the relevant local authority, s11(1)(a));
- (2) Ngāti Hinerangi, Raukawa and Ngāti Hauā, Waikato Tainui (the relevant iwi authorities, hapū, and Treaty settlement entities, s11(1)(b));
- (3) Department of Conservation, Environmental Protection Authority, Heritage New Zealand, KiwiRail, New Zealand Transport Agency, Ministry of Education, Ministry for the Environment (the relevant administering agencies, s11(1)(e)).

All these groups have been consulted throughout the preparation of this application, as is detailed further in this report.



1.2 Stakeholders





Given the extent of the project, specifically works and approvals required, it was identified that early engagement would need to be prioritised. Engagement in relation to the development of the wider Ashbourne area has been occurring for some time, including in the past through the development of the Eldonwood South Structure Plan which covered a portion of the site. For this Project, it was important to build sound and trusting relationships and ensure all relevant stakeholders were involved in the process.

The relevant stakeholders are as follows:

- Strategic Land Ownership Adjacent to the Property (see **Table 1** for a full list);
- Mana Whenua (see **Table 2** for a full list);
- Matamata-Piako District Council;
- Waikato Regional Council (and Future Proof Partners); and
- Relevant Government Agencies (see **Table 3** for a full list).

Table 1: List of Strategic Landowners Adjacent to the Ashbourne Site

Stakeholder	Location	Contact
Pippins Development		
Peakedale Development <ul style="list-style-type: none"> 16 completed sections/houses adjoining Ashbourne 		
Eldonwood Drive (Residents Association) <ul style="list-style-type: none"> 11 immediate neighbours adjoining Ashbourne 		

<p>Odium Drive Neighbours</p> <ul style="list-style-type: none"> • 1 large block and 2 lifestyle blocks 		<div></div> <div></div> <div></div> <div></div>
<p>Chestnut Lane Neighbours</p> <ul style="list-style-type: none"> • 3 lifestyle blocks 		<div></div> <div></div> <div></div> <div></div> <div></div> <div></div>
<p>Highgrove Avenue Neighbours</p> <ul style="list-style-type: none"> • 34 lots 		<div></div> <div></div> <div></div>
<p>172 Station Road</p>		<div></div>

[illegible]

		<div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div>
Farm Neighbours to South of Ashbourne		<div></div> <div></div> <div></div> <div></div> <div></div>

Table 2: List of Mana Whenua Representatives.

Person	Hapū and Iwi Representative
Norman Hill	Ngāti Hauā
Cliff Kelly	Raukawa
Hinerangi Vaimoso	Ngāti Hinerangi
Te Makarini Mapu	Waikato Tainui

Table 3: Relevant Government Agency Stakeholders.

Stakeholder	Contact
Department of Conservation	Bridget Munro
Environmental Protection Authority	Ben Bond
Heritage New Zealand	Rachel Darmody
KiwiRail	Michelle Grinlinton-Hancock
Ministry of Education	Norman Mailer

	Patrick Broman
Ministry for the Environment	Various MfE staff
New Zealand Transport Agency	Claudia Kirkbride, Mark Lilley, Ryan Boyle

2.0 Mana Whenua

Mana Whenua interests in the project is related to Māori history, values, ecological and environmental matters, specifically their role is kaitiaki of the natural environment. Ongoing consultation has occurred with Mana Whenua, through a series of in-person hui and workshops.

This consultation and engagement has been facilitated by Norm Hill at Te Hira Consultant Limited. Further details of these in-person hui and workshops are set out below.

Consultation has occurred with Ngāti Hauā, Ngāti Hinerangi and Raukawa. Waikato Tainui as the relevant iwi were also consulted.

2.1 Hui

A in-person hui was held with Ngāti Hauā, Ngāti Hinerangi and Raukawa on the 23 July 2024. The purpose of this hui was to:

- Provide an introduction of the project and the Fast-Track process;
- Undertake a site walkover with hapū to discuss the application and gain an early understanding of cultural values associated with the subject site;
- Gain an understanding of Mana Whenua's vision and objectives for Ashbourne;
- Present to Mana Whenua the consultation package (refer to **Appendix 4** for a copy) and discuss initial feedback;
- Identify the scope of works and any initial concerns or issues; and
- Establish a strong relationship with Mana Whenua to continue throughout the course of the project and beyond.

Following the July 2024 hui, feedback from Mana Whenua was used to make refinements to the Ashbourne Masterplan and application. The Applicant received an email on 24 July 2024 from Norm Hill on behalf of Mana Whenua to acknowledge and provide positive feedback on the hui and the ability to shape the masterplan and application.

2.2 Additional Consultation

Following on from the Hui, further ongoing consultation was carried out.

- Norm Hill facilitated ongoing engagement with Mana Whenua representatives, with internal hui held throughout the preparation of the application.
- Waikato Tainui were consulted via Norm Hill. Waikato Tainui provided written feedback on the Ashbourne Development via email on the 18 June 2025. The feedback confirmed support from Waikato Tainui subject to appropriate engagement with Mana Whenua, namely Ngāti Hinerangi, Raukawa, and Ngāti Hauā.
- Additional Hui and written engagement was carried out to seek Mana Whenua input to the design and function of the greenway, planting species, relocation of lizards, wayfinding and educational signage across the site.

- Norm Hill via email advised that all hapū were generally supportive of the Ashbourne proposal and application. Letters of support were provided from each hapū which are appended at **Appendix 1**.

3.0 Matamata-Piako District Council

As aforementioned in this report and throughout the application material, Matamata-Piako District Council (MPDC) are the relevant local authority and key stakeholder for this application.

Ongoing consultation has occurred with MPDC, through a series of in-person and online meetings and written communication, as detailed in the Consultation with MPDC included as **Appendix 2**. Further details of this consultation and engagement is set out below.

3.1 Written Consultation

Table 4 summarises the formal written consultation carried out with MPDC to-date.

Table 4: Written Consultation with HCC.

Method	Date	Purpose/Discussion
Email to MPDC	11 July 2024	<ul style="list-style-type: none"> • Introduction to the Ashbourne project. • Outline the project and intent to apply to have the project fast-tracked. • Request to consult with MPDC on Ashbourne proposal.
Letter to MPDC (via email)	23 June 2025	<ul style="list-style-type: none"> • S30(2) letter notifying MPDC that the substantive application is intended to be lodged within two weeks.
Email to MPDC	3 July 2025	<ul style="list-style-type: none"> • Follow up email to MPDC requesting the s30(3) be provided.
Letter to Applicant (via email)	14 July 2025	<ul style="list-style-type: none"> • S30(3) letter from MPDC confirming receipt of 23 June letter providing notification of intent to lodge the substantive application.
Letter to Applicant (via email)	3 July 2025	<ul style="list-style-type: none"> • Letter of support in principle from MPDC CEO for the Ashbourne development and substantive application.

3.2 Meetings

Several meetings, both in-person and online, have occurred over the course of the project design and preparation of this application as identified in Table 5.

Table 5: Summary of Meetings.

Date	Attendees	Purpose
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8 August 2024	MPDC: <ul style="list-style-type: none"> • Ally van Juijk • Adrienne Wilcock • Nathan Sutherland • Susanne Kampshof Project Team: <ul style="list-style-type: none"> • Fraser McNutt • Dean Morris • Shanan Mowatt • Michelle Seymour • Sabrina Lum • Caleb Pearson 	The purpose of this meeting was to provide an overview of the proposed Ashbourne development.
31 January 2025	MPDC: <ul style="list-style-type: none"> • Susanne Kampshof Project Team: <ul style="list-style-type: none"> • Fraser McNutt • Dean Morris • Shanan Mowatt • Caleb Pearson 	The purpose of this meeting was to discuss the Ashbourne developer agreement
20 March 2025	MPDC: <ul style="list-style-type: none"> • Ally van Juijk Project Team: <ul style="list-style-type: none"> • Fraser McNutt • Shanan Mowatt • Caleb Pearson 	The purpose of this meeting was to continue ongoing consultation in relation to the progress of the Ashbourne referral and substantive application. Seeking input and feedback from MPDC.
21 May 2025	MPDC: <ul style="list-style-type: none"> • Nathan Sutherland Project Team: <ul style="list-style-type: none"> • Fraser McNutt • Dean Morris 	The purpose of this meeting was to provide an update on the progress of the Ashbourne project and discuss consent conditions.

4.0 Waikato Regional Council (Future Proof Partners)

Ongoing consultation has occurred with Waikato Regional Council (and Future Proof Partners), through a series of in-person and online meetings and written communication, as detailed in the Consultation with Waikato Regional Council included as **Appendix 3**. Further details of this consultation and engagement is set out below.

4.1 Written Communication

Table 6 below summarises the formal written consultation carried out with WRC to-date.

Table 6: Written Communication with MPDC

Method	Date	Purpose/Discussion
Letter to WRC	July 2024	<ul style="list-style-type: none"> • Introduction to the Ashbourne project. • Outline the project and intent to apply to have the project fast-tracked. • Request to consult with WRC on Ashbourne proposal.
Letter to WRC	23 June 2025	<ul style="list-style-type: none"> • S30(2) letter notifying WRC that the substantive application is intended to be lodged within two weeks.
Letter to B&A	1 July 2025	<ul style="list-style-type: none"> • S30(3) letter from WRC confirming receipt of 23 June letter providing notification of intent to lodge the substantive application. • Confirmation from WRC under S30(3) that there are not existing consents to which sections 124C(1) or 165ZI of the RMA would apply if the Ashbourne project were to be applied for as a resource consent under the RMA.

4.2 Meetings

Below is an overview of the meeting held between the Applicant and WRC that has occurred during the project design and preparation of the application.

Table 7: Meetings with MPDC

Date	Attendees	Purpose
30 August 2024	MPDC: <ul style="list-style-type: none"> • Hannah Craven • Joao Paulo Silva • Julie Hansen • Michelle White • Brian Richmond • Steven Cornelius Project Team: <ul style="list-style-type: none"> • Fraser McNutt 	The purpose of this meeting was to provide an overview of the proposed Ashbourne development.

	<ul style="list-style-type: none">• Dean Morris• Shanan Mowatt• Leo Hills• Sabrina Lum• Caleb Pearson	
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In addition to the meeting above, the Applicants agent called Brian Richmond from WRC on the 5 March 2025. The purpose of this call was to advise that the referral application had been submitted and WRC could expect and invitation to be received to provide comment.

5.0 Relevant Administering Agencies

Detailed, robust and ongoing communication has occurred with several relevant administering agencies as covered in the sub-sections below. For all the relevant agencies, a detailed consultation package was used to inform the consultation which was shared with all agencies – refer to **Appendix 4** for a copy of the consultation package.

5.1 Department of Conservation

Consultation has occurred with the Department of Conservation (DoC), through online meetings and written communication. Further details of this consultation and engagement is set out below.

5.1.1 Written Consultation

Table 9 summarises the formal written consultation carried out with DoC to-date.

Table 8: Written Consultation with DoC

Method	Date	Purpose/Discussion
Email to DoC	20 May 2025	<ul style="list-style-type: none"> Outline the project and intent to lodge a substantive Fast Track referral application. Request formal pre lodgement consultation with DoC.
Email to Applicant	10 June 2025	<ul style="list-style-type: none"> DoC confirmation of request to engage on Ashbourne application. Note the appointment of a DoC project lead. Arrange a time and date for a meeting.
Email to DoC	13 June 2025	<ul style="list-style-type: none"> Follow up email after 13 June online meeting with DoC. Provide the supporting Urban Design and Drawing package submitted with the referral application.
Email to Applicant	18 June 2025	<ul style="list-style-type: none"> Confirmation that the application will advance down the wildlife approvals alongside the Fast Track process. Request to continue discussions on wildlife approvals while undertaking pre-lodgement consultation for the substantive application.
Email to Applicant	19 June 2025	<ul style="list-style-type: none"> Request for the Applicant to provide DoC with any draft reports available, particularly the AEE and any reports associated with freshwater and wetland values and mitigations.

5.1.2 Meetings

Table 10 summarises the meetings carried out with DoC to-date. Further details of this consultation is included as **Appendix 5**.

Table 9: Meetings with DoC

Date	Attendees	Notes
13 June 2025	DoC: <ul style="list-style-type: none"> • Bridgette Munro • Asher Cook Project Team: <ul style="list-style-type: none"> • Fraser McNutt • Sam Le Heron • Steph Wilson • Chad Croft 	The purpose of this meeting was to provide context of the project and discuss the ecological considerations. To discuss the wildlife approvals requirements.
14 July 2025	DoC: <ul style="list-style-type: none"> • Bridgette Munro • Asher Cook Project Team: <ul style="list-style-type: none"> • Fraser McNutt • Chad Croft 	The purpose of this meeting was to discuss the Ecological Impact Assessment (EclA) and Ecological Management Plan (EMP). Final drafts of both the EclA and EMP were sent to DoC on Thursday 10 July for review ahead of the meeting.

To date consultation with DoC is ongoing, particularly with regard to the authorisation to re-locate lizards if they are found and/or relevant.

5.2 Environmental Protection Authority

Pre-lodgement consultation was undertaken with the Environmental Protection Authority (EPA). Details of the consultation are set out in Table 11.

Table 10: Pre-Lodgement Consultation with EPA

Method	Date	Purpose / Discussion
Online Meeting EPA: <ul style="list-style-type: none"> • Ben Bond Project Team: <ul style="list-style-type: none"> • Fraser McNutt • Steph Wilson • Caleb Pearson 	25 June 2025	<ul style="list-style-type: none"> • EPA to outline process and timeframes for acceptance and processing, including anticipated timeframe for panel appointment. • Discussion of process related queries. • Confirm approach to structure of application. • Discussion of payment process. • Timeframes for lodgement. • General discussion on the ability to modify and/or cancel consent notices under s221(3) of the RMA.

		<ul style="list-style-type: none"> Applicant confirmed with EPA to working with DoC, noting a wildlife authorisation would likely be sought outside the Fast Track process.
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The meeting with the EPA was generally positive, and no issues were raised in the lead up to lodging the substantive application.

5.3 Heritage New Zealand

Consultation has occurred with Heritage New Zealand Pouhere Taonga (HNZPT). An email was sent to Rachel Darmody on 20 May 2025 outlining the context of the Ashbourne Fast Track substantive application and providing notification of the intention to lodge the substantive application. The Applicant received a response from HNZPT on the 20 May 2025. The letter confirmed HNZPT had been advised of the Ashbourne development and that no archaeological assessment was provided, nor are there any recorded archaeological sites within the project area.

HNZPT did not raise any issues with the development but requested that an Archaeological Site Discovery Protocol be put in place during all ground disturbance works.

A copy of the consultation with HNZPT is appended at **Appendix 6**.

5.4 KiwiRail

Consultation has occurred with KiwiRail, through written communication and an online meeting. Further detail of this is outlined in Table 12 below.

Table 11: Consultation with KiwiRail

Method	Date	Purpose/Discussion
Email to KiwiRail - Michelle Grinlinton-Hancock	26 March 2025	<ul style="list-style-type: none"> Introduce the Ashbourne development Fast Track Application. Request a meeting to discuss the application, the potential implications it could have on the rail network and the potential for a new wastewater pipe to straddle the rail designation.
Email to Applicant from KiwiRail	26 March 2025	<ul style="list-style-type: none"> Confirm receiving email from Applicant. Arrange a meeting between KiwiRail and the Applicant.
Online Meeting <ul style="list-style-type: none"> KiwiRail – Michelle Grinlinton-Hancock 	2 May 2025	<ul style="list-style-type: none"> Provide an overview of the project. Discuss potential implications of the

<ul style="list-style-type: none"> • Fraser McNutt • Shanán Mowatt • Dean Morris • Caleb Pearson 		application on the rail network. <ul style="list-style-type: none"> • Discuss wastewater connections across the designation corridor.
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KiwiRail confirmed during the 2 May 2025 meeting that they had no significant issues with the Ashbourne Fast Track Application.

5.5 New Zealand Transport Agency

Consultation has occurred with the New Zealand Transport Agency (NZTA), through written communication and an online meeting. Further details of this consultation and engagement are set out in Table 13.

Table 12: Consultation with NZTA

Method	Date	Purpose / Discussion
Email to NZTA	10 July 2024	<ul style="list-style-type: none"> • Introduce the Ashbourne development and Fast Track Application process. • Request a time and date to meet to present the proposed development and seek NZTA feedback.
Email to Applicant	12 July 2024	<ul style="list-style-type: none"> • Acknowledgement of email and request to engage on Ashbourne development. • Co-ordination of days / times to meet with Applicant.
Online meeting / presentation	7 August 2024	<ul style="list-style-type: none"> • Presentation providing an overview of the Ashbourne development. • Discussion on the existing and proposed roading network. • Understanding NZTA primary issues – disruptions to SH27, KiwiRail interface with SH27, traffic volumes going into existing local road network.
Email to Applicant	8 August 2024	<ul style="list-style-type: none"> • Shared appreciation for early engagement and overview of the Ashbourne development. • Confirmation of the key matters of interest to NZTA – increased vehicle

		movements at the state highway intersections. • NZTA confirmation that they do not have any specific issues, concerns or commentary on the Ashbourne development.
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5.6 Ministry of Education

Consultation has occurred with the Ministry of Education (MoE), through a series of written communication and online meetings. Further details of this consultation and engagement are set out in Table 14.

Table 13: Consultation with the Ministry of Education

Method	Date	Purpose / Discussion
Email to MoE	7 August 2024	<ul style="list-style-type: none"> • Introduce Ashbourne development. • Request to consult with MoE on Ashbourne Fast Track application.
Email to Applicant	30 August 2024	<ul style="list-style-type: none"> • Shared appreciation for early engagement; • Offering further engagement around catering to school-age student growth within the area.
Online meeting / presentation	24 August 2024	<ul style="list-style-type: none"> • Overview of the Ashbourne development; • Discussion on schooling requirements and capacity within Matamata; and • Confirmation of school capacity and MoE support for application.
Email to MoE	2 September 2024	<ul style="list-style-type: none"> • Circulation of presentation shared with MoE; • Noting MoE support for the application; • Confirming meeting outcomes including the schools in the area have capacity to cater for the Ashbourne development; and • Confirming the intention to lodge a referral application in mid-late October and

		Fast Track Substantive Application in mid 2025.
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5.7 Ministry for the Environment

Early and ongoing engagement with the Ministry for the Environment has occurred through the referral and substantive application process.

6.0 Strategic Landowners

Ongoing consultation has occurred pre and post the Ashbourne referral application and lodgement of the substantive application with key strategic landowners adjacent to the Ashbourne development. Table 1 above set out the key strategic landowners who have been identified largely based on factors such as location, size, land ownership and tenure.

A transparent and ongoing process to consultation with strategic landowners has occurred through a series of written communication, phone calls and meetings. Many of the interactions were verbal and unscheduled as and when questions or issues arose. The consultation package, refer to **Appendix 4** was shared with the landowners by way of introducing the Ashbourne development, providing an overview of what is proposed and establishing a basis in which to initiate ongoing consultation.

Key meetings with some of the strategic landowners took place on the 26 August 2024, in particular Pippins Development and Highgrove Avenue neighbours. These meetings specifically occurred due to the location of a strategic rising main which is planned to run through the Pippins property and the stormwater, amenity and screening issues relating to Highgrove.

Discussions with landowners has continued throughout the process and remains ongoing in good faith. Based on the feedback and discussions with key landowners indicated in Table 1, changes to the Ashbourne Masterplan have occurred to address key issues and concerns raised for example, the staging and sequence, setbacks, landscaping, buffer and amendments to the design guidelines.

Specific discussions have been ongoing with the Pippins Development via [REDACTED] regarding a wastewater line connection through the property for a wastewater rising main. Support in principle was reached on 30 June 2025 however there are a number of procedural matters that still need to be worked through with MPDC. Consultation with Pippins Development will continue following the lodgement of the substantive application. An understanding has been reached between the Applicant and Pippins Development that an alternative solutions for access to wastewater is possible should it be required.

In addition to the above, five landowner approvals were obtained which are appended at **Appendix 7**. The written approvals relate to the following:

- Confirmation of the Deed of Assignment with Eldonwood Limited;
- Consent to the Ashbourne development and referral application; and
- Confirmation of support for the Drainage Plan and installation of wastewater pipes on Lot 100 DP 380025 and the fast track referral application.

7.0 Other Stakeholders

7.1 Minister of Seniors

Consultation occurred with the Minister for Seniors of New Zealand, Hon Casey Costello. The applicant received a letter dated 13 May 2025 (refer to **Appendix 8**) from the Ministry for the Environment on behalf Ministers noting that comment must be invited from the Minister for Seniors under s53 of the Fast Track Approvals Act.

An email was sent to the Office of Hon Costello on the 19 May 2025. The purpose of the email was to:

- Introduce the Ashbourne development;
- Provide notification of the intention to lodge a substantive application;
- Request clarification on how Ms Costello would like to review the information relating to the retirement village component of the application; and
- Provide an opportunity to comment on the substantive application.

A general response was received by the Applicant on the 19 May 2025 acknowledging receipt of the email. No further comment was received from Hon Costello.

7.2 Powerco

Ongoing consultation has occurred with Powerco, as detailed in Table 16 below.

Table 14: Consultation with Powerco

Method	Date	Purpose/Discussion
Letter to Applicant	11 April 2024	<ul style="list-style-type: none"> • High level assessment of the option to connect a solar distributed generation to the Powerco network near Matamata. • Confirmation that preliminary studies indicate that solar generation can be accommodated to either Browne Street substation or Tower Road substation.
Letter to Applicant	25 June 2025	<ul style="list-style-type: none"> • Confirmation of initial application for connection of distributed generation to the Powerco network. • Overview of additional information to assist in preparation of final application.
Letter to Applicant	25 June 2025	<ul style="list-style-type: none"> • High level assessment of the option to connect a solar

		distributed generation to the Powerco network at Firth Street, Matamata. <ul style="list-style-type: none"> • Process for next steps, including connection costs which can be provided following subsequent concept designs from the applicant.
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7.3 Adjoining Landowners

Schedule 5(1)(d) of the Fast Track Approvals Act 2024 requires that the full name and address of each owner of the site and of land adjacent to the site and each occupier of the site and of land adjacent to the site whom the applicant is unable to identify after reasonable inquiry.

To both fulfil this requirement, a letter was prepared and sent to all owners and occupiers of the sites and land adjacent to and/or adjoining the Ashbourne site. A copy of the letter is attached at **Appendix 9**. The purpose of the letter was to:

- Share information on the Ashbourne fast track project including the activities proposed;
- Provide a brief overview of the Fast Track Application process; and
- Confirm owner or occupier addresses.

Table 17 below provides a full list of owner and occupier letters sent.

Table 15: List of Owner and Occupiers Adjoining / Adjacent to Ashbourne Site

Address	Owner and/or Occupier Details	Response received
4 Bowman Road, Matamata, 3400	[REDACTED] [REDACTED]	
6 Bowman Road, Matamata, 3400	[REDACTED] [REDACTED] [REDACTED]	
8 Bowman Road, Matamata, 3400	[REDACTED] [REDACTED]	
10 Bowman Road, Matamata, 3400	[REDACTED] [REDACTED]	
12 Bowman Road, Matamata, 3400	[REDACTED]	

15 Bowman Road/Strawberry Drive (6.82 hectares – Pippins Development)		
35 Peakedale Drive, Matamata, 3400		
37 Peakedale Drive, Matamata, 3400		Yes
39 Peakedale Drive, Matamata, 3400		
46 Peakedale Drive, Matamata, 3400		
48 Peakedale Drive, Matamata, 3400		
50 Peakedale Drive, Matamata, 3400		
52 Peakedale Drive, Matamata, 3400		
54 Peakedale Drive, Matamata, 3400		
56 Peakedale Drive, Matamata, 3400		
58 Peakedale Drive, Matamata, 3400		
60 Peakedale Drive, Matamata, 3400		
1 Chestnut Lane, Matamata, 3400		

	[REDACTED]	
4 Chestnut Lane, Matamata, 3400	[REDACTED] [REDACTED]	
7 Chestnut Lane, Matamata, 3400	[REDACTED] [REDACTED] [REDACTED]	
18 Eldonwood Drive, Matamata, 3400	[REDACTED] [REDACTED]	Yes
22 Eldonwood Drive, Matamata, 3400	[REDACTED] [REDACTED] [REDACTED]	Yes
24 Eldonwood Drive, Matamata, 3400	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	
26 Eldonwood Drive, Matamata, 3400	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	
32 Eldonwood Drive, Matamata, 3400	[REDACTED] [REDACTED]	
36 Eldonwood Drive, Matamata, 3400	[REDACTED] [REDACTED] [REDACTED]	
40 Eldonwood Drive, Matamata, 3400	[REDACTED] [REDACTED]	Yes
45 Eldonwood Drive, Matamata, 3400	[REDACTED] [REDACTED]	
6 Odlum Drive, Matamata, 3472	[REDACTED]	

8 Odlum Drive, Matamata, 3472	<div></div> <div></div>	
10 Odlum Drive, Matamata, 3400 (3.29ha Large Block)	<div></div>	
129 Station Road, Matamata, 3472	<div></div> <div></div>	
129A Station Road, Matamata, 3472	<div></div> <div></div>	
129B Station Road, Matamata, 3472	<div></div> <div></div>	
132 Station Road	<div></div>	Yes
Highgrove East	<div></div> <div></div> <div></div>	
Highgrove West	<div></div> <div></div>	
164 Station Road, Matamata	<div></div> <div></div> <div></div> <div></div>	
172 Station Road, Matamata	<div></div>	Yes
182 Station Road, Matamata, 3472	<div></div>	
182A Station Road	<div></div> <div></div> <div></div> <div></div>	Yes

196 Station Road, Matamata, 3472	[REDACTED] [REDACTED] [REDACTED]	
196A Station Road, Matamata, 3472	[REDACTED] [REDACTED] [REDACTED]	
195 Peria Road, Matamata, 3472 (Northern)	[REDACTED] [REDACTED]	
341 Peria Road	[REDACTED] [REDACTED]	Yes
60 James Avenue, Matamata, 3472 (Northern)	[REDACTED] [REDACTED]	
190 Station Road, Matamata, 3472	[REDACTED] [REDACTED] [REDACTED]	
200A Station Road, Matamata, 3472	[REDACTED] [REDACTED]	
206 Station Road, Matamata, 3472	[REDACTED] [REDACTED] [REDACTED]	
214 Station Road, Matamata, 3472	[REDACTED] [REDACTED]	
241A Station Road, Matamata, 3472	[REDACTED]	Yes
218 Station Road, Matamata, 3472	[REDACTED] [REDACTED] [REDACTED]	
240 Station Road, Matamata, 3472	[REDACTED] [REDACTED]	Yes

248 Station Road, Matamata, 3472	[REDACTED] [REDACTED]	
250 Station Road, Matamata, 3472	[REDACTED]	
250A Station Road	[REDACTED]	Yes
25/252A Station Road, Matamata, 3472	[REDACTED]	
285 Station Road, Matamata, 3472	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	Yes
72A Hinuera Road, Matamata, 3472	[REDACTED] [REDACTED]	Yes
72B Hinuera Road, Matamata, 3472 (corner site on Res sub stage 1)	[REDACTED] [REDACTED]	Yes

Following the letter drop, several phone calls were received by the Applicant from landowners generally asking for more information particularly with regard to the Masterplan. Good discussions have resulted with these landowners and where appropriate, further information has been provided or landowner questions have been responded to.

7.4 Press Release

On the 15 May 2025, the Applicant made a public press release on the Ashbourne development. The press release (refer to **Appendix 10**), provided an overview of the referral decision, key features of the Ashbourne development and the associated benefits. The purpose of the press release was to provide useful public context and information to generate support for the development.

Appendix 1

Mana Whenua Letters of Support



Urban & Environmental



**RESPONSE TO REQUEST FOR COMMENT – ASHBOURNE DEVELOPMENT FAST-
TRACK REFERRAL APPLICATION**

This response is filed for Waikato-Tainui by:

Te Whakakitenga o Waikato Incorporated

PO Box 648
Hamilton 3240

INTRODUCTION

1. This response is made on behalf of Te Whakakitenga o Waikato Incorporated (Waikato-Tainui).
2. Te Whakakitenga o Waikato Incorporated (**Waikato-Tainui**) is the governing body for the 33 hapuu and 68 marae of Waikato (see **Appendix A**) and manages the tribal assets for the benefit of over 91,000 registered tribal members. It is also:
 - a) the trustee of the Waikato Raupatu Lands Trust, the post-settlement governance entity for Waikato-Tainui for the purposes of the Waikato Raupatu Lands Deed of Settlement 1995 and the Waikato Raupatu Claims Settlement Act 1995;
 - b) the trustee of the Waikato Raupatu River Trust, the post-settlement governance entity for Waikato-Tainui for the purposes of the Waikato-Tainui River Deed of Settlement 2009 and the Waikato Raupatu Claims (Waikato River) Settlement Act 2010;
 - c) the mandated iwi organisation for Waikato-Tainui for the purposes of the Maaori Fisheries Act 2004; and
 - d) the iwi aquaculture organisation for Waikato-Tainui for the purposes of the Maaori Commercial Aquaculture Claims Settlement Act 2004.
3. Waikato-Tainui welcomes the opportunity to respond to the “Ashbourne” fast-track referral application. This response is made on behalf of our 33 hapuu, 68 marae and more than 94,000 iwi members.
4. Waikato-Tainui recognizes that there may be overlapping interests with other iwi. Waikato-Tainui supports the views expressed in their separate comments regarding this referral application.
5. The comments provided here cover:
 - (a) overarching comments on key issues
 - (b) some specific topic-based submissions

BACKGROUND TO WAIKATO-TAINUI

7. Waikato-Tainui marae are kaitiaki of our environment and regard the holistic integrated management of all elements of the environment (such as flora, fauna, land, air and water) with utmost importance.
8. Waikato-Tainui are tangata whenua and exercise mana whakahaere within our rohe (tribal region). Our tribal rohe is bounded by Auckland in the north and Te Rohe Pootae (King Country) in the south and extends from the west coast to the mountain ranges of Hapuakohe and Kaimai in the east. Significant landmarks within the rohe of Waikato include the Waikato and Waipaa Rivers, the sacred mountains of Taupiri, Karioi, Pirongia and Maungatautari, and the west coast harbours of Whaangaroa (Raglan), Manukau, Aotea and Kawhia moana, the eastern areas of Tikapa Moana (Firth of Thames), and principally, New Zealand's longest river, Te Awa o Waikato.
9. Both through its hapuu and collectively as an iwi, Waikato-Tainui has maintained ahi kaa, continues to exercise mana whakahaere, rangatiratanga, and kaitiakitanga, and upholds and exercises Waikato-Tainui tikanga, kawa, maatauranga, and reo within the Waikato-Tainui Rohe.
10. We acknowledge and affirm the intrinsic relationship of Waikato-Tainui with our natural environment, which carries with it both rights and responsibilities as a matter of tikanga and kawa.
11. Waikato-Tainui entered into a Deed of Settlement regarding our Waikato River claim under Te Tiriti o Waitangi in 2008 ("2008 Settlement"). This was followed by the signing of a revised Deed in 2009 and ultimately, enactment of the Waikato- Tainui Raupatu (Waikato River) Settlement Act 2010 ("Settlement Act"). The settlement marked the genesis of the Crown's statutory recognition of Te Mana o te Awa and the establishment of a "co-management" approach between Waikato-Tainui and the Crown regarding matters relating to the Waikato River.

WAIKATO-TAINUI OUTSTANDING AND REMAINING CLAIMS

12. Waikato-Tainui has several unresolved outstanding (Wai 30) and remaining te Tiriti o Waitangi grievances that are currently being negotiated with the Crown under the Treaty settlement negotiations process. These include (but are not limited to) claims in relation to the West Coast Harbours (Kaawhia, Aotea, Whaaingarua and Manukau) and Taamaki Makaurau. These claims are comprehensive in nature and extend to matters concerning whenua, the takutai moana, the moana itself, social, cultural and economic issues.
13. Wai 30 is held by Te Whakakitenga o Waikato to be negotiated on behalf of all 33 hapuu of Waikato-Tainui. The Wai 30 claim is inclusive of those parts and interests included in the original Wai 30 claim filed in 1987, that were intentionally set aside to be addressed, negotiated and settled separately to the Waikato Raupatu Claims Settlement 1995 and the Waikato-Tainui Raupatu Claims (Waikato River) Settlement 2010. This settlement represents a key part of the Wai 30 claim and is a continuation of these previous settlements.
14. Waikato-Tainui considers that our area of interest for settlement purposes to the moana includes the area of foreshore and seabed in and adjacent to each harbour bounded on the landward side by the line of mean high-water springs and on the seaward side by the outer limits of the Exclusive Economic Zone, including the beds of any rivers, lagoons, lakes and other water bodies that are part of the coastal marine area (within the meaning of the Resource Management Act 1991), as well as:
 - a) the airspace and the water space;
 - b) the subsoil, bedrock, minerals and other materials below the water bodies;
 - c) the marine and estuarine waters (including the waters of any rivers, lagoons, lakes or other water bodies);
 - d) the plants, animals and fish – flora and fauna;
 - e) the physical and metaphysical elements of the areas, waters, natural resources and geographic features;
 - f) the land, waters, water bodies (including rivers, lakes, wetlands, swamps, estuaries, streams, tributaries, springs, artesian waterways, and other natural watercourses), geographic features, natural resources, plants, animals, and activities within the catchment of each harbour which directly or indirectly interconnect with or affect the harbour; and

- g) all physical and biological processes (including sediment movement, waves, tides, currents, and activities) within or affecting the areas, waters, natural resources and geographic features.
- 15. The claims themselves and the approach to negotiations is underpinned by the principles of mana motuhake, mana whakahaere and te mana o te moana. These principles are reflected in a Takarangi Framework (see **Appendix B**) and aspire to achieve autonomy, decision making rights, and co-governance/co-management rights to ensure the health and wellbeing of the moana.
- 16. Redress mechanisms in this regard are still being developed and negotiated with the Crown. In absence of settlement protections for these remaining claims, Waikato-Tainui seeks to provide and secure environmental protections for te taiao through other levers.

OVERARCHING COMMENTS ON THE PROJECT APPLICATION REFERRAL

- 17. Waikato-Tainui has assessed the available information. Our findings and recommendations have been included with this response. We note that a limitation of those findings, in particular as they relate to Iwi consultation, is that the information upon which they are formed is preliminary and high level, given the fast-track application is only at the referral stage.
- 18. It is noted that consultation with Waikato-Tainui has been limited.
- 19. Waikato-Tainui welcomes engagement with Waikato-Tainui iwi, hapuu and marae on this project, noting that preliminary discussions with Ngaati Hauaa representatives took place in June 2024. Waikato-Tainui notes that the information provided is limited with respect to Ngaati Hauaa's position on the application for fast-track referral.
- 20. Ngaati Hauaa are a recognised hapuu of Waikato-Tainui and are mana whenua of the rohe for the proposed application. It should be noted that Ngaati Hauaa also have their own settlement directly with the crown.

Waikato-Tainui Position

21. While Waikato-Tainui acknowledges the potential benefits of this proposal, we have some concerns regarding the environmental, cultural, and social effects associated with the project. These include, but are not limited to:

Environmental Impacts

- (a) Landscape effects – The scale of the proposal will potentially alter the landscape and character of the area. It is unclear if the extent of the potential effects have been socialized with mana whenua and wider communities.
- (b) Land-use – Waikato-Tainui has consistently emphasized the importance of protecting highly productive land from inappropriate development. Waikato-Tainui see this as crucial to ensuring that land is preserved for food security, cultural practices, and future generations, etc.
- (c) Stormwater effects – In particular during construction, land disturbances may pose risks to waterways.

Cultural Impacts

- (d) Mana Whenua Consultation - It is essential that a Cultural Impact Assessment (CIA) be prepared by mana whenua for the proposed site, serving as a tool to fully understand and mitigate cultural impacts. Waikato-Tainui expects the applicant to incorporate all information and recommendations from any CIA produced into the development plans, ensuring the process adequately addresses cultural concerns.

Tai Tumu, Tai Pari, Tai Ao Plan – Waikato-Tainui Environmental Plan

- (e) Tai Tumu, Tai Pari, Tai Ao advocates for partnership and collaboration to uphold mana whakahaere. Without robust participation, the proposal fails to reflect the values of mana whenua.
 - (f) A CIA will help to ensure that the cultural and spiritual values associated with the proposed site are able to be considered in an appropriate way, thereby facilitating the protection, enhancement, and honouring of these Taonga for current and future generations.
22. Waikato-Tainui expects that the proposal will be assessed against all relevant parts of Tai Tumu, Tai Pari, Tai Ao. Key areas for ensuring full alignment include: i) ongoing

consultation with iwi, hapuu, and marae regarding any cultural and heritage concerns; and ii) ensuring the project integrates Maaori values and maatauranga in its implementation.

23. Waikato-Tainui's expectation is that appropriate weighting and consideration is given to the recommendations and concerns discussed here, in particular the following:

Strengthened Engagement and Cultural Input

- a) Waikato-Tainui encourages continued engagement with relevant Waikato-Tainui iwi, hapuu, and marae to ensure that the cultural values associated with the proposed site are considered in full and reflected in the development plans,
 - b) Require the Applicant to engage with Waikato-Tainui and relevant Waikato-Tainui iwi, hapuu and marae throughout the project to ensure that mana whenua perspectives shape the project's development where appropriate,
24. Waikato-Tainui expects that all negative effects identified as part of the proposal will be mitigated by using the highest targets or measures as outlined in section 8.3 of Tai Tumu, Tai Pari, Tai Ao and that the applicant will, together with us, appropriately address and/or resolve these concerns prior to or immediately following any decision on the referral application.
25. Waikato-Tainui's expectation is that engagement is ongoing with our iwi, hapuu and marae and that they are appropriately resourced by the applicant to the completion of the project so that the aspirations of Tai Tumu, Tai Pari, Tai Ao are achieved through collaboration and partnership.
26. Waikato-Tainui wish to remain directly engaged and informed throughout the entire process (i.e., from consenting to project execution and beyond, if necessary) and, in addition, we will continue to monitor progress in support of our iwi, hapuu, or marae for their separate engagements on this matter.

CONCLUSION

27. Waikato-Tainui supports a fair and comprehensive hearing processes that ensures all concerns raised in these comments are thoroughly addressed. It is essential that the final consenting process—whether streamlined or otherwise—provides a platform for

open dialogue, allowing for the consideration of iwi perspectives and the resolution of any issues identified. A transparent and balanced process will help ensure that all relevant matters are properly examined and that any potential impacts on iwi values, culture, and interests are adequately mitigated.

Naaku noa, naa

A handwritten signature in black ink, appearing to be 'D. H. H.', written in a cursive style.

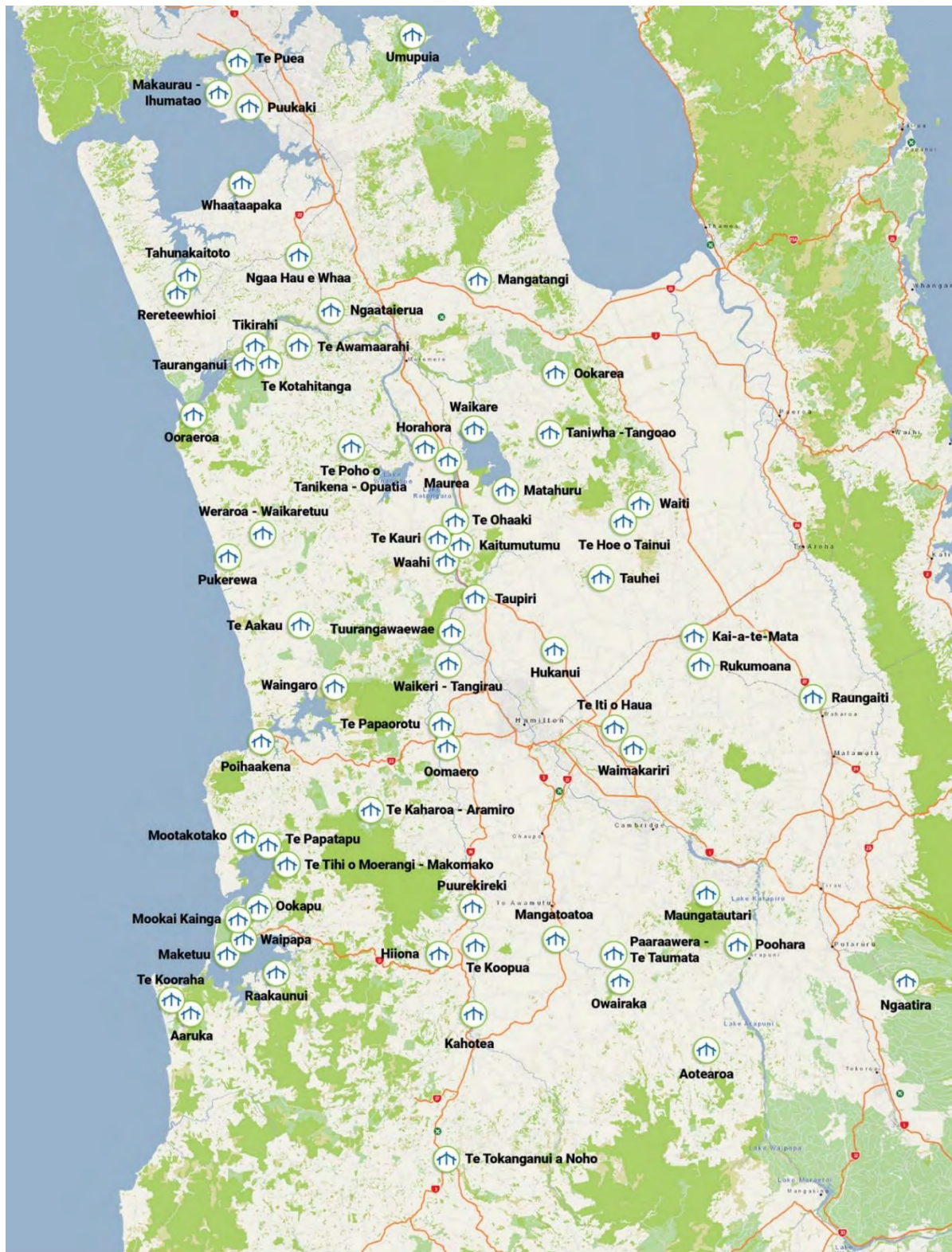
Te Maakariini Mapu

SENIOR PLANNER

WAIKATO-TAINUI

APPENDICES

APPENDIX A – Waikato-Tainui 68 Marae



APPENDIX B – Waikato-Tainui Remaining Claims Takarangi Framework



1 June 2025

Fraser Mc Nutt
Barkers and Associates
Hamilton



PO BOX 270 Morrinsville 3340

Re: Ashbourne Development, Matamata.

www.ngatihauaiwitrust.co.nz

Tēnā koutou.

Ngāti Hauā has been actively working alongside the planners and consultants leading the Ashbourne Master Plan development in Matamata. This collaboration has been underpinned by meaningful engagement, and Ngāti Hauā Iwi Trust acknowledge the good-faith discussions that have taken place to date. To build on this positive foundation, it is essential to foster enduring and authentic relationships.

Ngāti Hauā look forward to continued collaboration as genuine partners in all facets of the Ashbourne Master Plan. A critical next step is the formalisation of this partnership through the development and signing of a Memorandum of Understanding between Ngāti Hauā, Ngāti Hinerangi and Raukawa and the development partners, Matamata Development Ltd and Unity Management Ltd.

Ngāti Hauā Iwi Trust supports the Cultural Impact Assessment prepared by Te Hira and considers its recommendations vital. Provided these recommendations are upheld, the establishment of a Memorandum of Partnership will further solidify the commitment to working together in a respectful and culturally appropriate manner.

Nāku noa, nā

Lisa Gardiner
Chief Executive Officer



23 May 2025

Re: Ashbourne Development, Matamata

To whom it may concern,

This letter is to confirm the support of Te Puāwaitanga o Ngāti Hinerangi Iwi Trust's (TPH) support of the cultural impact assessment carried out by Norm Hill of Te Hira Consultancy in relation to the Ashbourne Development in Matamata.

TPH support the proposed Ashbourne development, on the condition that the recommendations in the CIA are achieved, and a Memorandum of Understanding is signed between Ngā Iwi and the Ashbourne development companies, Matamata Development Ltd and Unity Management Ltd.

We look forward to seeing this development come to life.

Ngā mihi,

Chris McKenzie on behalf of Te Puāwaitanga o Ngāti Hinerangi Iwi Trust

Raukawa

5 June 2025

Matamata Development Ltd
c/o Fraser McNutt
Barker & Associates
HAMILTON 3204

Tēnā koe, Fraser McNutt

RE: ASHBOURNE DEVELOPMENT, MATAMATA

The Raukawa Charitable Trust supports the Cultural Impact Assessment of the proposed Ashbourne development, prepared by Norm Hill (Te Hira Consultancy) on behalf of Ngāti Hauā Iwi Trust, Ngāti Hinerangi Iwi Trust and Raukawa Charitable Trust.

Raukawa Charitable Trust confirms support of the proposed Ashbourne Master Plan development, provided that the recommendations in the assessment are upheld and a Memorandum of Understanding is developed and signed between the three iwi and the Ashbourne development companies, Matamata Development Ltd and Unity Management Ltd.

Raukawa Charitable Trust look forward to ongoingly working with the development partners, alongside the Ngāti Hauā Iwi Trust and the Ngāti Hinerangi Iwi Trust.

Nāku noa, nā



Dr Andrea Julian
**Regional Strategy Manager, Te Uraura
Raukawa Charitable Trust**



Appendix 2

Matamata Piako District Council Consultation



Urban & Environmental

ASHBOURNE, MATAMATA – MPDC MEETING

MEETING MINUTES

When: Thursday 8 August 2024, 2.30pm – 4.10pm

Where: MPDC Offices, Te Aroha / Teams Online

PRESENT	INITIALS	COMPANY	EMAIL
Ally van Kuijk	AVK	MPDC, Group Manager Growth Regulation	[REDACTED]
Adrienne Wilcock	AW	MPDC, Mayor	[REDACTED]
Nathan Sutherland	NS	MPDC Planner	[REDACTED]
Susanne Kampshof	SK	MPDC Infrastructure, Assets and Projects	[REDACTED]
Fraser McNutt	FM	Barkers & Associates	[REDACTED]
Dean Morris	DM	Maven Waikato	[REDACTED]
Shanan Mowatt	SM	Maven Matamata	[REDACTED]
Michelle Seymour	MS	Commute	[REDACTED]
Sabrina Lum	SL	Unity Developments	[REDACTED]
Caleb Pearson	CP	Unity Developments	[REDACTED]

- 1) Introductions by all.
- 2) FM, Unity Developments and Project Team presenting Ashbourne, a proposed development on Station Road, Matamata.
- 3) FM confirms we are starting early consultation with key stakeholders for the Ashbourne proposed plan.
- 4) To date have had Hui with local Iwi (including Norm Hill) and meeting with NZTA. Next, we are looking to arrange meetings with MOE, Kiwi Rail, and Regional Council. Fraser confirms we will be going via fast track via referral through minister (not part of the first intake earlier in 2024), and later with immediately adjoining neighbors. Full transparency throughout process.
- 5) FM presented the Consultation Presentation of the Proposed Ashbourne Development.
 - a. Connectivity – greenway, pedestrian and cycle connections the main town via station road, exploring partnerships with Iwi, educational opportunity solar, farming etc. with enhancement of fauna and flora in greenway. Planting of water cress and community planting of greenway via local nursery etc.
 - b. Currently no wetlands identified by Henry Whyte– positive for urban development.
 - c. Fast Track will be done concurrently with Regional Resource Consents for surface water intake to meet regional and district requirements.
- 6) FM notes the following have been considered in proposal to date:
 - a. We have referenced and considered the Eldonwood structure plan
 - b. Medical requirements, retirement precinct with ancillary medical services for locals
 - c. HPL classes is noted
 - d. Commercial node / playground is not to take away from main town centre, it is to supplement and support the new development.

Main comments and discussion points by subject:

Commercial node / playground:

AW was positive about the playground as LTP does not allow for playgrounds, however asked who will maintain? If this would be privately maintained and for how long? FM posed question around if it be vested into council or not, and if and when? Further discussions needed on this.

DM explains the proposal has used relative sizing to Lockerbie as a guide for new Ashbourne commercial area/open space sizing etc.

SK spoke about linkage so there can be walking and playground connections. Commented if the greenway/stormwater planned to have, would require fencing?

FM noted that the commercial node does not include traditional commercial/retail that would compete with the town centre. Proposed to be childcare / café / convenience etc. Includes an open space linking the commercial area to greenway.

Residential:

AVK referenced the HBA, how does this align to Economics review/ demand? FM notes that we have used Fraser Colegrove (Insight Economics) to do an assessment for us. This has helped inform the proposal, including the staging.

Proposed staging is shown as short/medium/long term, and the speed of development will be delivered as per market demand. Residential sub-staging will respond within the market demand / growth of Matamata. As well as typologies/ sizing, to cater for variety of owners.

All freehold titles for Residential.

Unity will not build homes directly, will partner with building groups.

Design considers HBA. Development includes a variable density, including smaller sections (with 350m2 avg lots – 22%) to allow more affordable price points. Catering for variety - different housing typologies / different price levels of housing. around the commercial node.

Considered design has been applied to Residential - refer presentation for more details on this. This includes density around the commercial node/centre of the development, considered block layout with urban designer, etc.

Traffic / Commute:

MS spoke through traffic planning and design, confirming there is alignment with the existing structure plan and a connection to SH27.

Connection with Highgrove Ave allowed for in design.

SK highlights that Highgrove development's roads are 22 meters wide, MPDC minimum requirement is 20m, 18 meters is what we have proposed and will need an exception for this. SK asked if we have considered all the infrastructure that needs to sit within road corridor.

No allowance in design for any vehicle access to Eldonwood Drive, only bikes and walking connections. AVK noted Eldonwood is a private road with a council easement over.

MS spoke about consideration of shared footpaths/cycleway connections to Station Road, and keen to understand if there is a view from council on this.

MPDC raised considerations around curbside collections for rubbish for Res.

MS confirms a full report (ITA) will be included in the application. Including intersection modeling – Jellicoe Road and Station Road.

NS commented if we had considered staging of road connections and how it would work in terms of increased traffic as additional stages are developed. MS confirmed yes. Residential initial stages would be via Peakedale Drive, then via Station Road subsequent stages. Will be a trigger requiring connection to Station Road at certain stage in project.

MS confirmed it will be a private roading network inside the Retirement Village, however, still will have connectively and access between Commercial node and RV.

AW: Rubbish collections do not like to drive through Retirement villages. MS noted that retirement Village will have their own private rubbish collection service.

MS noted access to Retirement Village from Station Road will be by a single road entry. MS noted further design needed to confirm what's required here - and if a right turn lane is needed, and to consider including review of speed limit along Station Road.

SK queried around key road link connecting development to Station Road, via Peakedale or Highgrove Terrace (more direct link) .FM mentioned we are looking to consult with neighbouring landowner.

MPDC noted that that the road connection in the structure plan to Firth St is currently not planned for delivery.

Solar:

CP noted that Solar Stage 1 planned initially as less infrastructure (cable upgrades) required to connect to Browne St Substation. Stage 2 requires more upgrades, and progress of the residential infrastructure before progresses.

CP noted the solar farm equipment has a approx. 30-year life span. When fully complete would have equivalent power for 7,500 homes. Solar would connect into corner of Brown Street, substation.

AVK asked about details of cable upgrades required to get to the substation.

AW is expressed concerns about stage 1, closer to town and adjacent to residential. Concerns on impacts to adjacent landowners.

FM highlighted solar is on HPL. Will also be retained for farming activities, with sheep grazing year-round underneath

AVK mentions glare and wind/noise impact from solar, particularly in the Northern Solar farm where its closer to current res. Enquired if there are examples of Solar farms in New Zealand which are adjacent to residential. None aware of, but SM believed example in Australia.

AVK noted there is a solar farm in fast track already.

AVK noted the landscaping requirement, length of growth time to cover visual impact, including consideration of buffer zones.

FM mentioned Greenwoods are engaged as landscape architect, and will be looking into this, staging and planting.

CP talks to the low impact design which reduces height and allows for sheep grazing underneath (Noise, glare. Aware in the design of this).

Noted this proposal aims to balance housing/RV and electricity supply, demand and growth over time.

Infrastructure:

DM spoke about the 3 Waters design for the development.

Greenway being key part of stormwater solution for conveyancing. Site investigations (by CMW) show that there is generally good soakage across the site.

AVK mentioned there was a report done about 10 years ago that indicated pockets of lower soakage near Highgrove Ave Development – slight difference to the report done by CMW where only 2/20 was undesirable. DM mentioned can look to do further testing to if considered needed.

AVK mentioning that soakage at Hinuera Road is better, more waterlogged on Waitoa end.

Wastewater: Ideally connecting into existing infrastructure network via Peakedale. Already in conversation with council on this. MBR (Membrane Bioreactor) would be the fallback option.

AVK mentions that this development is outside of their 30-year plan, asking if this development would still be feasible if connection to main infrastructure is denied/not possible. DM confirms yes via MBR, but not our preferred option.

DM explains what a MBR is and that it would to discharge to greenway, require discharge consent. MBR plant proposed to be located on the eastern end of greenway/solar.

MPDC asked who would own/maintain this. Noted that Unity is to work with a public utility company for this. AVK asked about MBR examples, DM noted has been used in Auckland, Hobsonville development.

Water – proposed to connect into MPDC network. Contingency on the water is to seek ground water take.

AW commented on water pressure in Matamata. FM mentioned would be looking at options for sustainability – grey water reuse etc., in design.

Greenway:

FM posed question around if council had a view on owning this or not? AVK noted that plants grow quickly on their soils (being HPL) and will need maintenance. FM noted there is an opportunity for biodiversity to come back (birds etc.), as there

is not much at present. Noted about the bat habitat preservation. FM noted an ecologist is engaged and site investigations already completed (EcoResto) and will be advising on this.

AVK noted about the high-water table in the area, asked how greenway would work? DM noted that there would be base flow through greenway, and basins within this. If MBR is used, then also contribute to a consistent baseflow.

Retirement Village (RV):

RV is proposed to be self-serviced / private. Stormwater basins will be located onsite.

CP talks high level proposal for RV: Approx. 500 units, lower density than standard RV operators. We will be conforming to the RV regulations.

AVK and AW noted about longer term after the baby boomers have passed through, if consideration to use after this? RV infrastructure is built for retirement village of avg 1.7 person per unit.

DM/FM commented there is a shortfall across the region for this product, including in long term projections, and this proposal is catering for this shortfall.

AVK asks about when RV amenities/facilities would be built. CP noted this is likely stages and tbc but expect between stages 1-2.

Other:

AVK noted the District Plan via plan change 47 for Highgrove was Rural Res, but they changed it back to Rural zone due to a soakage testing. Ref: notes above.

FM iterated that this is a proposed plan, and that Ashbourne team want to work with MPDC on this along the way, and open to MPDC input and comments, and how staging can be balanced with councils' infrastructure and plans.

FM also iterated that this is a long-term project and will progress based on market conditions.

AVK commented on the impact of the development on local schools. FM noted will be consulting with MOE on this.

Fast Track and Plan change:

FM explains the process we intend at this point: lodge through the new Fast Track legislation, land use consents and subdivision including resource consents (both District and Regional) included as part of this, with plan change to follow after.

AVK commented whether Fast Track included for Plan Change, and if this would be better to include now/before, rather than last. FM noted that he is not aware that the FT process will facilitate Plan Change at this stage as expressed through the information on the Bill currently provided. Awaiting legislation to come out to confirm this.

Development Contributions were raised, and AVK noted that standard process may not apply as outside of district plan. Expect would require a developer agreement between MPDC and Developer on this.

Next steps / Actions:

AVK nominates that NS is contact for resource consents and plan changes. SK and Santha for infrastructure.

MPDC has been updating Matamata flood modeling, which is almost done. Noted that MPDC could share this to DM to provide input into the design. noted this would be confidential as not finalised/made public yet.

Quote for WW Assessment provided to Maven, by MPDC consultant. Ongoing process / discussion.

FM noted will be consulting with Waikato Regional Council.

FM/Unity to send through list of project team consultants to Ally and team.

NS/SM to send through feedback on the Ashbourne proposed development. Including key pinch points/high level notes and things we should/they would like us to consider for leveraging benefits for MPDC, ETA 2-3 weeks from this meeting.

- **Meeting close** -

Memo



Date: 4 December 2024

From: Susanne Kampshof,
Asset and Projects Manager

Our File Ref:

Description: High Level Traffic Comments for Ashbourne proposal

Background

Draft Traffic Assessment completed by Commute dated 24 June 2024.

Comments

For Stage 1 – The impact on the existing road network has not been assessed and whether any network upgrades are required. It discusses that Peakedale Drive is used, but further information is required on what route and what impacts are on local roads as a result of the additional traffic. This doesn't just include intersections but also the impact on current road widths and whether any pavements will be required to be upgraded due to the additional traffic. It discussed a SIDRA assessment has been done on the intersections but the data needs to be provided. It must be noted that for traffic data, we require figures for current zoned land being fully developed to be used and then the increase in the proposed development to be modelled.

Currently there is a link shown to Hinuera Road. This link is not proposed to be required for quite some time. Is the applicant utilising this link for the traffic or is it not reliant on this link?

Stage 2 – what will be the traffic flow for stage 2. Will most of the traffic be utilising the new road to Station Road or will there be additional traffic along Paekedale Road and/or Hampton Terrace. For Stage 2, is it proposed to construct the full road to Station Road so it can be used as a through road? Are there any upgrades required on Station Road as a result of the additional traffic from a road width perspective and road pavement strength perspective.


Stage 3 – again completing the modelling on any impacts on the local network as a result of the additional traffic. Particularly focusing on Station Road and likely to also impact Smith Street. this includes road capacities and also whether there are likely to be an issue around road pavement strengths.

Walking and Cycling – talks of shared paths are discussed but in section 3.2.1. it only talks about 1.5m footpaths on both sides of the road. We required cycling to be planned for as well and shared pathways required to provide cycling along key corridors. On road for local roads is fine. Allowing for a potential future connection to Eldonwood is fine, but currently there are no physical linkages are allowed to the pathway in Eldonwood. Key pedestrian and cycling linkages need to be provided to Station road along the current or proposed new road corridors. It is unsure where the proposed walking and cycling on the greenway links into the current Matamata walking and cycling network and what the linkages are.

Other General comments:

Road width – it is likely that any collector road would require a 22m wide corridor but assessments based on the traffic should be completed. Also our district plan has a minimum of 20m road corridor widths for local roads. If 18m are requested we would have to work through this and council would potentially consider this for roads with less than 20 lots being serviced and ensuring adequate parking can still be provided.

Author: Susanne Kampshof
Asset and Projects Manager



23 June 2025

Matamata Piako District Council

Attn: Nathan Sutherland

Via email: [REDACTED]

Tēnā koe Nathan

Fast-Track Approvals Act 2024: Preliminary steps for application

As you are aware from our correspondence to date, Ashbourne is a referred project under the Fast-Track Approvals Act 2024 (FTAA). Matamata Developments Limited are the authorised person, and Barker & Associates are the agent acting on their behalf.

Pursuant to s30(2) of the Act, we are writing to notify Matamata Piako District Council that we intend to lodge the substantive application within the next two weeks. S30(3) of the Act requires the consent authority to advise the authorised person:

- (a) *Of any existing resource consent to which section 124(1)(c) or 165Zl of the Resource Management Act 1991 would apply if the approval were to be applied for as a resource consent under that Act; or*
- (b) *That there are no existing resource consents of that kind.*

Our understanding is that there are no existing resource consent to which s30(3) would apply. Once you have had an opportunity to review, could you please respond in writing to confirm if you hold any resource consents subject to s30(3) of the Act.

Yours sincerely | Nā māua noa, nā

Barker & Associates Limited



Steph Wilson

Associate

[REDACTED]



Fraser McNutt

Partner

[REDACTED]



Subject:
Date:



FW: Ashbourne Development wastewater Assessment
Friday, 21 March 2025 8:58:07 am

Kind regards,

FRASER MCNUTT

Partner/Waikato Manager (MNZPI)



298 Victoria Street, Hamilton 3204

[barker.co.nz](https://www.barker.co.nz)



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Subject: Ashbourne Development wastewater Assessment

Hi all,

Matamata wastewater upgrades for future developments in our wastewater masterplan are based on 2065 population growth figures in Housing and Business Assessment report.

As discussed in our meeting yesterday I have spoken to our modellers on wastewater flow scenario that they used for the modelling exercise.

We have discussed with them about two population growth scenarios to use the model to understand the system performance if Ashbourne development goes ahead as planned. They are:

Scenario 1 – Wastewater flows are based on 2065 HBA population growth figures that includes wastewater from Ashbourne development and Ashbourne will be developed earlier than other already zoned areas but in stages.

Scenario 2 - Wastewater flows are based on 2065 HBA population growth figures plus additional wastewater from Ashbourne development and Ashbourne will be developed earlier than other already zoned areas in stages.

I spoke to modellers and they confirmed that their Ashbourne development wastewater assessment report was based on wastewater flows from scenario 2 and not scenario 1.

Hope this clarifies things. If you have further questions please let us know.

Thanks

Santha Agas

Kaiārahi Rawa Hanganga me te Rautaki | Infrastructure Asset & Strategy Team Leader
Te Kaunihera Ā-rohe o Matamata-Piako | Matamata-Piako District Council
35 Kenrick Street, PO Box 266, Te Aroha 3342
07 884 0060 ext 7786 | mpdc.govt.nz

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Scanned by **Trustwave SEG** - Trustwave's comprehensive email content security solution at Matamata-Piako District Council.



Subject: FW: Development Proposal Eldonwood
Date: Thursday, 3 July 2025 10:08:22 am
Attachments: [Consultation Pack Overview.pdf](#)

Kind regards,

FRASER MCNUTT
Partner/Waikato Manager (MNZPI)



298 Victoria Street, Hamilton 3204

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From: Fraser McNutt

Sent: Thursday, 11 July 2024 4:45 pm



Subject: Development Proposal Eldonwood

Evening Ally

As you'll be aware, through previous discussions with Susanne and yourself, we've been progressing our thinking at the Eldonwood block and adjoining land. We'll be targeting a landuse and subdivision application through the new Fast Track legislation coming out of the current Bill in early 2025. Obviously a referral would need to be in place but before we get to that point we want to engage meaningfully with Council and key stakeholders.

We are at a point now where we'd like to come and present our development aspirations and first cut of plans and information. We're aiming to consult with iwi, NZTA and Council initially to hear their thoughts and feedback.

Attached is a snapshot of what we'll be presenting to you. We'd like circa 45mins to introduce and run through a presentation (around 40 slides), followed by questions and discussion. Allowing for a 90-120min session would be ideal to enable a constructive meeting, considering what we have to present.

Attending the meeting would be around seven people from our team including our clients.

Are you able to please let me know what time slots are available to come visit in person and present ? We are aiming for the week of the 5th August (excluding the Friday 9th).

Happy to narrow in on a refined agenda and list of attendees once we have a date locked in.

Kind regards,

FRASER MCNUTT
Partner/Waikato Manager (MNZPI)



PO Box 9342,
Waikato Mail Centre, Hamilton 3240
298 Victoria Street, Hamilton 3204

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authorisation and we request you delete it and contact us at once by return email.



Attachments:

[24.08.08 Ashbourne Presentation - Meeting with MPDC.docx](#)
[24.08.08 Ashbourne Presentation - Meeting with MPDC.pdf](#)

More

Kind regards,

FRASER MCNUTT

Partner/Waikato Manager (MNZPI)



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From: Fraser McNutt

Sent: Monday, 19 August 2024 11:00 am



Subject: Meeting Minutes Ashbourne

Good morning Ally, please see our notes from the meeting held Thursday 8th. Aware you were taking notes on the day so we welcome your review and edits before we can make these final.

Thanks

Kind regards,

FRASER MCNUTT

Partner/Waikato Manager (MNZPI)



PO Box 9342,
Waikato Mail Centre, Hamilton 3240
298 Victoria Street, Hamilton 3204

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Our Ref: 3055938
Enquiries to: Manaia Te Wiata



3 July 2025

Caleb Pearson
Development Manager
Unity Developments
[REDACTED]

Emailed to: [REDACTED]

Dear Caleb

Public Infrastructure for Ashbourne Development

I refer to your letter dated 11 June 2025, seeking confirmation that the proposed 3 waters infrastructure approach for Ashbourne aligns with Council's standards, long-term planning objectives and is technically feasible.

Technical Assessment

The following comments are subject to the caveat that we have not had the opportunity to fully assess all aspects of the proposal, and we reserve the right to make further and additional comments once the substantive consent application has been lodged.

Without prejudice to any such further comments, we confirm that the wastewater and water supply approach described in your memorandum appears to align with Council's standards and appears to be technically feasible.

Long-term Planning Alignment

However, given that the proposal relates to an area that has not been identified in Council's long-term plan, district plan or master plans for residential growth, we do not consider that the proposal fully aligns with long-term planning objectives. Through Plan Change 47, Council has identified areas for future residential growth in Matamata on the eastern side of the town between Banks and Mangawhero Roads. Through our Master Plans (30-year infrastructure plans), Council is working towards providing appropriate infrastructure to these planned growth areas.

The proposed development may, if granted, use infrastructure capacity that had been planned for other areas already identified for future residential growth. These concerns were raised in section 4 of Council's comments on the referral application.

Infrastructure Capacity and Cost Allocation

Council's position is that all costs associated with unanticipated development, whether related to the provision of infrastructure or otherwise, should be borne entirely by the developer. This includes any requirement for infrastructure upgrades or additional capacity needed to serve the development without compromising planned growth areas that have been subject to community consultation through our Long-term Plan process.

Stormwater Assessment.

We have not yet completed an expert assessment of the stormwater proposal, and therefore are unable to comment further on that aspect of the proposal at this stage.

It is our view that the conditions outlined below under our Qualified support section can address the matter without delaying the consideration.

Time Constraints and Feasibility Risk Management

The fast-track process operates under compressed timeframes that limit the opportunity for detailed technical assessment compared to traditional consent processes. Given these constraints, Council considers it appropriate that any consent conditions ensure feasibility risks are appropriately allocated to the applicant rather than Council or the community.

Recommendation for Independent Peer Review

Considering the scale and complexity of this proposal, as well as the compressed assessment timelines, it is important to ensure a thorough technical review. We believe that an independent peer review should be available at the substantive consent application stage of infrastructure assessments, if the Council considers it necessary. This would offer extra reassurance to the Expert Panel regarding technical viability and adherence to industry standards. Under the Fast-track Approvals Act 2024, the costs for such peer review can be recovered through the EPA's cost recovery system.

Support in Principle

Based on the above, Council provides qualified support in principle for the waters infrastructure to connect to the public infrastructure, subject to:

1. Satisfactory completion of stormwater assessment
2. Independent peer review of infrastructure proposals as required
3. Confirmation that all infrastructure costs arising from the development—including any required upgrades or enhancements to the existing public network and treatment capacity to accommodate the development—will be fully funded by the developer. This includes ensuring that such upgrades do not compromise Council's ability to meet its existing infrastructure commitments to already zoned land or future residential zoned land.
4. Final design approval through appropriate technical review processes

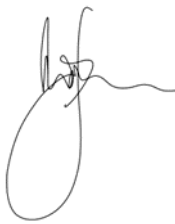


5. Establishment of appropriate asset ownership and maintenance arrangements

This qualified support is provided solely for the purpose of the Fast-track application process and carries no liability or financial obligation for Council. Final design approval, asset acceptance, and cost-sharing arrangements will be formalised through separate processes at the appropriate stage.

It would be our intent that the approach outlined above will apply to any other infrastructure from the development that will be vested in the Council.

Manaia Te Wiata

A handwritten signature in black ink, consisting of a large, stylized loop followed by a series of smaller, connected strokes.

Chief Executive



Agenda

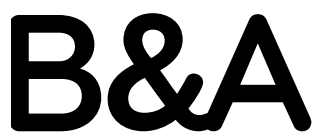
Project: Ashbourne
Date: 21 May 2025
Time: 10:00
Location: Teams
Attendees:

Name	Role/Organisation
Fraser McNutt	Barker & Associates
Dean Morris	Maven
Nathan Sutherland	Matamata Piako District Council

Item	Detail
1	Update on progress of Ashbourne project & timeframes
2	Consent conditions: <ul style="list-style-type: none">• Approach to staging;• LUC conditions which relate to SUB conditions;• Commercial node.

Appendix 3

Waikato Regional Council Consultation



Urban & Environmental

ASHBOURNE, MATAMATA – WAIKATO REGIONAL COUNCIL MEETING

MEETING MINUTES

When: Thursday, 2pm 30 August 2024

Where: Waikato Regional Council Office Hamilton / Teams Online

PRESENT	INITIALS	COMPANY
Hannah Craven	HC	Senior Policy Advisor (WRC)
Joao Paulo Silva	JPS	Waikato Regional Council
Julie Hansen	JH	Waikato Regional Council
Michelle White	MW	Waikato Regional Council
Brian Richmond	BR	Resource Officer (WRC)
Steven Cornelius	SC	Waikato Regional Council
Fraser McNutt	FM	Barkers & Associates
Dean Morris	DM	Maven Waikato
Shanan Mowatt	SM	Maven Matamata
Leo Hills	LH	Commute
Sabrina Lum	SL	Unity Developments
Caleb Pearson	CP	Unity Developments

EMAIL



-
- 1) Introductions by all.
 - 2) FM, Unity Developments and Project Team presenting Ashbourne, a proposed development on Station Road, Matamata.
 - 3) FM confirms we are starting early consultation with key stakeholders for the Ashbourne proposed plan.
 - 4) To date have had Hui with local Iwi (with Norm Hill) and meeting with NZTA, MPDC, Highgrove and Pippins developers and MoE.
 - 5) FM presented the Consultation Presentation of the Proposed Ashbourne Development.
 - a. FM confirms we will be going via fast track via referral through minister. Full transparency throughout process.
 - b. We are proceeding to lodge a referral application with the EPA in mid-late October and should we be successful and with application, we will apply for regional discharge consents and follow with a full plan change later.
 - c. Wider team has been engaged for this including Fraser (Insight Economics), hydrologist, ecologist, Greenwoods etc. however not all present.
 - 6) FM notes the following have been considered in proposal to date:
 - a. We have referenced and incorporated the Eldonwood structure plan
 - b. HPL classes is noted and considered in spatial planning
 - c. Hazard Maps used / consider in design
 - d. Commercial node / playground is not to take away from main town centre, it is to supplement and support the new development.
 - e. Connectivity – greenway, pedestrian and cycle connections the main town via station road, exploring partnerships with Iwi, educational opportunity solar, farming etc. with enhancement of fauna and flora in greenway.
 - f. High water table in proposed Retirement Village (RV) area is considered and being worked through
 - g. We have roading connections where possible, but working to limitation of land ownership

Core components of this proposed development:

Greenway, key purpose is stormwater. Residential development circa 540 stand alone houses.

Solar farm (x2) can service 7,500 houses (will be added to grid via Browne St substation approx 2km away)

Retirement Village circa 500 units

Commercial node.

FM comments that development aims to address and regional shortfall in RV and residential whilst supplementing power to the grid via sustainable source.

As a team we have been incorporating and taking on feedback as we consult.

Main comments and discussion points by subject:

Residential:

Approx 500 lots. Looking at smaller and range of lots to allow for different levels of affordability, range. All freehold titles for Residential.

Residential proposed sub-staging will respond within the market demand / growth of Matamata. As well as typologies/ sizing, to cater for variety of owners. Anticipated to be delivered over an extended period, 20 years plus.

FM notes that we have used Fraser Colegrove (Insight Economics) to do an assessment for us. This has helped inform the proposal, including the staging timeframe.

Comment on size of houses and demographics. We anticipate that much of the growth will come from surrounding towns and cities. 70% of the region are made up of families. Just over 50% of all houses in Matamata built are 3 bedroom, next highest segment is 4 bedrooms and minority a 2 bedroom house.

Infrastructure:

DM spoke about the 3 Waters design for the development.

Site investigations show that there is generally good soakage across the site. Greenway being key part of stormwater solution for conveyancing.

Earthworks - land is quite flat. Good geotechnics, mix of sand and clay (mainly).

Servicing – Greenway from Residential connects to Waitoa river.

WW – first option is to connect into existing network. Working with modeler at MPDC to check if this is feasible, hope to hear within the month. The second option would be an onsite treatment plant.

Water – 1: Reviewing MPDC infrastructure. Again working with MPDC to see if there's capacity.

Greenway would allow for treatment of water, basins and conveyancing – a hybrid approach. Water quality through rain garden and basins.

High water table is noted looking at solution via Greenway, hydrologist has been engaged to review this.

JP noted that there could be a need for additional flood risk assessment. Discharge – we have used regional hazard map however modelling is limited, based on historic. The layers are incomplete. JP approx eta of 2 years for the updated analysis.

JP notes that solution should be 80% better in terms of climate change than pre development.

Traffic / Commute:

LH spoke through traffic planning and design, confirming there is alignment with the existing structure plan and a connection to SH27.

LH talk through rationale of road sizing and widths of spine and connector roads throughout development.

We have met with NZTA and there show stoppers flagged, just comment on ensuring future connection to SH27 which we have accounted for already.

It was noted that the connection from RV to Station Road is private.

It was noted that Station Road is currently 80kph, LH commented it would be good to reduce the speed if possible. Hope to speak to MPDC around this.

Comment by MW around the older generation in RV and busy rural road on Station Road, would be ideal to lower speed limit there if possible to make it safer. Elderly noted and their ability to connect into the town.

JH mentioned the bus route 22 eastern connector, via station road. Mention of the possibly of a bus route through the

spine road. It would require sufficient number of people using the route to make this feasible, the carriage way could be future proofed for a bus. Recommended we speak to the network planner. Bus stops and roading with MPDC, possible stop location would be next to commercial and close to higher density to get enough people using bus route.

Solar:

Looking at 2 solar farms (Northern and Southern) CP commented the solar farm equipment has approx. 30-year life span. When fully complete would have equivalent power for 7,500 homes. Solar would connect into corner of Brown Street, substation. The panels will tilt to face the sun, will be 2.3m at highest. Security fencing around and planting. Also low impact design.

FM highlighted solar is on HPL. Land will also be retained for farming activities with sheep grazing year-round underneath panels.

Comment made that there are a few solar farms in region in motion currently.

JH enquired around if the panels could go on top of the houses.

Comment on possible impact to adjacent landowners, we will be moving to engage with the landowners soon and some thoughtful approach required for this.

FM noted the landscaping requirement, length of growth time to cover visual impact, including consideration of buffer zones. FM mentioned Greenwoods are engaged as landscape architect, and will be looking into this, staging and planting to minimize visual impact.

Noted that the north solar is near outlet to drain.

Other:

FM iterated that this is a proposed plan, and that Ashbourne team want to work with WRC on this along the way, and open to input and comments. Also reiterated that this is a long-term project and will progress based on market conditions.

Comment on capacity on local schools, we have consulted with MoE who confirm there is sufficient capacity. The master plan has applied sensibly boundaries – e.g. Waitoa River on western boundary, considering the HPL using spatial planning tools. A very holistic approach applied.

Economics Evidence – HC asked about development capacity and responsive to it. Also mention Future proof figures, they are working on this which includes development a RV demand however this has not started yet.

FM asks how we can keep in touch, or how would WRC like to be kept abreast of the development? HC comments that perhaps JP and HC in the first instances. They will cascade down as needed.

- **Meeting close** -

23 June 2025

Waikato Regional Council

Attn: Joao Paulo Silva

[Redacted]

Tēnā koe Joao Paulo

Fast-Track Approvals Act 2024: Preliminary steps for application

As you are aware from our meeting on 29th August 2024, Matamata Developments Limited are undertaking a design of a multi-use development in Matamata, known as 'Ashbourne'. Ashbourne is a referred project under the Fast-Track Approvals Act 2024 (FTAA). Matamata Developments Limited are the authorised person, and Barker & Associates are the agent acting on their behalf.

Pursuant to s30(2) of the Act, we are writing to notify Waikato Regional Council that we intend to lodge the substantive application within the next two weeks. S30(3) of the Act requires the consent authority to advise the authorised person:

- (a) *Of any existing resource consent to which section 124(1)(c) or 165Z1 of the Resource Management Act 1991 would apply if the approval were to be applied for as a resource consent under that Act; or*
- (b) *That there are no existing resource consents of that kind.*

Our understanding is that there are no existing resource consent to which s30(3) would apply. Once you have had an opportunity to review, could you please respond in writing to confirm if you hold any resource consents subject to s30(3) of the Act.

Yours sincerely | Nā māua noa, nā

Barker & Associates Limited

SWilson

Steph Wilson

Associate

[Redacted]

Fraser McNutt

Fraser McNutt

Partner

[Redacted]

File No: 61 92 02A
Document No: 32513547
Enquiries to: AnaMaria d'Aubert



1 July 2025

Private Bag 3038
Waikato Mail Centre
Hamilton 3240
New Zealand

waikatoregion.govt.nz
0800 800 401

Steph Wilson
Barker & Associates Limited
[REDACTED]

Kia ora Steph,

RE: Matamata Developments Limited - Fast Track Approvals Act 2024

Thank you for your letter dated 23 June 2025 notifying the Waikato Regional Council that Matamata Developments Limited are applying for all necessary approvals under the Fast Track Approvals Act 2024 (FTAA) for a multi-use urban development in Matamata, known as 'Ashbourne'.

Your letter has requested the Waikato Regional Council (WRC) confirm by written notice to Barker & Associates Limited, as the authorised agent for Matamata Developments Limited, that in accordance with section 30(3) of the FTAA, there are no existing consents to which sections 124C(1)(c) or 165ZI of the Resource Management Act 1991 (RMA) would apply if the Ashbourne project were to be applied for as a resource consent under the RMA.

WRC advises as follows:

- a) There is reference in the Referral Application Form to a requirement for a surface water take under the RMA, although no detail is provided in the referral documentation on the purpose and volume of this take. The Piako River surface water catchment is significantly over-allocated. Any new surface water take that is not assessed as zero net take, or any new groundwater take that has a component of stream depletion, will result in additional allocation pressures on the Piako River catchment. In this regard, s124C(1)(c) will then apply.
- b) It is noted however, that elsewhere in the Fast Track referral documentation (i.e. Attachment 4), there is reference to the Ashbourne development being serviced by connection to the Matamata Piako District Council water reticulation system or groundwater supply. On this basis, WRC staff can advise that as of the date of this letter there are no existing consents to which section 124C(1)(c) of the RMA would apply if the Ashbourne project were to be applied for as a resource consent under the RMA.
- c) Further, WRC can confirm that 165ZI of the RMA does not apply as the proposed project is not located in common marine and coastal area in accordance with the Waikato Regional Coastal Plan (proposed or operative).

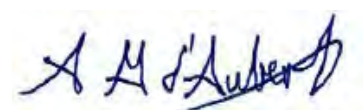
If you require further information on these matters, please contact the undersigned.

He taiao mauriora  Healthy environment

He hapori hihiri  Vibrant communities

He āhanga pakari  Strong economy

Kind regards,

A handwritten signature in blue ink, appearing to read 'A M d'Aubert', with a stylized flourish at the end.

AnaMaria d'Aubert
Manager - Regional Consents
Resource Use

Appendix 4

Consultation Package - Mana Whenua, Relevant Administering
Authority and Strategic Landowners



Urban & Environmental



Ashbourne Masterplan

Consultation Document | Matamata | August 2024





ASHBOURNE

B&A

Urban & Environmental

Prepared for:
Unity Developments

Prepared by:
Barker & Associates

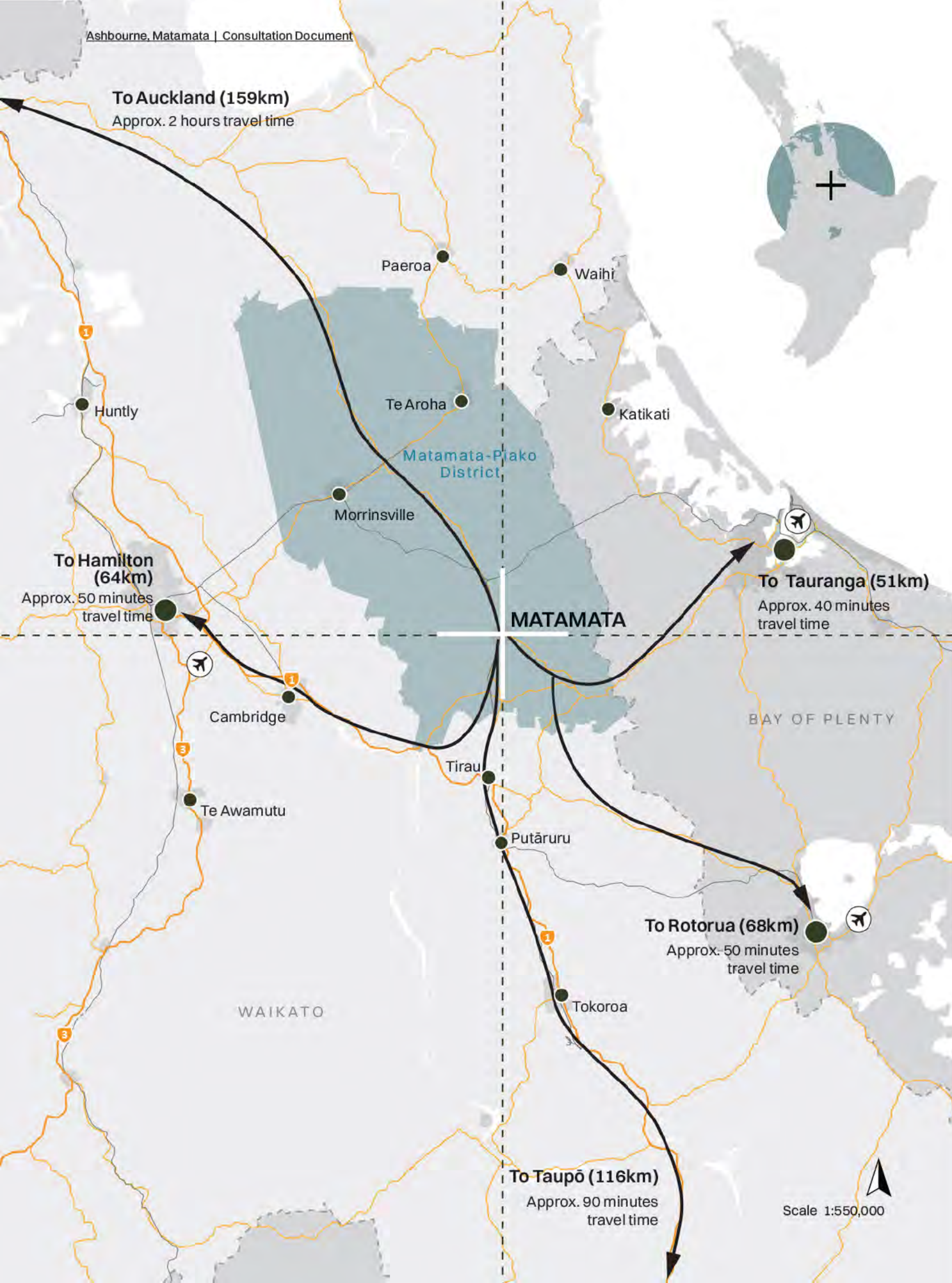
Document date:
August 2024



01

Introduction

- 1.1 Background
- 1.2 Matamata-Piako District
- 1.3 Snapshot of Matamata-Piako District
- 1.4 Cultural and Historic Context



1.1 Background

Ashbourne is a sustainable and comprehensive and all-inclusive development located Matamata's urban periphery, west of the main town and off Station Road.

Ashbourne commits to lead the blueprint for future development in Matamata and to provide Matamata's residents with

"a new vision for lifestyle and sustainable living"

The development aims to offer a balance of lifestyle living and convenience for its future residents.

The residents will be able to enjoy the existing serenity of lifestyle living while having easy access to urban amenities.

Ashbourne comprises a total of four precincts and a preliminary breakdown of these precincts are as follows:

- Residential Precinct providing approx. 528 dwellings and approx. 9,600m² of

associated commercial, public open spaces and community land uses;

- Retirement Living Precinct providing approx. 500 units with additional care facilities;
- Solar Farm Precinct covers over 36ha of land to generate energy for over 7,500 homes;
- Greenway Precinct features sustainable infrastructure and quality public spaces for recreational and ecological well-being.

This information pack covers the context and accessibility analysis, development opportunities and development concept plans for different precincts of the development.

High level timing of the entire development delivery will be 10+ years, and will meet the market demands as Matamata continues to grow and flourish.

1.2 Matamata-Piako District

The Matamata-Piako District is within the Waikato Region. The District covers 175,000 hectares and is made up of three small towns and rural communities in the Waikato Region - Matamata, Morrinsville and Te Aroha. It is a predominantly rural area, with agriculture and manufacturing and is well known for dairy farming and the thoroughbred racing industry.

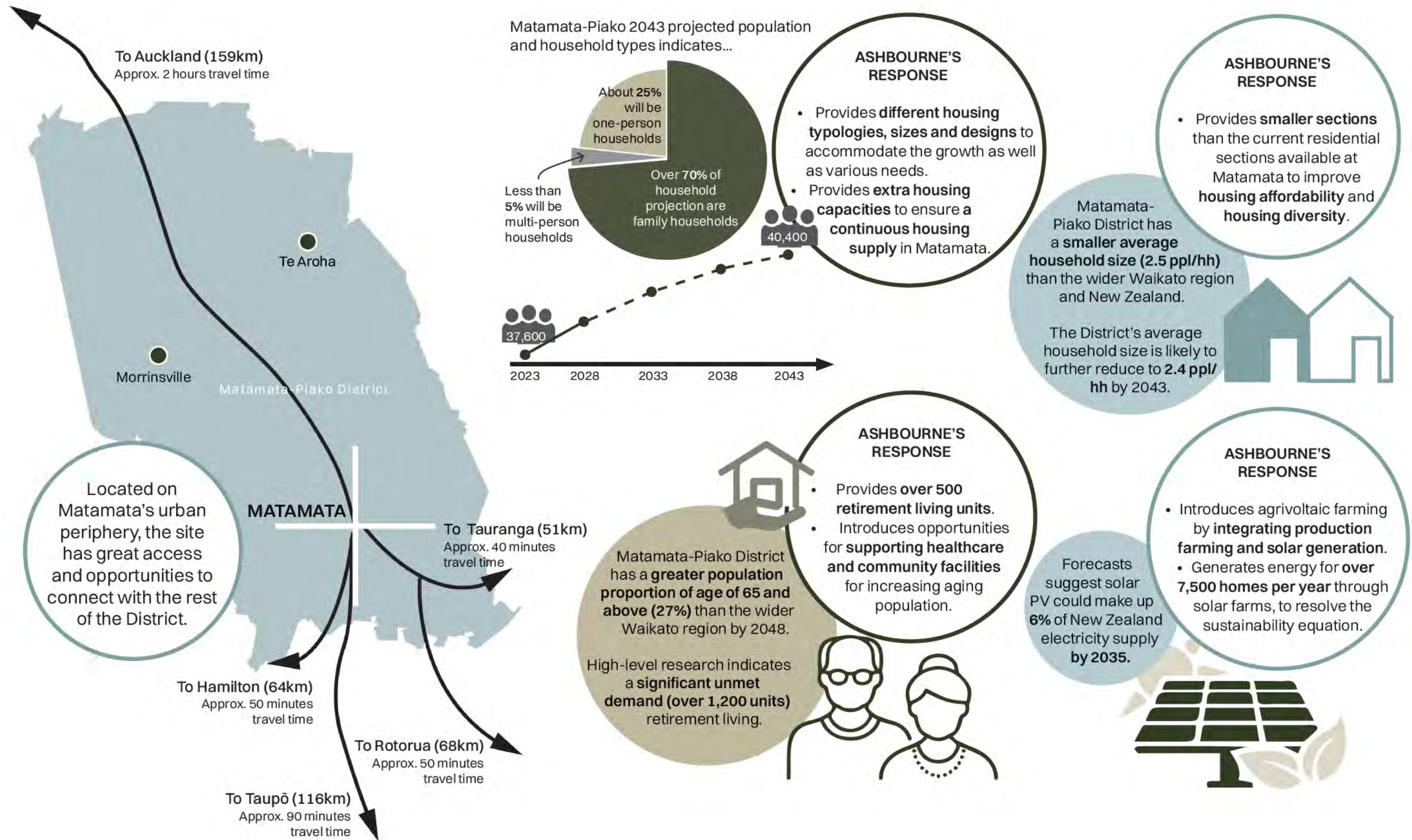
The district has a population of approximately 36,000 people, with over 60% living in one of the three main towns. The three towns and the rural area within Matamata-Piako District are projected to experience population and dwelling growth.

Matamata-Piako offers a strategic location with central accessibility to large population centres, and it is well-connected to the rest of New Zealand and the world through a network of road, rail and air links.

Matamata is well-known as the location of the Hobbiton Movie Set, which attracts hundreds of thousands of visitors every year. Matamata is also home to the historic Firth Tower Estate and Museum. Matamata has a strong equestrian and racing community, and has produced many thoroughbred horses currently racing internationally.

Figure 1 Matamata-Piako Regional Context

1.3 Snapshot of Matamata-Piako District



1.4 Cultural and Historic Context

That Matamata-Piako District is a district rich in history, with many stories to tell.

Matamata History

Matamata means 'headland'. This was the name of a new pa established in 1830 by Te Waharoa, the famous Ngāti Hauā chief, on a ridge of high ground projecting into the swampy valley of the Waitoa River near Dunlop Road, a few kilometres north-west of present day Waharoa.

In pre-European times Maori warriors paddled up the Waihou River in canoes with trading or war parties, walked over the Kaimai and Mamaku Ranges and crossed the Matamata Plains en route to the Waikato, Rotorua, Thames, Taupo or Tauranga. Flax traders, missionaries, government officials, travellers and explorers passed through the Matamata Plains on their journeys and many left records of their visits.

Since 1885 Matamata has grown from a small scattering of houses around a railway station to a rural servicing town which provides for the commercial, medical, educational, religious, industrial and recreational needs of the residents of both the town and its rural hinterland. In doing so has developed its own distinctive character.

Matamata Today

Of the 175,500ha of land in the district, 3,5701ha is held in rateable Maori Title. There are 78 waahi tapu sites listed in the District Plan and these include urupa (burial sites), pa and midden sites, and marae.

The iwi found within the District, as advised through Te Puni Kōkiri:

- Ngāti Hako
- Ngāti Hauā
- Ngāti Hinerangi
- Ngāti Korokī Kahukura
- Ngāti Maru
- Ngāti Pāoa
- Ngāti Rāhiri Tumutumu
- Ngāti Tamaterā
- Ngāti Tara Tokanui
- Ngāti Whanaunga
- Raukawa
- Waikato-Tainui.

The Proposal

The proposal provides an opportunity for the residential and solar projects give tangible and meaningful benefits to iwi. Overall, it aims to:

- Provide a description of the history, cultural values, interests, and associations of iwi.
- Identify aspirations, potential issues and opportunities for the incorporation of iwi values.
- Understand the actual and potential adverse effects on cultural and environmental values in relation to future consenting processes.
- Identify how relationships between iwi, culture, ancestral land, water, sites, wāhi tapu, and other taonga might be affected by development.



Figure 3 Wairere Fall and its beautiful, diverse range of natural scenery hold significant values and relationship to all iwi and hapū

1.5 Cultural Narratives Opportunities

The Ashbourne Development aims to explore and recognise the histories of and by mana whenua, their interactions with the land and celebrate what is unique about the place and the people the Ashbourne Development setting is part of.

Figure 4 identifies some of the cultural narrative opportunities that can help to establish a partnership with mana whenua and help to bring coherency to the space, culture and the Ashbourne Development.

- 1** Explore opportunities on cultural theme, wayfinding and storytelling through the Ashbourne Residential, commercial node, open space/walkways, greenway through the retirement space to Station Road.
- 2** Identify ways of incorporating spaces where Māori can learn through their culture and about their culture, for example, learn and play opportunities for Tamariki.
- 3** Celebrate the green passage from Waitoa River through the greenway as an enhanced ecological corridor with buffer planting.
- 4** Explore opportunities a partnership approach to unlocking potential to ensure the well-being of the receiving waters, fostering sustainable and culturally respectful growth.
- 5** Emphasise opportunities for improved walkways to connect to the natural environment.
- 6** Create opportunities for mana whenua to participate in community planting and ecological restoration that links to the wider green network of street trees and parks.



Figure 4 Cultural narratives opportunities for Ashbourne Development

02

Ashbourne Masterplan

- 2.1 Overall Masterplan
- 2.2 Overall Staging

2.1 Overall Masterplan

Ashbourne includes 4 key precincts:

- A new residential community comprising of approx 528 proposed new homes, a green space and a commercial node. It will provide a range of diverse living options;
- Retirement living of approximately 500 units, with additional supporting facilities and a possible public medical facility;
- A lush greenway & shared space that weaves from the neighbourhood centre and commercial node to the Waitoa River on the Western boundary;
- Two solar farm's which will be a sustainable energy resource onsite, and are envisioned to service the immediate development as well as feed into the wider electricity network to generate energy for others.

Key

-  Site Boundary
-  Precinct/Land Use Boundary
-  Proposed Commercial/Community Node
-  Proposed Residential
-  Proposed Retirement Living
-  Proposed Solar Farms
-  Proposed Stormwater Reserve
-  Proposed Greenway
-  Proposed Green Space
-  Proposed Wastewater Pump Stations (for Residential Precinct)
-  Proposed Stormwater Basins (for Residential Precinct)
-  Proposed Road Network
-  Existing Road Network
-  State Highway
-  Railway
-  Existing Schools
-  Existing Open Space

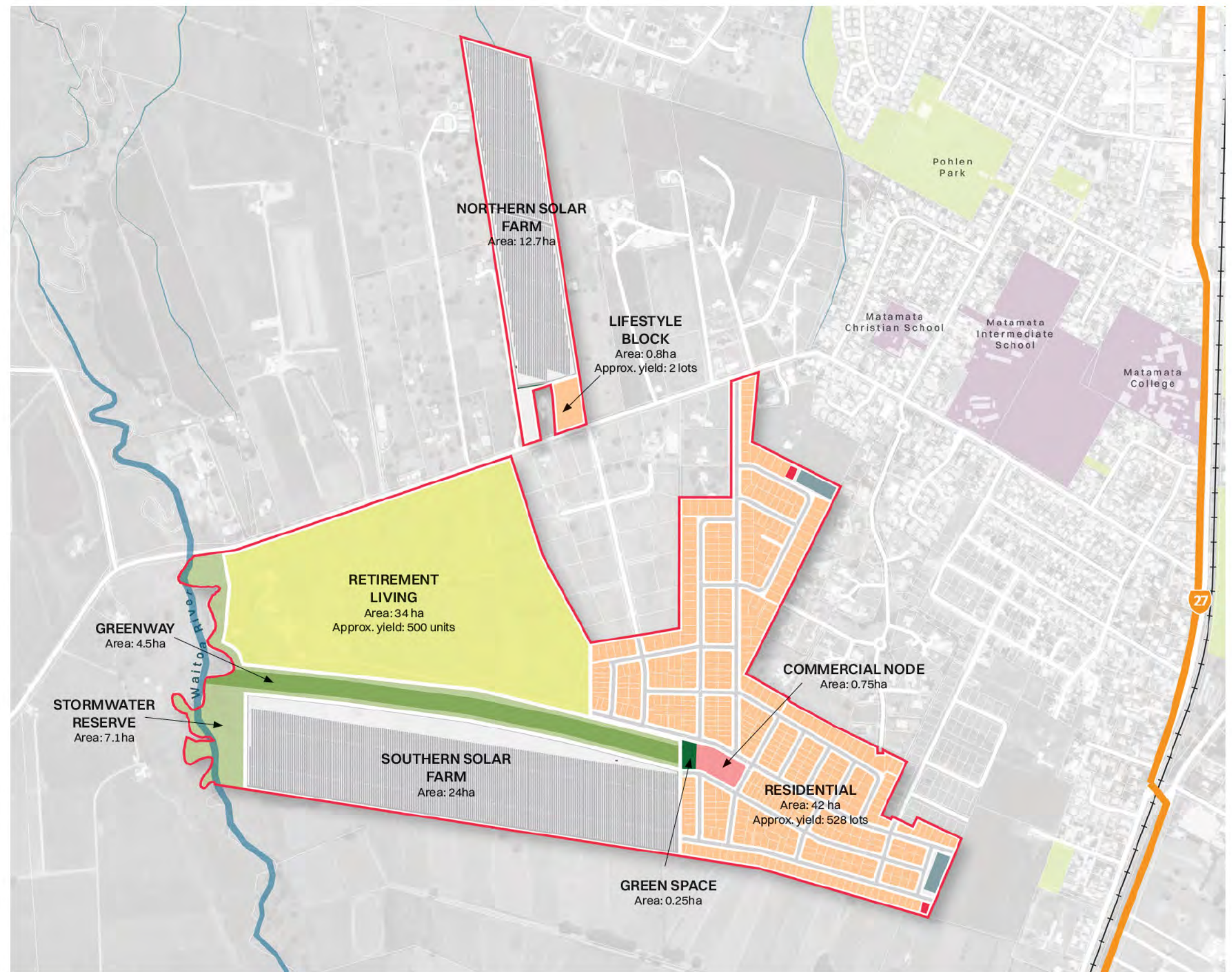


Figure 5 Overall Masterplan

2.2 Overall Staging Plan

Figure 6 shows how the proposal intends to stage development capacity over the short, medium and long term across the site.

Delivery timeline for the entire proposal will remain indicative as there may be opportunities when some areas are required to be bought forward to respond to the market demand and/or strategic policy requirements.

The indicative timeline below outlines the deliverable timeframe for each stage from the commence date of the proposal:

- Stage 1: 1- 4 years (Short term)
- Stage 2: 5 - 10 years (Medium term)
- Stage 3: 10+ years (Long term)

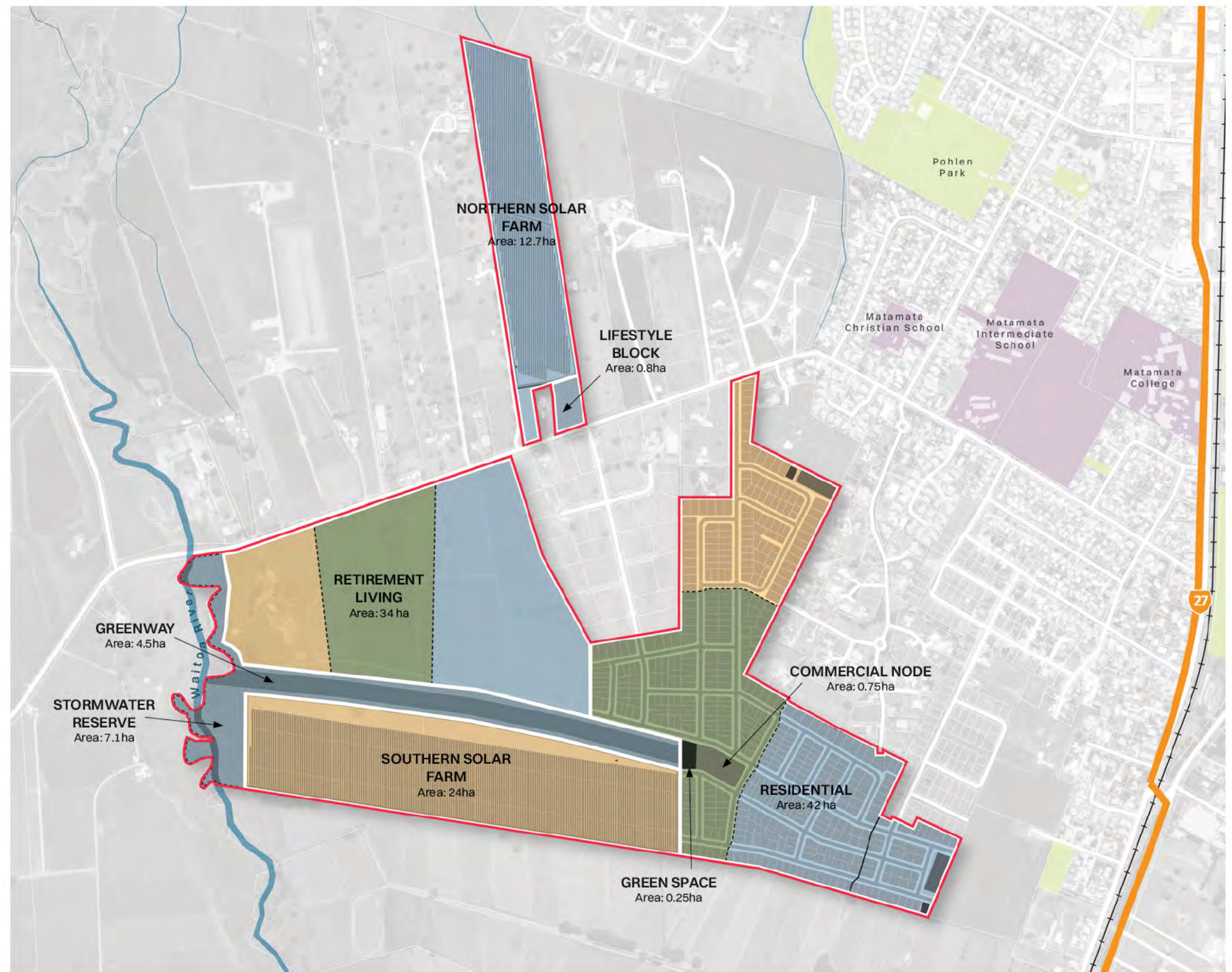
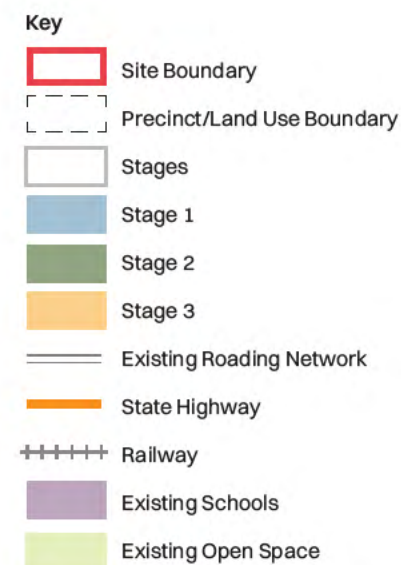


Figure 6 Overall Staging Plan

03

Site Context

- 3.1 The Subject Site
- 3.2 Accessibility for Amenities & Services
- 3.3 Planning Context



3.1 The Subject Site

The subject site is located approximately 1.8km to the south west of the centre of Matamata. It is approximately 125 Hectares in size and is irregular in shape.

The site is made up of several land parcels and it is bound to the west by Waitoa River, and a mix of existing rural living and general residential areas to the north, as well as rural land to the south. The site has access to Station Road which runs from east to west through the centre of the site, splitting it up into the northern and the southern areas.

Detailed site analysis in relation to existing infrastructures, movement and connectivity, open space network, flooding and soil. Based on the analysis, the site has great opportunities to:

- improve the overall access and connectivity from Highgrove Avenue and Peakedale Drive to the north, as well as to the Matamata town centre;
- provide for and enable for more walking and cycling tracks;
- provide additional parks and playgrounds for recreational and amenity, as well as improve connectivity between these spaces;
- provide sustainable flood management and mitigations.

Key

- Site Boundary
- Matamata Boundary
- Matamata Town Centre
- Industrial Area
- Open Space
- Schools
- Existing Roading Network
- 24 State Highway
- Railway

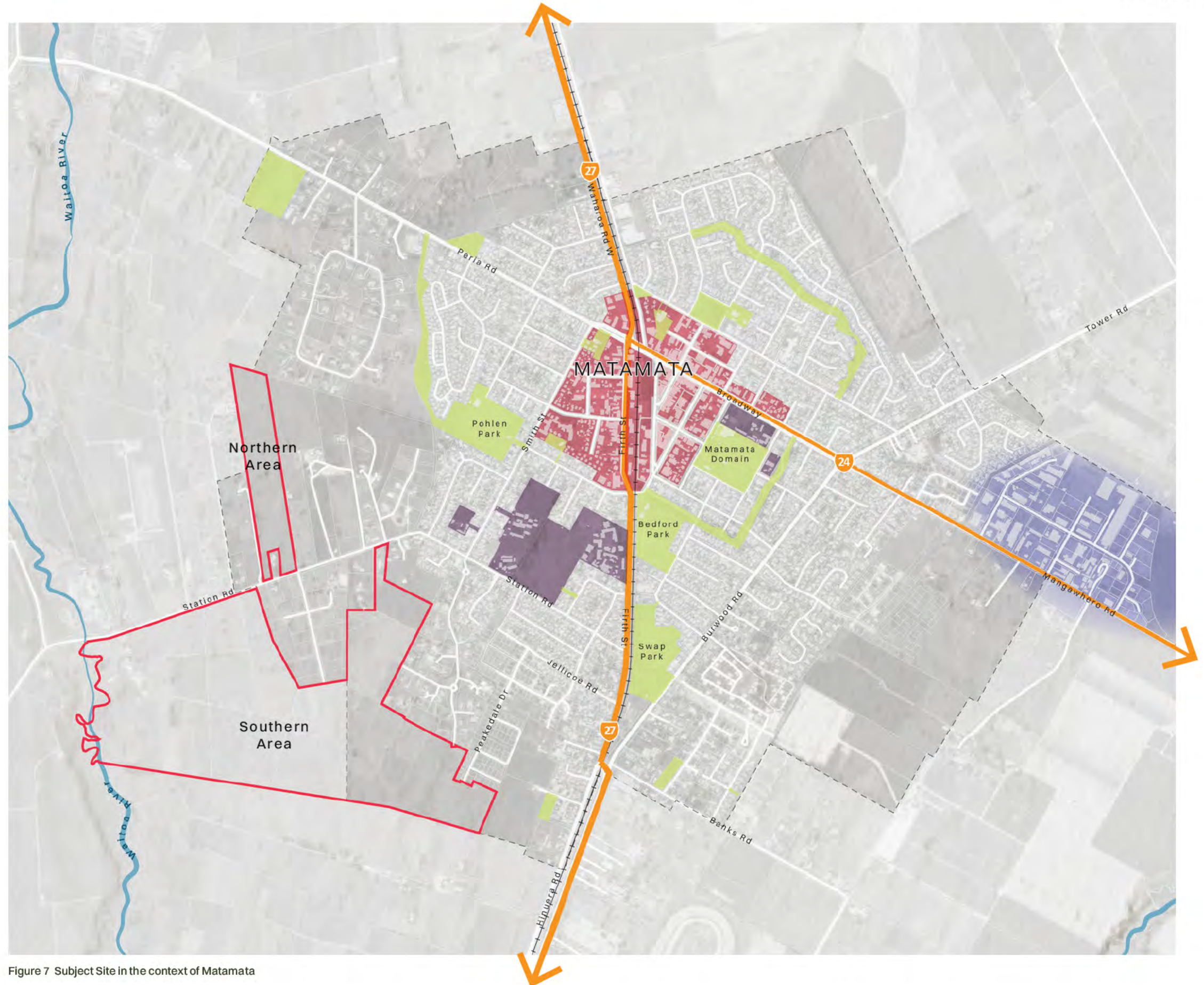


Figure 7 Subject Site in the context of Matamata



















3.2 Accessibility

Figure 8 shows the sites proximity to several key social amenities. Key catchments have shown include:

- 800m catchment from existing town centre;
- 800m and 1200m catchment from the nearby Firth Primary School, Matamata Intermediate School and Matamata College;
- 400m catchment from the nearby public open spaces, a corner dairy and childcare.

This high-level spatial analysis indicating the site is already located in close distance to a number of key amenities that could support early stages of development, particularly in the eastern half of the site locating within the Southern Area.

Key

-  Site Boundary
-  Matamata Boundary
-  Matamata Town Centre Zone
-  Open Space
-  Childcare Facilities
-  Schools
-  Dairy
-  Matamata i-site/Visitor Centre
-  Matamata Medical Centre
-  Matamata Civic Centre, Community Centre and Senior Citizens Hall
-  Matamata Library
-  Supermarkets
-  Existing Roading Network
-  State Highway
-  Railway
-  800m Catchment from existing Matamata Town Centre
-  Indicative 400m Catchments from public open spaces, childcare facility and a corner dairy shop (approx. 5mins walk)
-  Indicative 800m and 1,200m Catchment from schools (approx. 10mins walk)

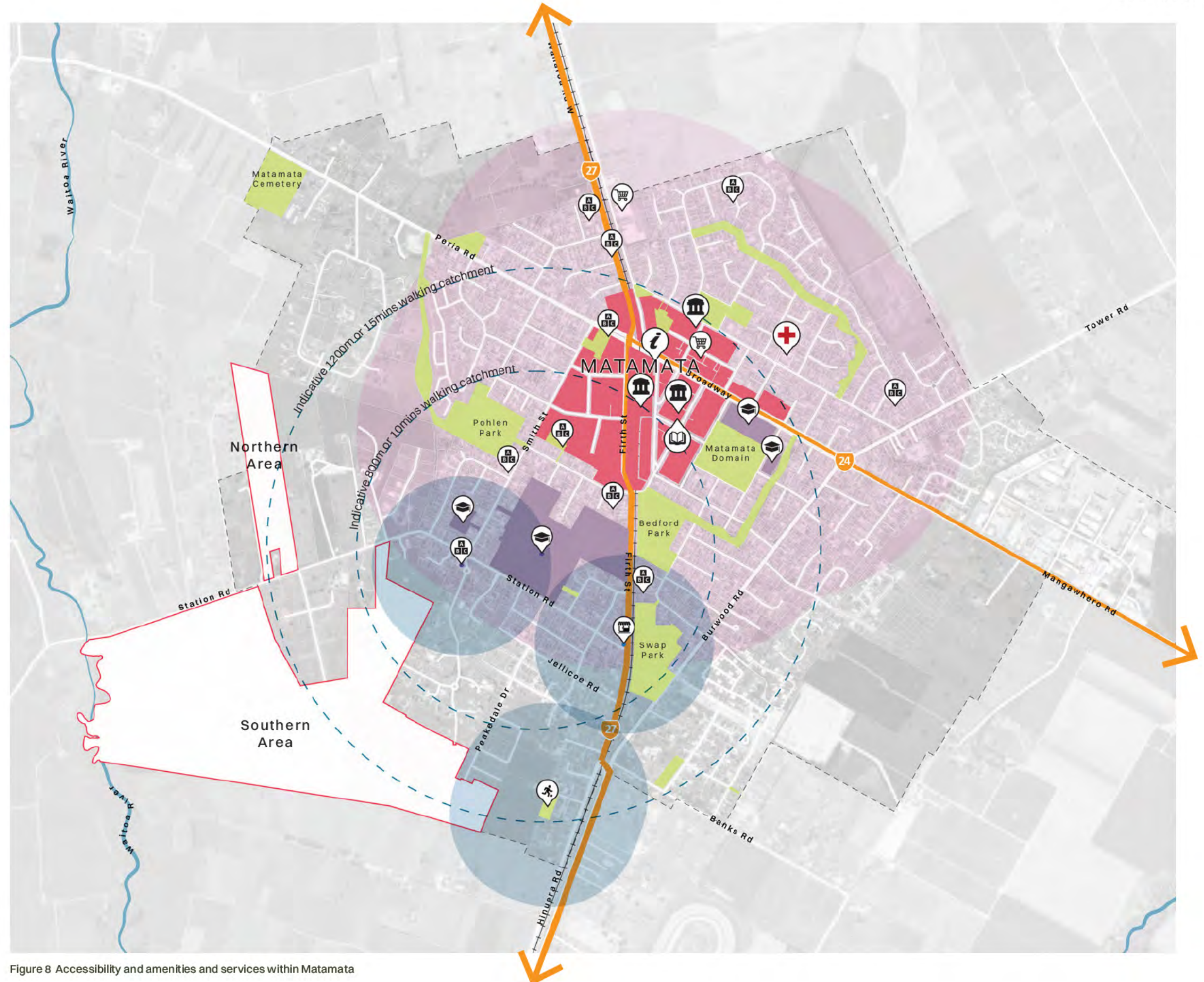


Figure 8 Accessibility and amenities and services within Matamata

3.3 Planning Context

The site is mainly zoned as Rural Lifestyle Zone and General Rural Zone under the Matamata-Piako District Plan. The eastern half of the site within the Southern Area is also within the Eldonwood South Structure Plan overlay (Figure 9).

Future development of the site, specifically for the areas adjoining existing urban areas, should carefully consider the planning context under the District Plan, in order to create a cohesive and comprehensive transition from the existing rural / semi-rural environment context into urban environment context. For the development within General Rural Zone, consideration should be given for maintaining the existing rural environment and associated production land uses when possible.

Key

-  Site Boundary
-  Matamata Boundary
-  Town Centre Zone
-  General Residential Zone
-  Rural Lifestyle Zone
-  General Rural Zone
-  General Industrial Zone
-  Natural Open Space Zone
-  Infill Housing Overlay
-  Structure Plan Overlay
-  1 Eldonwood South Structure Plan
-  2 Banks Rd Development Structure Plan
-  3 Banks Rd to Mangawhero Rd Structure Plan
-  4 Tower Rd Matamata Structure Plan
-  Existing Roading Network
-  24 State Highway
-  Railway

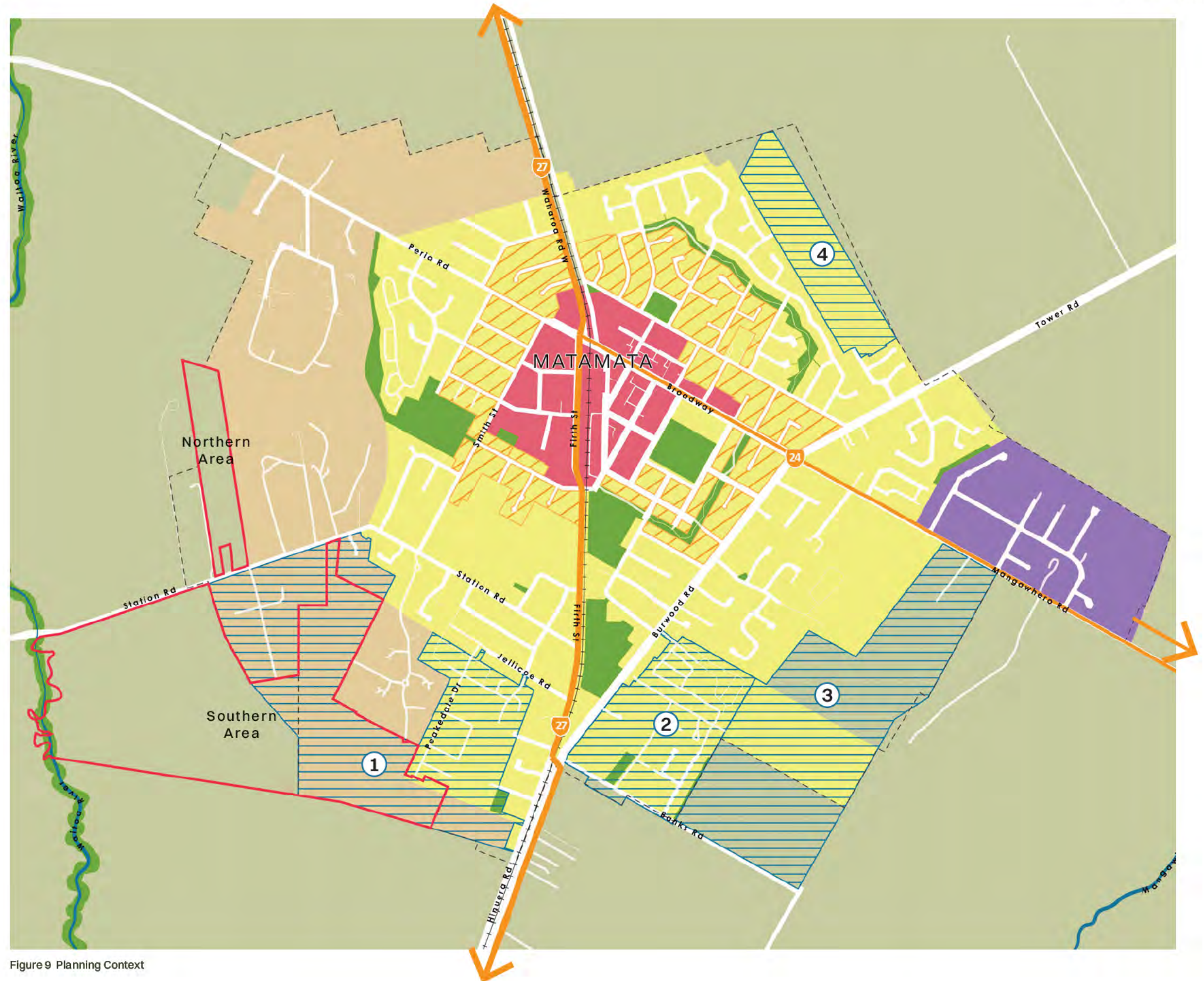


Figure 9 Planning Context


04

Opportunities & Challenges

- 4.1 Opportunities
- 4.2 Challenges

4.1 Opportunities


Figure 10 identifies the physical opportunities that will influence future development of the site. The proposed design of the area will leverage and enhance these opportunities.


- 

1 Introduce solar farming as a way to protect highly productive soils and to retain for primary production where practical.
- 

2 Opportunities to generate sustainable energy for over 7,500 homes through the Low Impact Designed solar farms.
- 

3 Existing and potential connection to some existing roading networks, and to encourage and improve connectivity and accessibility.
- 

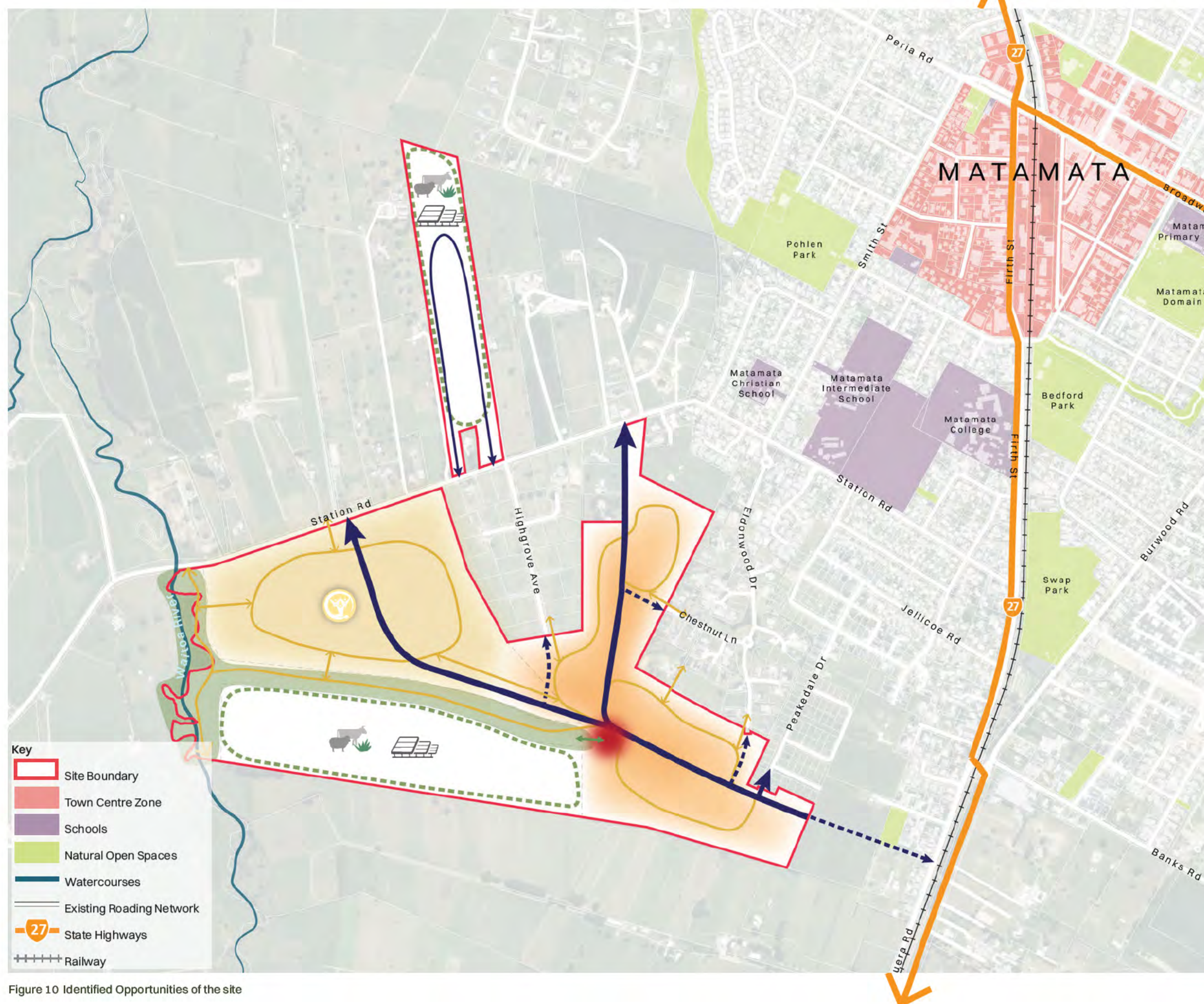
4 Opportunity to provide legible and connected active mode network throughout the site, as well as to connect to the existing walking pathways.
- 

5 Opportunity to provide additional residential development and provide a range of housing choices, sizes and densities.
- 

6 Opportunity to provide additional retirement development to accommodate growing aging population in Matamata.
-

7 Provision of commercial node which will stitch into the existing urban fabric and provide a mix of activities such as childcare, commercial uses and health care and community facilities.
-

8 Opportunity to naturalise drains and streams, to be used for public amenity space, improve and enhance ecological values. This will be able to be leveraged for early stages of development.







4.2 Challenges

Figure 11 identifies the physical challenges that will impact future development of the site.

The proposal provides a mechanism to respond to and address these challenges. It should be noted that these matters are not bad in and of themselves but they create boundaries and require us to think up creative ways of working with them.

-  **1** Highly productive land which covers the majority of the site. The proposal intends to protect the soil and retain for primary production where practical.
-  **2** Potential interface and noise issues from Station Road.
-  **3** Areas adjoining with existing rural residential properties presents a challenge in managing the interface and buffer design through the site.
-  **4** The site currently has not been maximise its accesses and connections to services, community facilities and amenities within the town centre.
-  **5** The site currently has limited access and connection to the nearby open space.
-  **6** Identified area on the western part of the site may have some ecological constraints which will require careful design considerations.
-  **7** Potential flood risk and waterways may limit the extent of development in some areas and require careful interface design.

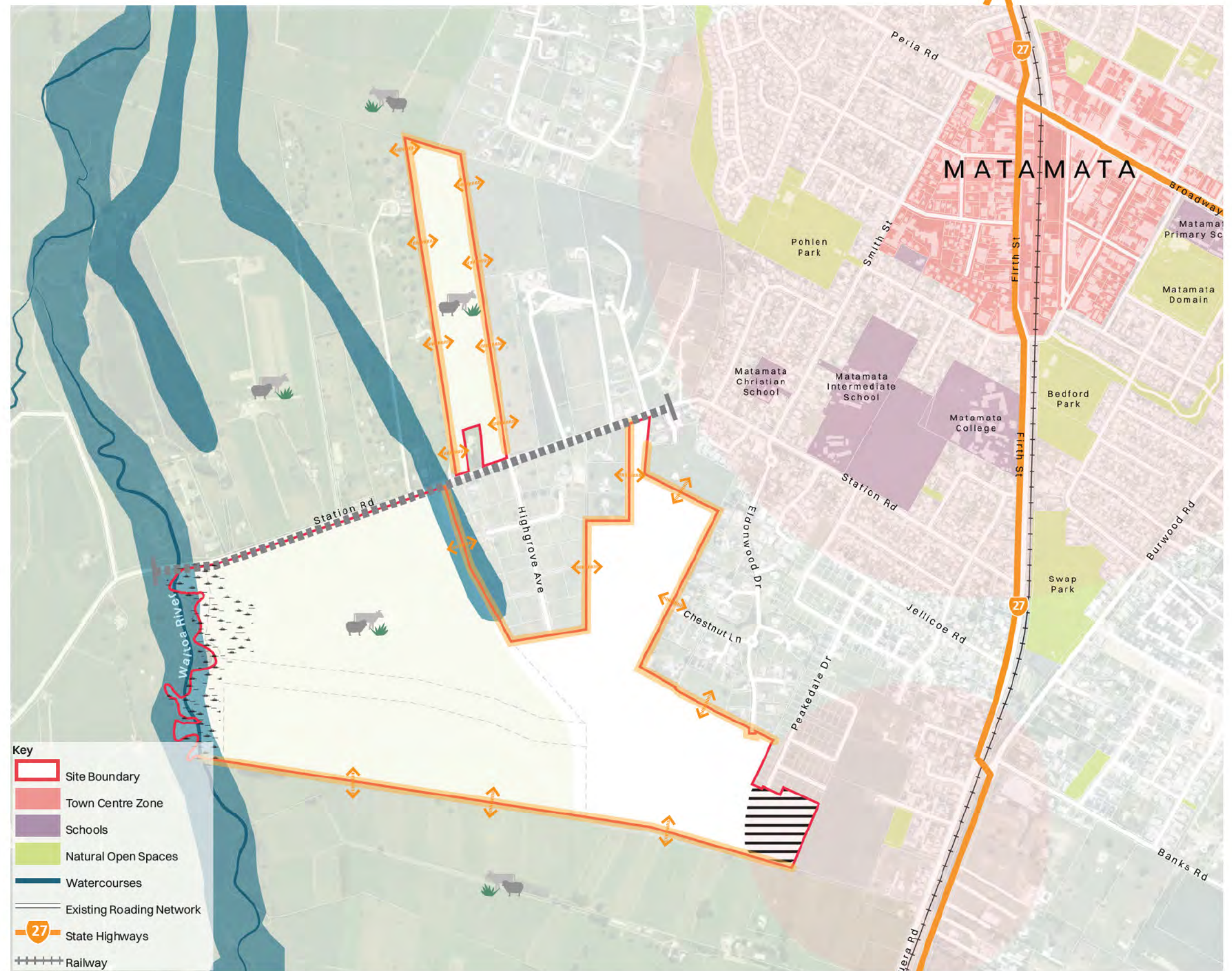


Figure 11 Identified Challenges of the site

05

Residential Precinct

- 5.1 Residential Masterplan
- 5.2 Design Key Moves
- 5.3 Residential Masterplan Metrics
- 5.4 3 Waters Servicing
- 5.5 Transport and Connectivity
- 5.6 Sustainability and Greenway
- 5.7 Commercial Node and Green Space
- 5.8 Staging/Sequencing

5.1 Residential Masterplan

The Residential Precinct of Ashbourne will create a community comprising of approximately 528 proposed new homes. These are centred around a commercial node and a central green space linking future residents to the greenway at the heart of the Ashbourne development area.

The Residential Precinct was developed around six key design principles which focused on creating a well connected, legible and diverse community on the edge of Matamata.

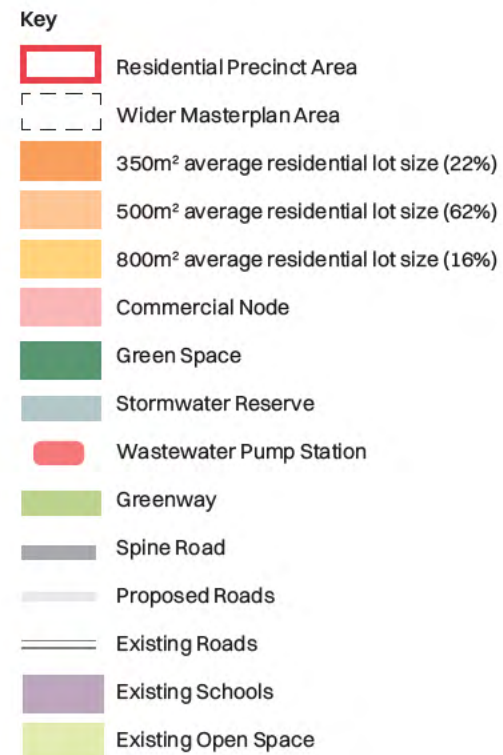
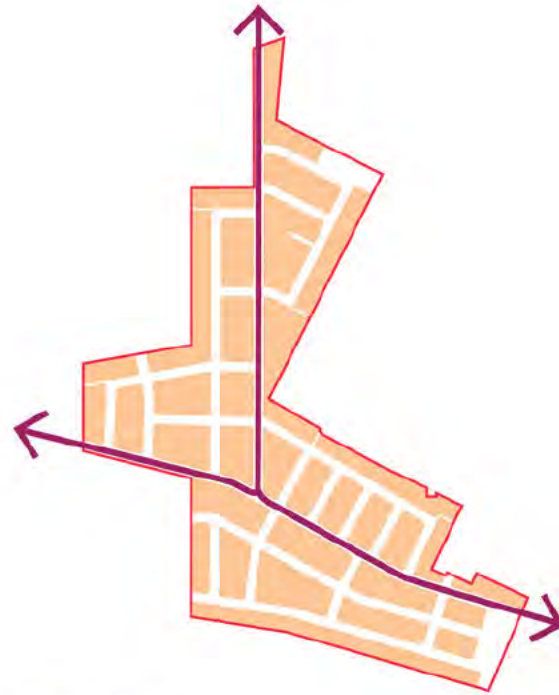


Figure 12 Residential Precinct Masterplan

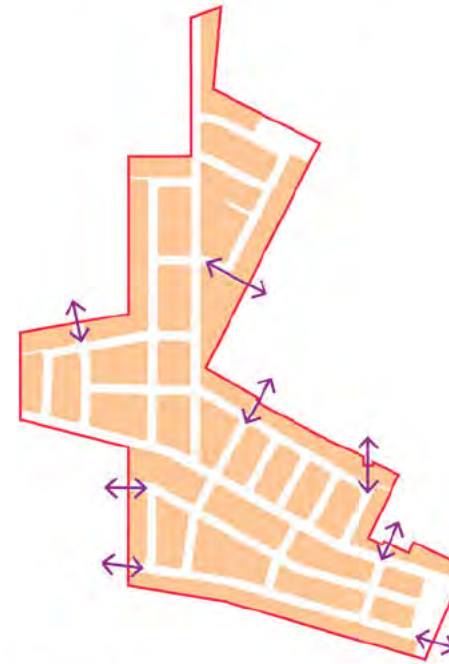


5.2 Residential Masterplan Design Principles



Design Principle One:

The design was formed around the development of two key spine roads connecting the sites to the east and west of the Residential Masterplan Site, as well as Station Road to the North.



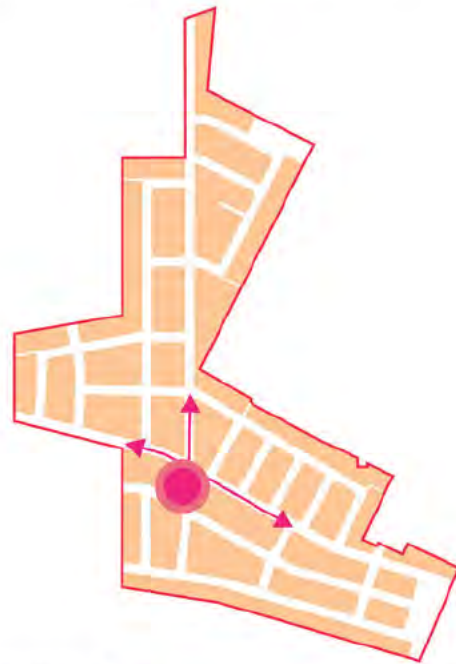
Design Principle Two:

The design maintains additional opportunities to connect to the residential areas to the north the remainder of the site to the west and future development to the east.



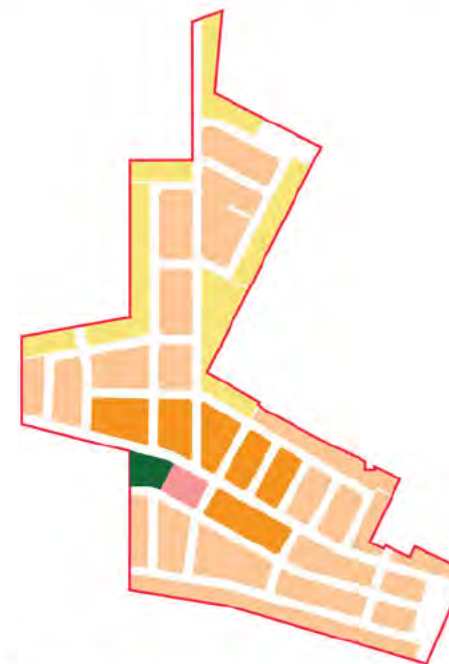
Design Principle Three:

Connection to the proposed greenway to link all parts of the site as well as provide amenity to future residents.



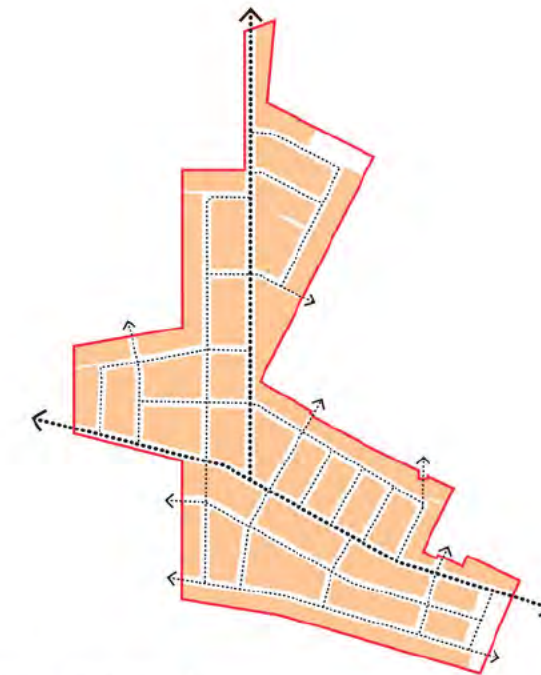
Design Principle Four:

A commercial node located at the centre of the site where the two spine roads intersect as a focal point of the site.



Design Principle Five:

Creating diversity and a distribution of different lot sizes across the site. Managing the transition in scale from the rural living environment with larger lots along the northern edges. Introducing smaller lots at the centre close to the amenities of the development.



Design Principle Six:

The development of a legible and connected grid which is formed around the irregular shape of the site and the central spine road.



Scale 1:6,000

5.3 Residential Masterplan Metrics

Lot Size	Number	%
350m² and Less	51	9.7%
351m² - 499m²	212	40.2%
500m² - 600m²	167	31.6%
601m² - 700m²	25	4.7%
701m² - 800m²	56	10.6%
Above 800m²	17	3.2%
TOTAL	528	100%

Key

Residential Precinct Area

Wider Masterplan Area

350m² average residential lot size (22%)

500m² average residential lot size (62%)

800m² average residential lot size (16%)

Commercial Node

Green Space

Stormwater Reserve

Wastewater Pump Station

Greenway

Spine Road

Proposed Roads

Existing Roads

Existing Schools

Existing Open Space



Block	Area (m²)	Density (average)	Lots
1	9,900	800	15
2	9,450	500	19
3	4,950	800	6
4	9,050	500	18
5	15,500	500	31
6	10,750	800	13
7	15,550	800	19
8	8,550	500	18
9	14,600	800	24
10	4,650	800	6
11	5,100	500	10
12	7,450	500	18
13	8,900	500	17
14	5,950	500	12
15	9,000	350	21
16	7,200	350	17
17	6,950	350	17
18	5,250	500	11
19	7,450	500	16
20	5,800	350	16
21	5,700	350	16
22	10,150	350	29
23	12,100	500	23
24	17,650	500	35
25	11,500	500	15
26	5,600	500	12
27	5,900	500	10
28	4,400	500	8
29	8,700	500	17
30	8,250	500	16
31	4,400	500	8
32	3,650	500	7
33	3,750	500	8
TOTAL	273,750	500	528

Figure 13 Residential Precinct Density and metrics



5.4 Three Waters Servicing

Figure 14 spatially demonstrates the key three waters infrastructures to service the development within the Residential Precinct.

These infrastructures will be designed appropriately to service the relevant residential lots within their respective wastewater and stormwater catchments.

A brief summary is as following:

Stormwater:

- Catchment A: Discharge to SW Basin
- Catchment B & C: Discharge to Greenway
- Catchment D: Discharge to SW Basin

Wastewater:

- Catchment A: Option 1- Discharge to Existing WWMH;Option 2 - Discharge to MBR Plant
- Catchment B: Discharge to MBR Plant via Gravity Fall
- Catchment C: Discharge to WWMH at Catchment B and eventually discharge to MBR Plant

Water Supply:

- Two connection points on Station Road and Peakedale Drive to make a loop

Key

- Residential Precinct Area
- Wider Masterplan Area
- Green Space
- Stormwater Reserve
- Wastewater Pump Station
- MBR Plant
- Greenway
- Stormwater Gravity
- Wastewater Gravity
- Wastewater Rising Main
- Water Bulk Main
- Proposed Roads
- Existing Roads

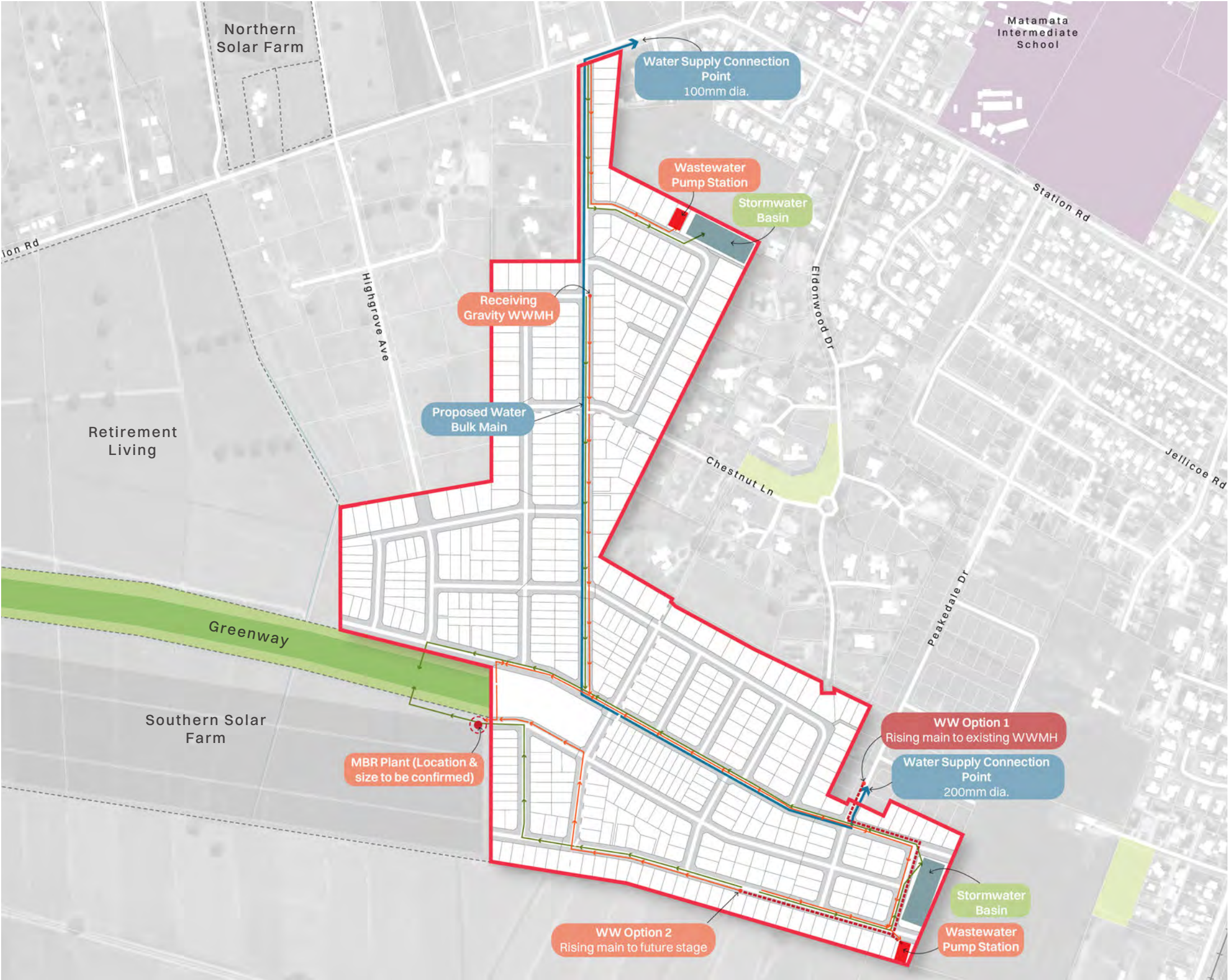


Figure 14 Proposed approach to infrastructure and servicing within the residential precinct

5.5 Transport & Connectivity

The proposed transport network is framed around a central spine road which runs from Station Road, to the north of the precinct, down to the eastern boundary. It will eventually connect to Firth Street through the neighbouring site as indicated within the Eldonwood South Structure Plan.

A secondary spine road connection is proposed to link the wider Residential Precinct to the commercial node, green space and Greenway as well as provide access and connectivity to the future Retirement Living located in the western portion of the site.

Other key connections include the north eastern connection to Peakedale Drive.

- Key
- Residential Masterplan Area
 - Wider Masterplan Area
 - Residential Blocks
 - Commercial Node
 - Greenway
 - ↔ 20m Proposed Spine Road (Priority)
 - 20m Proposed Spine Road (Secondary)
 - ⋯→ Future Spine Road eastern connection
 - 18m Proposed Local Roads
 - Proposed ROW / JOAL's
 - ↔ Proposed Pedestrian & Cycle connections
 - Connection to established transport network
 - ↔ Opportunity to connect to Highgrove Avenue
 - Key roads/routes within established network
 - Future connections to Ashbourne Site and neighbouring properties
 - State Highway
 - + + + + + Railway Line
 - Existing Roads
 - Existing Open Space

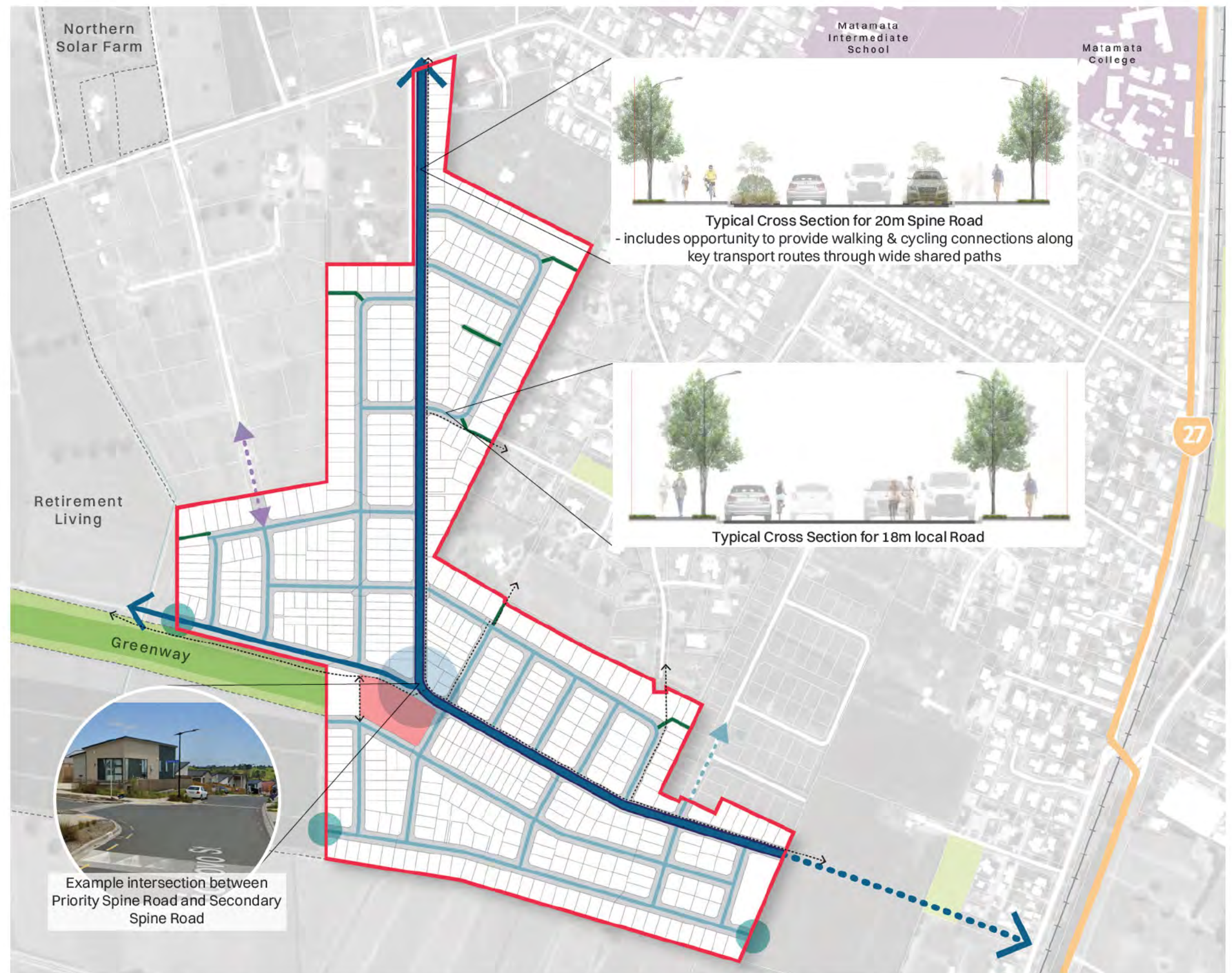


Figure 15 Transport and connectivity map demonstrating key transport and vehicular connections within the development as well as to the existing network.

5.6 Sustainability and Greenway

Sustainability and Greenway is one of the key design element for the Ashbourne Development.

Linking the commercial node and open spaces the proposed greenway corridor takes an integrated layered approach to infrastructure, ecological wellbeing, connectivity and amenity.

Daylighting the Waitoa River brings back local identity and to support a place-based identity in an increasingly urbanised environment. The greenway will also be able to control the flow to assist with stormwater management, and provide for ecological benefits, recreation and amenity to the future residents of Ashbourne.

Shared spaces included sheltered rest areas for relaxation and socialisation while the path safely connects the community to local destinations, including childcare facility, homes, playspaces, and the shops within the commercial node.

In addition to enhancing the ecological habitat the greenway also offers a place to learn about the natural world through artistic expression and native planting and stories about Matamata's natural landscape.

The greenway will showcase connectivity principles through:

- a physical piece of green infrastructure;
- a community connector;
- a connector of old and new pieces of suburban fabric;
- Also it invites 'connectedness' – 'the state' of being 'joined or linked' and having a close relationship with other things or people.

Figure 16 demonstrates the integrated layer approach that catalyses restoration with planting, river renaturalisation, improving pedestrian connectivity, and creating an inclusive environment that offer a wide range of uses and activities. Figure 16-1 below also shows an example cross-section for greenway.



Figure 16-1 Example Cross-section of Greenway (Not for proposed greenway of Ashbourne Development)

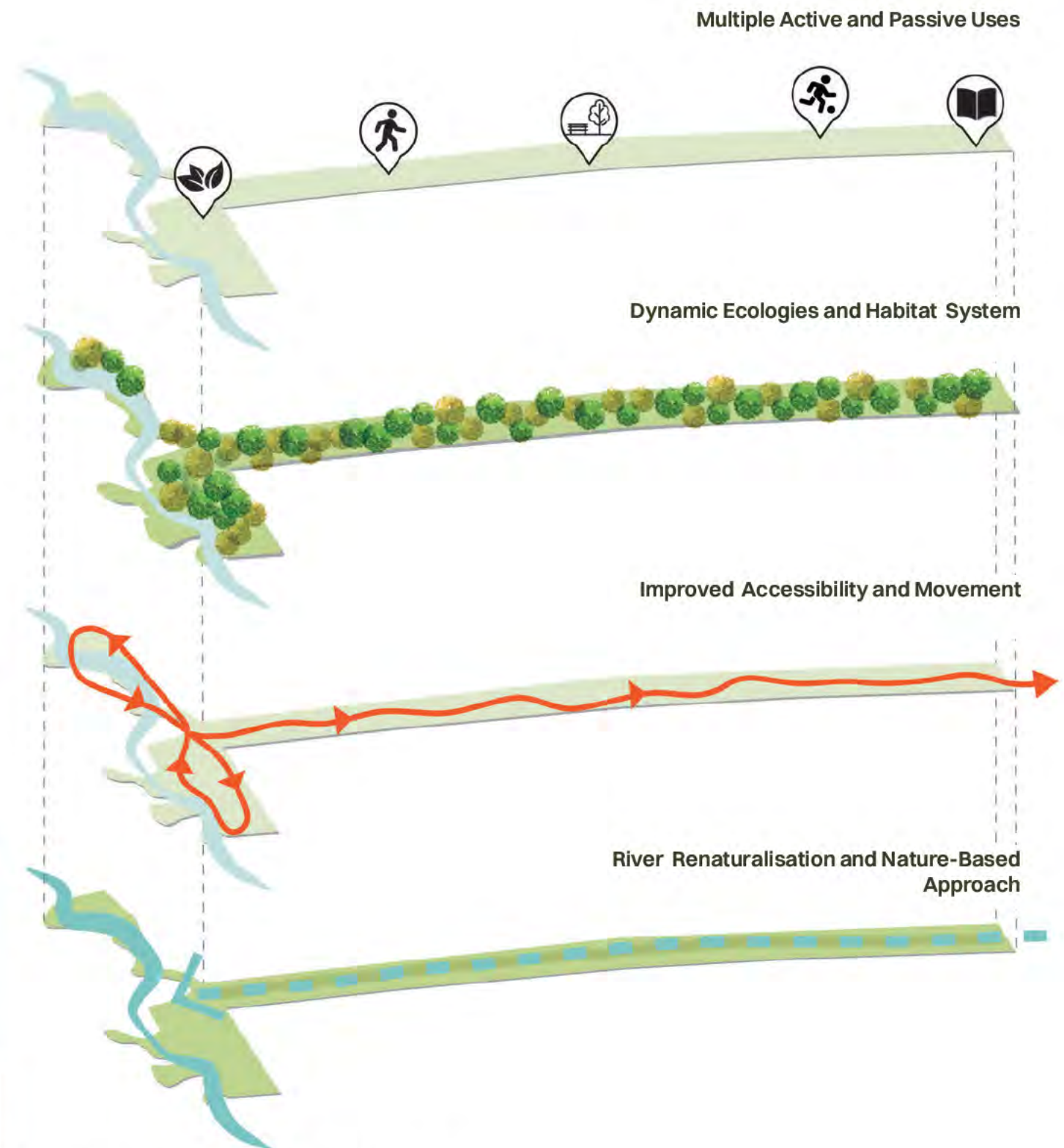


Figure 16 Integrated Multiple Layers Approach for Greenway



5.7 Commercial Node & Green Space

The neighbourhood centre and commercial node is located in the heart of the development. This includes a small collection of local shops, commercial, a child care, café and open area for play linking to the greenway, evoking a welcoming space for residents to gather and connect.

Commercial Block	Area	GFA
Play Area / Recreation Space	2,346m ²	0
Childcare facility & Carparking (approx. 20-25 carparks)	2,700m ²	500m ²
Café / Restaurant (excl. car parks)	800m ²	250m ²
Grocer / Convenience Store / Dairy	600m ²	300m ²
Service - 100m ² x 6 Use TBC (Food & Beverage, Service, Commercial)	1,000m ²	600m ²
Carparking / Access / Internal Paths for Commercial spaces (approx. 40 carparks & Access)	2,200m ²	0
TOTAL	9,646m ²	1,650m ²

- Key
- Residential Precinct Area
-
- Wider Masterplan Area



Figure 16 Commercial node and green space

5.8 Staging & Sequencing

The Residential Precinct has been scheduled into eight sub-stages as demonstrated in Figure 17. These eight sub-stages will be developed and delivered over the 10+ years.

Similar to the timeframe and stages for the entire development, the sequencing and deliverable of these sub-stages will be refined and confirmed in order to respond to the market demand and/or strategic policy requirements.

High level yield that are expected to be delivered in each sub-stage is as below:

- Stage 1: 66 Lots
- Stage 2: 76 Lots
- Stage 3: 71 Lots
- Stage 4: 51 Lots
- Stage 5: 75 Lots
- Stage 6: 79 Lots
- Stage 7: 71 Lots
- Stage 8: 39 Lots

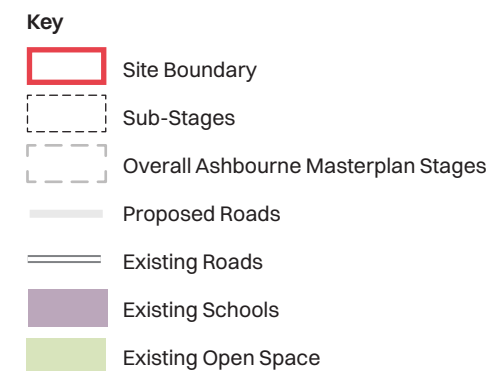


Figure 17 Sub-staging plan for Ashbourne's Residential Precinct

06

Retirement Living Precinct

- 6.1 Retirement Living Opportunities
- 6.2 Staging & Sequencing

6.1 Retirement Living Precinct Opportunities

- 1** Central care building/amenities located at the centre of the site, where it is highly accessible to future residents. It could be located close to the greenway to provide additional activation and amenity to this publicly accessible area. Could include amenities such as a medical centre.
- 2** The greenway adjacent to the Retirement Living site will provide amenity, passive recreation and connectivity to the wider masterplan site. As it is primarily adjoined by the Retirement Living there will be opportunities for future development to provide passive surveillance and activation to this edge, while maintaining privacy and security.
- 3** A central spine road which has a connection to Station Road and the residential masterplan area to the east. The design of these intersections will be important to ensure this is not used as a through route.
- 4** A well connected network of streets, amenities and residential units which are formed around the spine road and the care facilities and amenities at the centre.
- 5** Provide a landscape buffer where the retirement village interfaces with the rural Station Road as well as the rural lifestyle units to the north east along Highgrove Avenue.
- 6** Retirement Living to be self serviced, therefore will have its own three water infrastructure to service future residents.
- 7** Opportunity to discharge stormwater to the stormwater reserve to the west of the Ashbourne Development Area.
- 8** Identified area on the western part of the site which may have ecological constraints which may require careful design considerations.

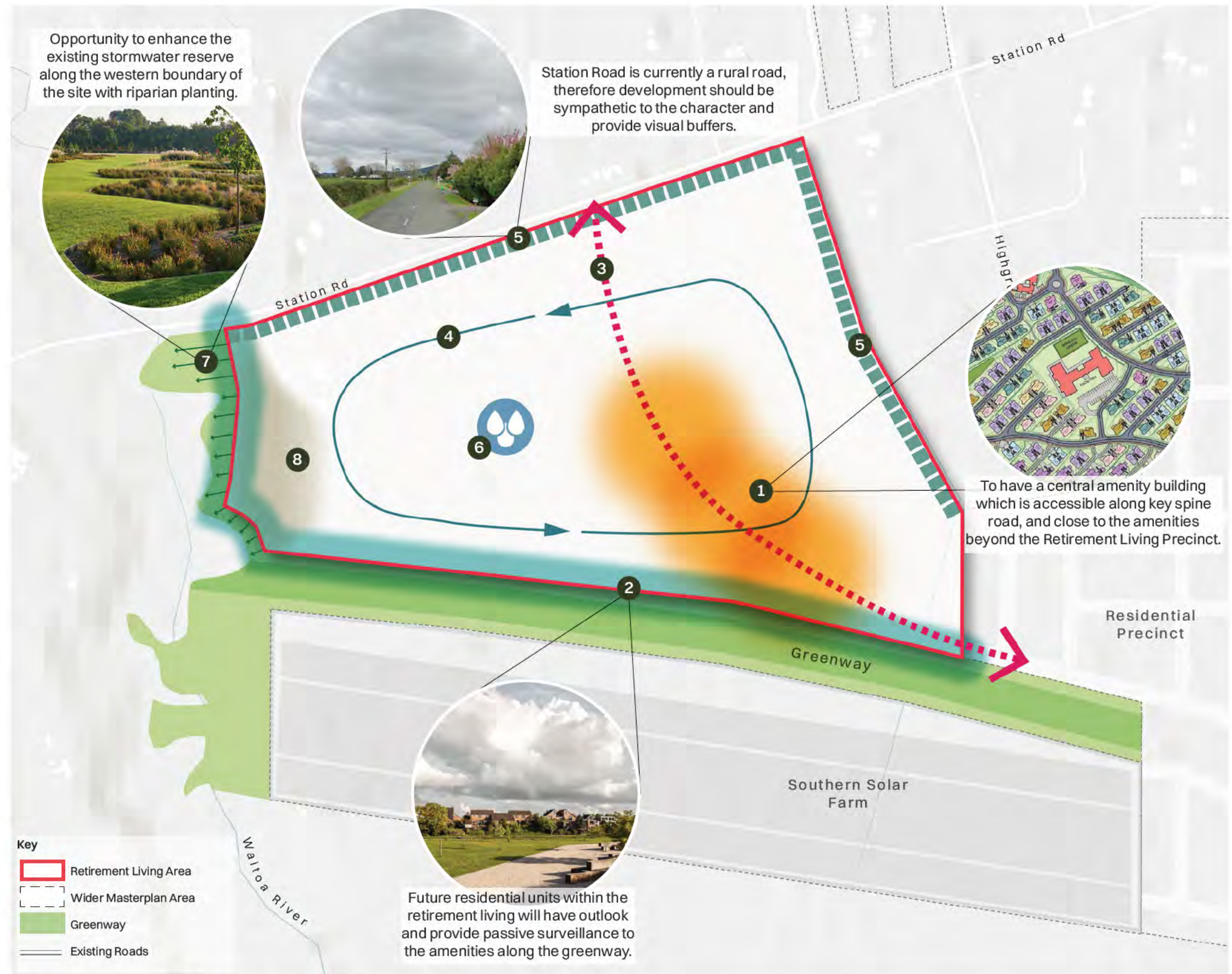


Figure 18 Design opportunities for the development of the Retirement Living Precinct

6.2 Staging & Sequencing

The Retirement Living Precinct is anticipated to deliver approximately 500 retirement living units, as well as the supporting healthcare and community facilities. The staging and sequencing of the Retirement Living Precinct will start from the east to the west.

In order to meet the projected demands for the retirement living in Matamata, the Retirement Living Precinct intends to stage its development capacity over the short (1-4 years), medium (5-10 years) and long term (10+ years). The preliminary development capacity for each stage is as below:

- Short term (1 - 4 years): Approx. 150 - 200 units;
- Medium term (5 - 10 years): Approx. 150 - 200 units;
- Long term (10+ years): Approx. 100 - 200 units.

The exact staging and sequencing will be further refined and determined as the development progresses forward, as well as to better respond to market demand and needs.



Figure 19 High level staging plan of the Retirement Living precinct

07

Solar Farms

- 7.1 Key Design Principles
- 7.2 Northern Solar Farm Masterplan
- 7.3 Southern Solar Farm Masterplan
- 7.4 Landscaping