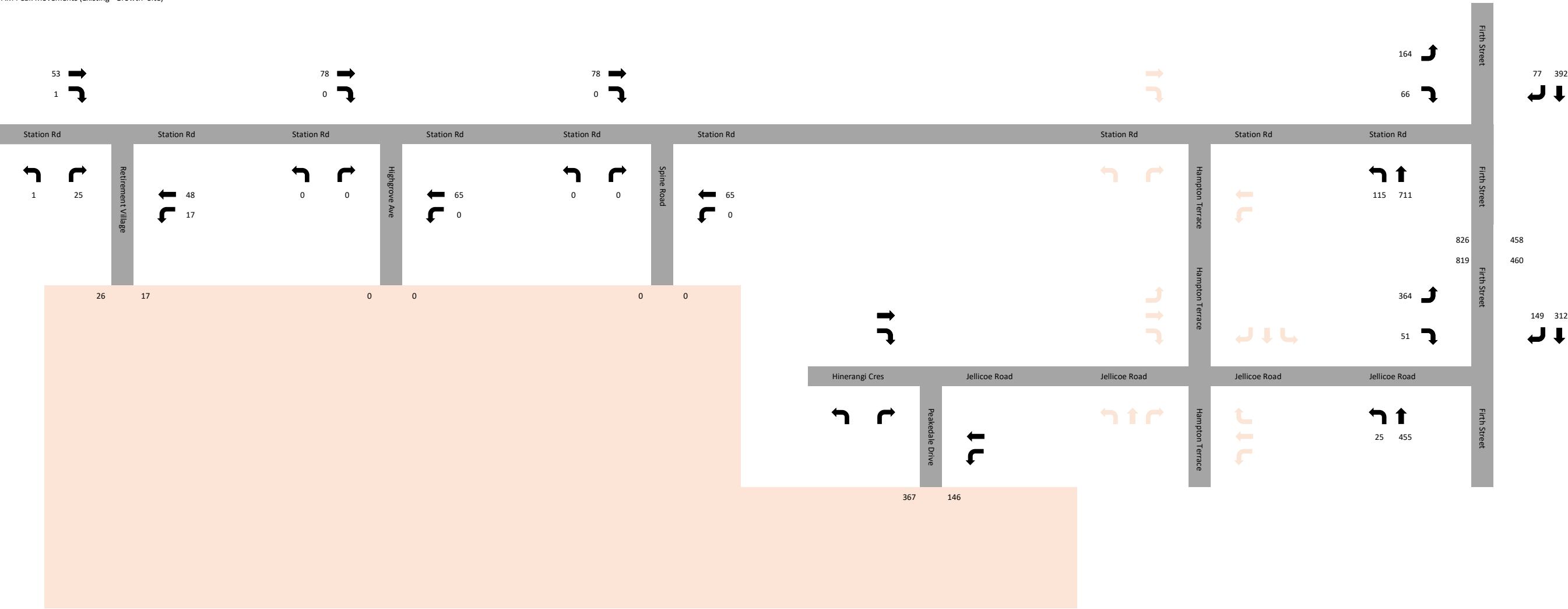


## Appendix A: Trip Distribution

AM Peak Movements (Existing +Growth+Site)



Assumptions

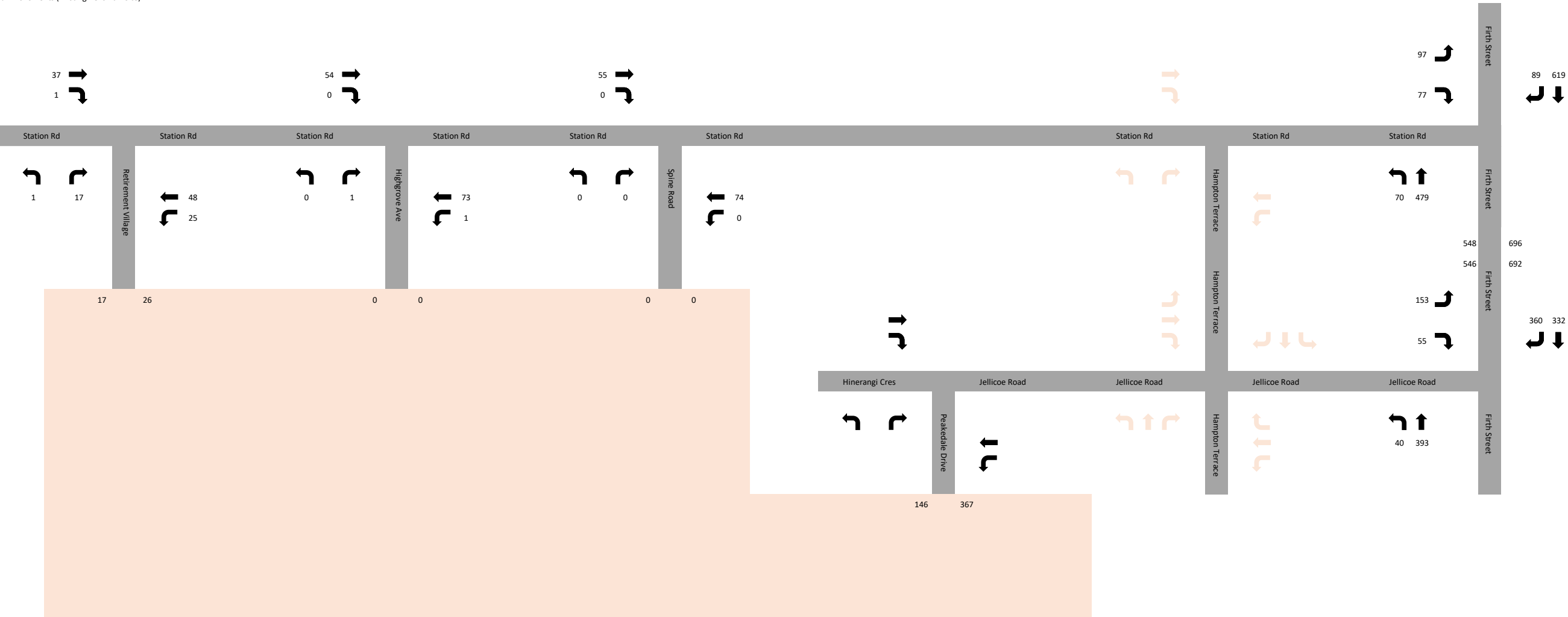
- Smith Street utilised by Retirement Village residents
- Retirement village will include connection to Station Road for Stage 1
- All general residential and commercial via Peakedale (conservative)

Distributions

- 5% To/from west
- 90% To/from east and north
- 5% To/from south



PM Peak Movements (Existing +Growth+Site)



Assumptions

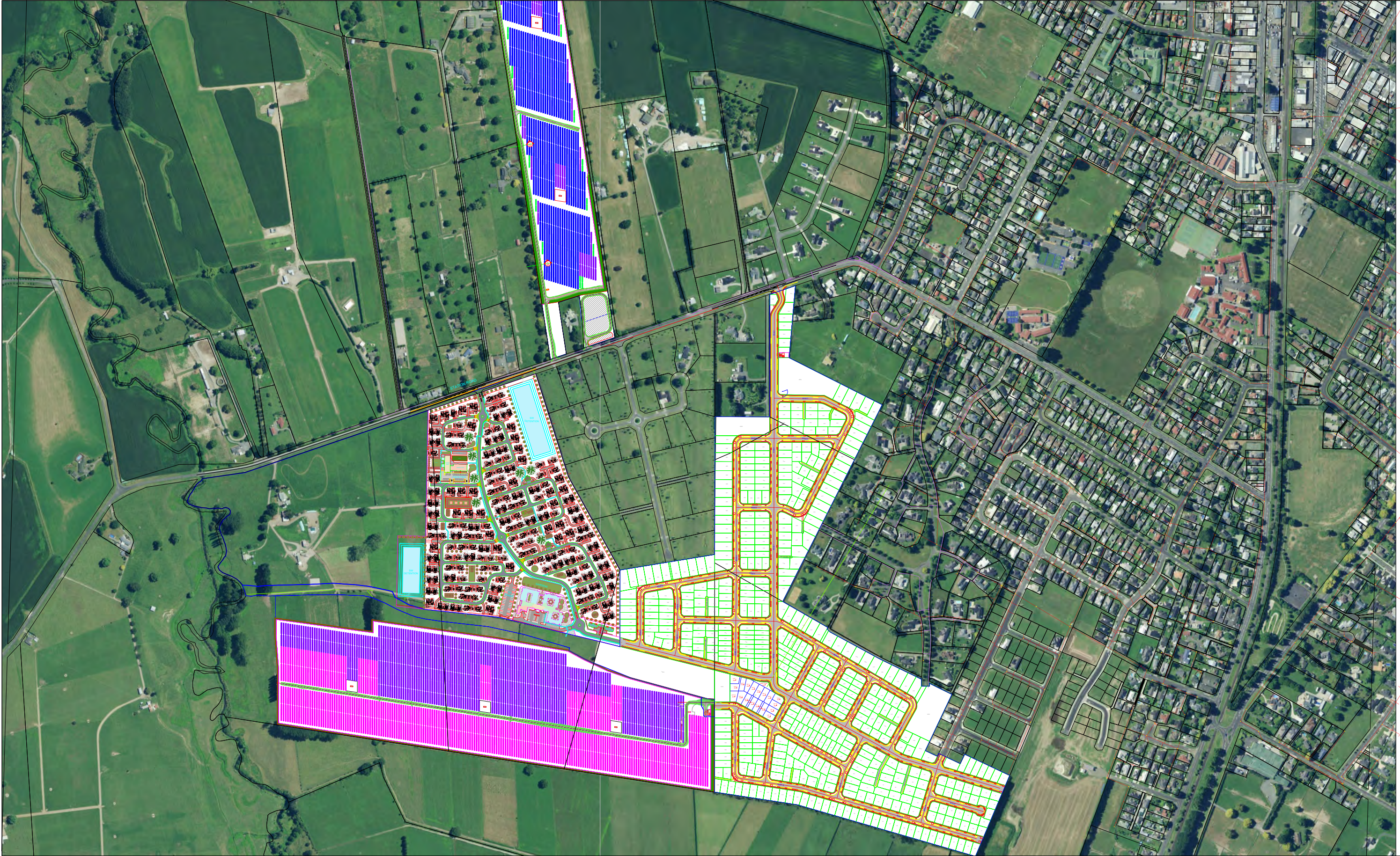
- Smith Street utilised by Retirement Village residents
- Retirement village will include connection to Station Road for Stage 1
- All general residential and commercial via Peakedale (conservative)

Distributions

- |     |                        |
|-----|------------------------|
| 5%  | To/from west           |
| 90% | To/from east and north |
| 5%  | To/from south          |

## Appendix B: Vehicle Tracking





Revision notes:		
Rev:	Date:	Notes:

Drawn by:
HY
J002911
Client:
UNITY DEVELOPMENTS

Project:
STATION ROAD, MATAMATA
Drawing Title:
Overall site layout

Date:
29 May 2025
Scale @ A3:
1:8000
Revision:
A







Revision notes:		
Rev:	Date:	Notes:

Drawn by:
HY
J002911
Client:
UNITY DEVELOPMENTS

Project:
STATION ROAD, MATAMATA
Drawing Title:
Proposed Retirement Village

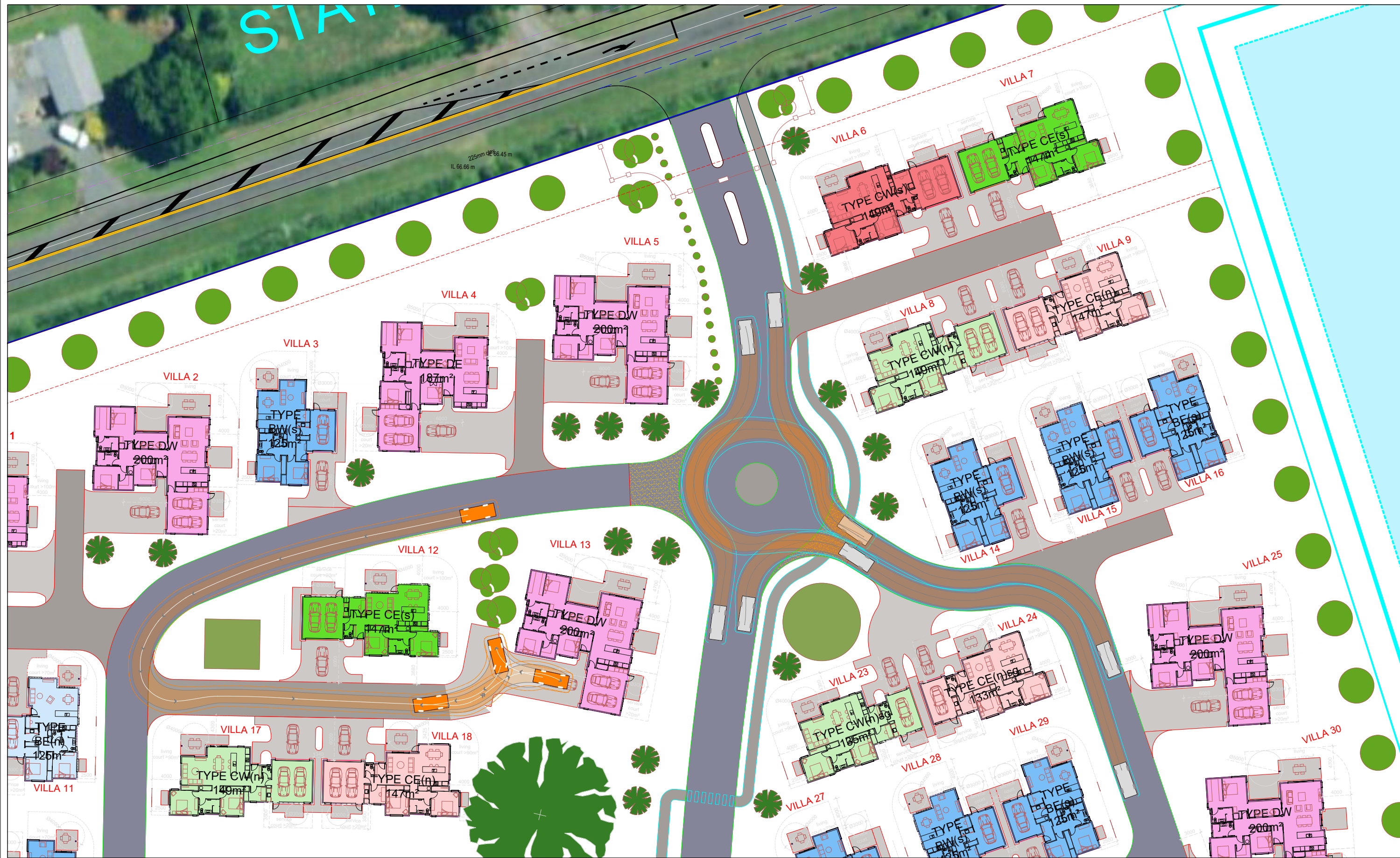
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29 May 2025
Scale @ A3:
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Revision:
A




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Figure:  
**2-0**






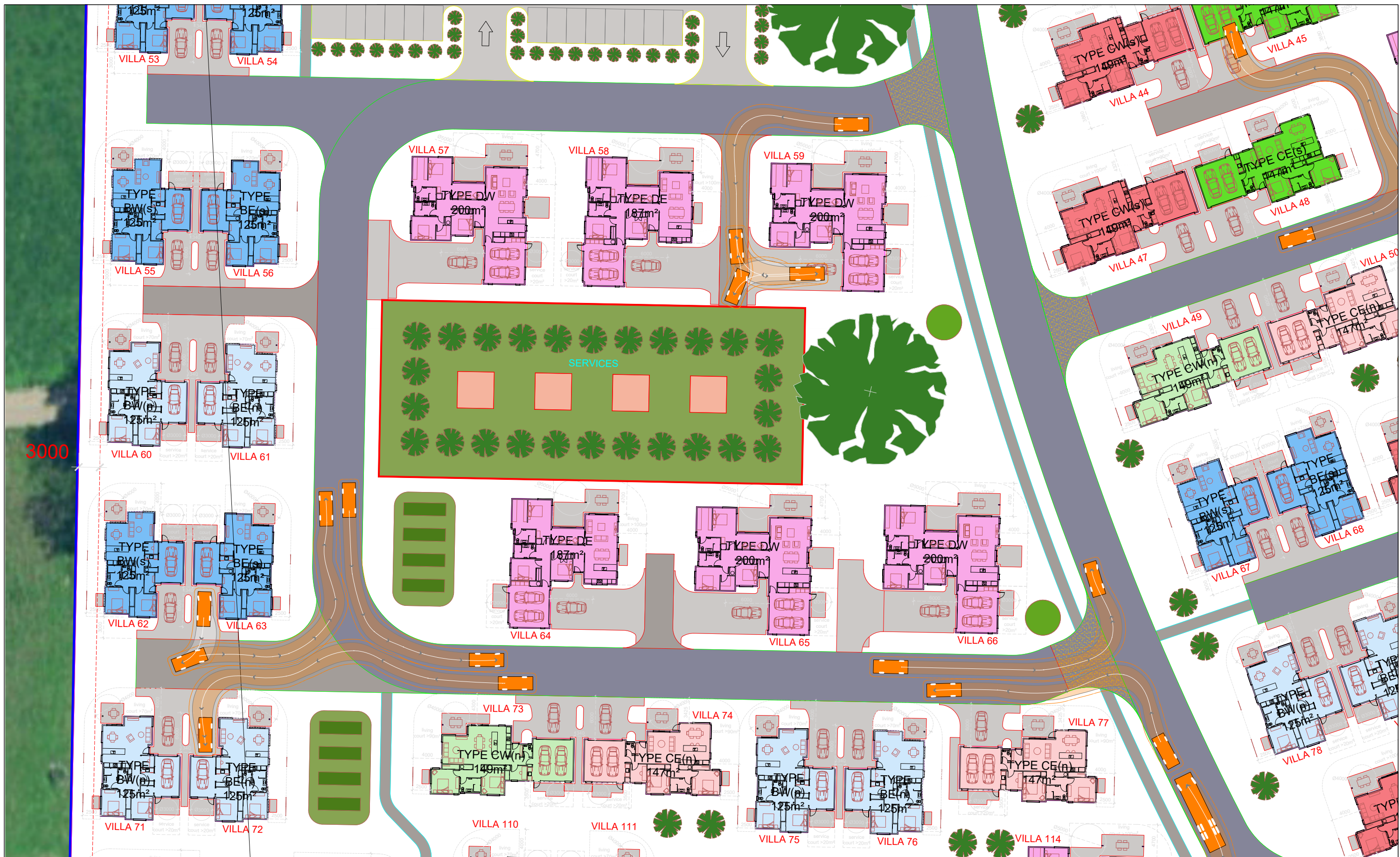
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			UNITY DEVELOPMENTS		Proposed Retirement Village 85th %ile car		1:8000				
							Revision:				
							A				





Revision notes:			Drawn by: HY J002911	Project: STATION ROAD, MATAMATA	Date: 29 May 2025		Figure: <b>2-2</b>
Rev:	Date:	Notes:					
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					Revision: A		





Revision notes:		
Rev:	Date:	Notes:

<b>Drawn by:</b> HY J002911	<b>Client:</b> UNITY DEVELOPMENTS
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<b>Project:</b> STATION ROAD, MATAMATA	<b>Drawing Title:</b> Proposed Retirement Village 85th %ile car
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<b>Date:</b> 29 May 2025	<b>Scale @ A3:</b> 1:8000
<b>Revision:</b> A	

**Figure:**  
2-3





Revision notes:

Rev:	Date:	Notes:

Drawn by:

HY  
J002911

Client:

UNITY DEVELOPMENTS

Project:

STATION ROAD, MATAMATA

Drawing Title:

Proposed Retirement Village  
85th %ile car

Date:

29 May 2025

Scale @ A3:

1:8000

Revision:

A

**commute**  
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Figure:

2-4





Revision notes:

Rev:	Date:	Notes:

Drawn by:

HY J002911
Client: UNITY DEVELOPMENTS

Project:

STATION ROAD, MATAMATA
Drawing Title: Proposed Retirement Village 85th %ile car

Date:

29 May 2025
Scale @ A3: 1:8000
Revision: A



Figure:

2-5





Revision notes:

Rev:	Date:	Notes:

Drawn by:

HY

J002911

Client:

UNITY DEVELOPMENTS

Project:

STATION ROAD, MATAMATA

Drawing Title:

Proposed Retirement Village

85th %ile car

Date:

29 May 2025

Scale @ A3:

1:8000

Revision:

A




Figure:

2-6





Revision notes:		
Rev:	Date:	Notes:

Drawn by:
HY J002911
Client:
UNITY DEVELOPMENTS

Project:
STATION ROAD, MATAMATA
Drawing Title:
Proposed Retirement Village 85th %ile car

Date:
29 May 2025
Scale @ A3:
1:8000
Revision:
A




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Figure:

2-7





Revision notes:			Drawn by:		Project:		Date:				Figure: <b>2-8</b>
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							Revision:				
							A				





Revision notes:		
Rev:	Date:	Notes:

Drawn by:
HY J002911
Client:
UNITY DEVELOPMENTS

Project:
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Drawing Title:
Vehicle tracking 11.5m rubbish truck

Date:
29 May 2025
Scale @ A3:
1:500
Revision:
A




Figure:

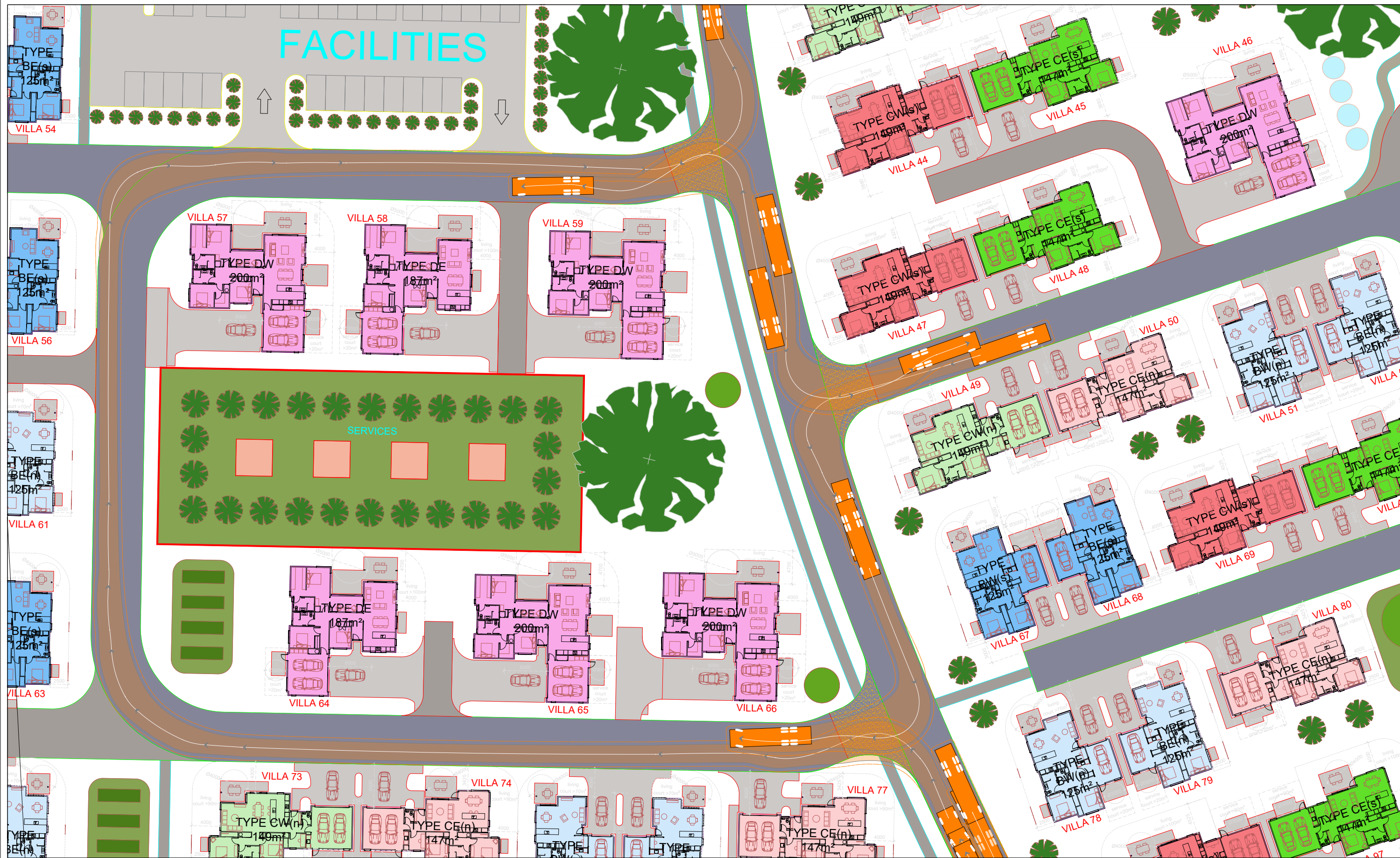
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			UNITY DEVELOPMENTS		Proposed Retirement Village		Revision:				
					11.5m rubbish truck tracking		A				





Revision notes:

Rev:	Date:	Notes:

Drawn by:

HY
J002911
Client:
UNITY DEVELOPMENTS

Project:

STATION ROAD, MATAMATA
Drawing Title:
Proposed Retirement Village
11.5m rubbish truck tracking

Date:

29 May 2025
Scale @ A3:
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Revision:
A




TRANSPORTATION CONSULTANTS

Figure:

2-11






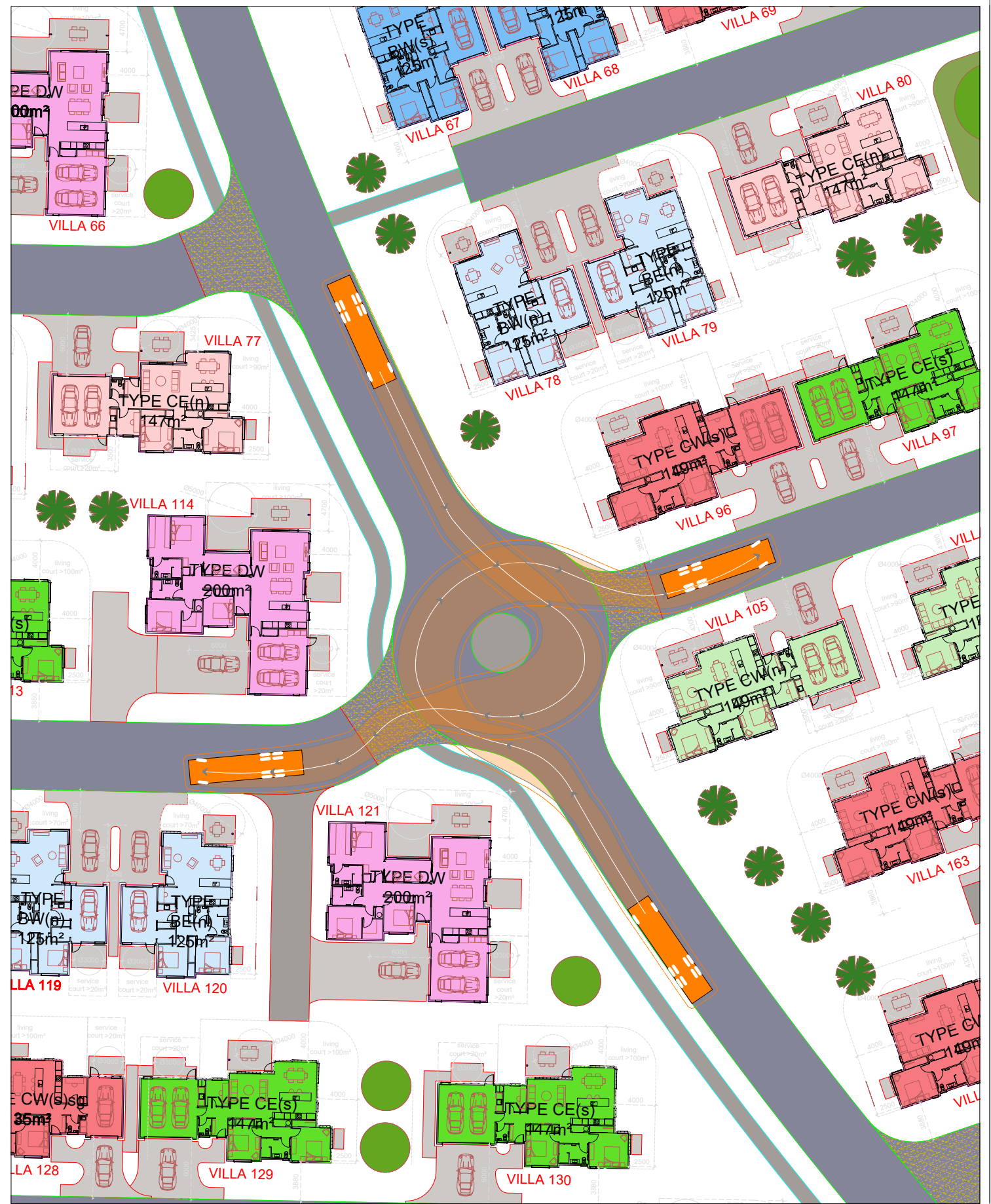
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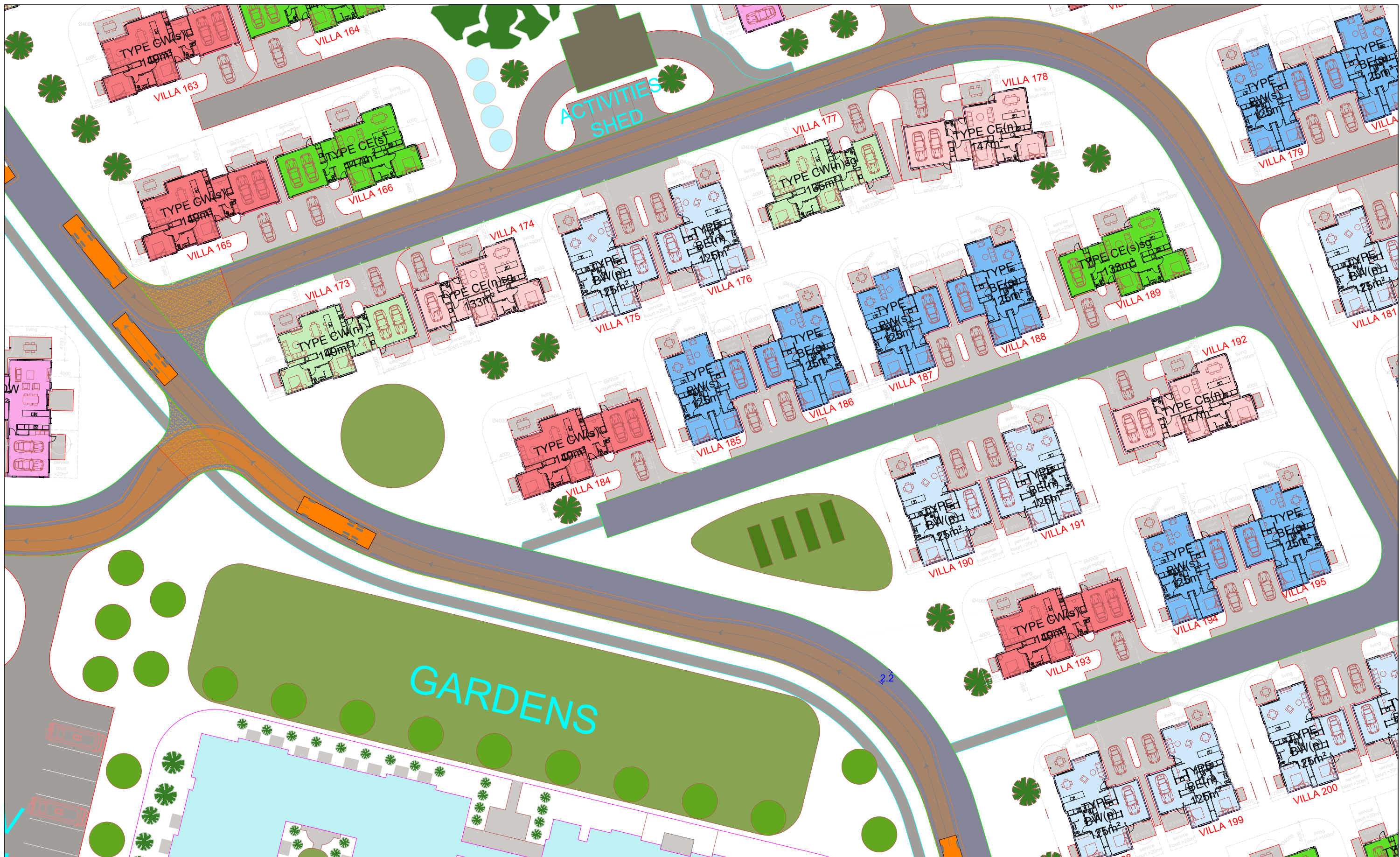
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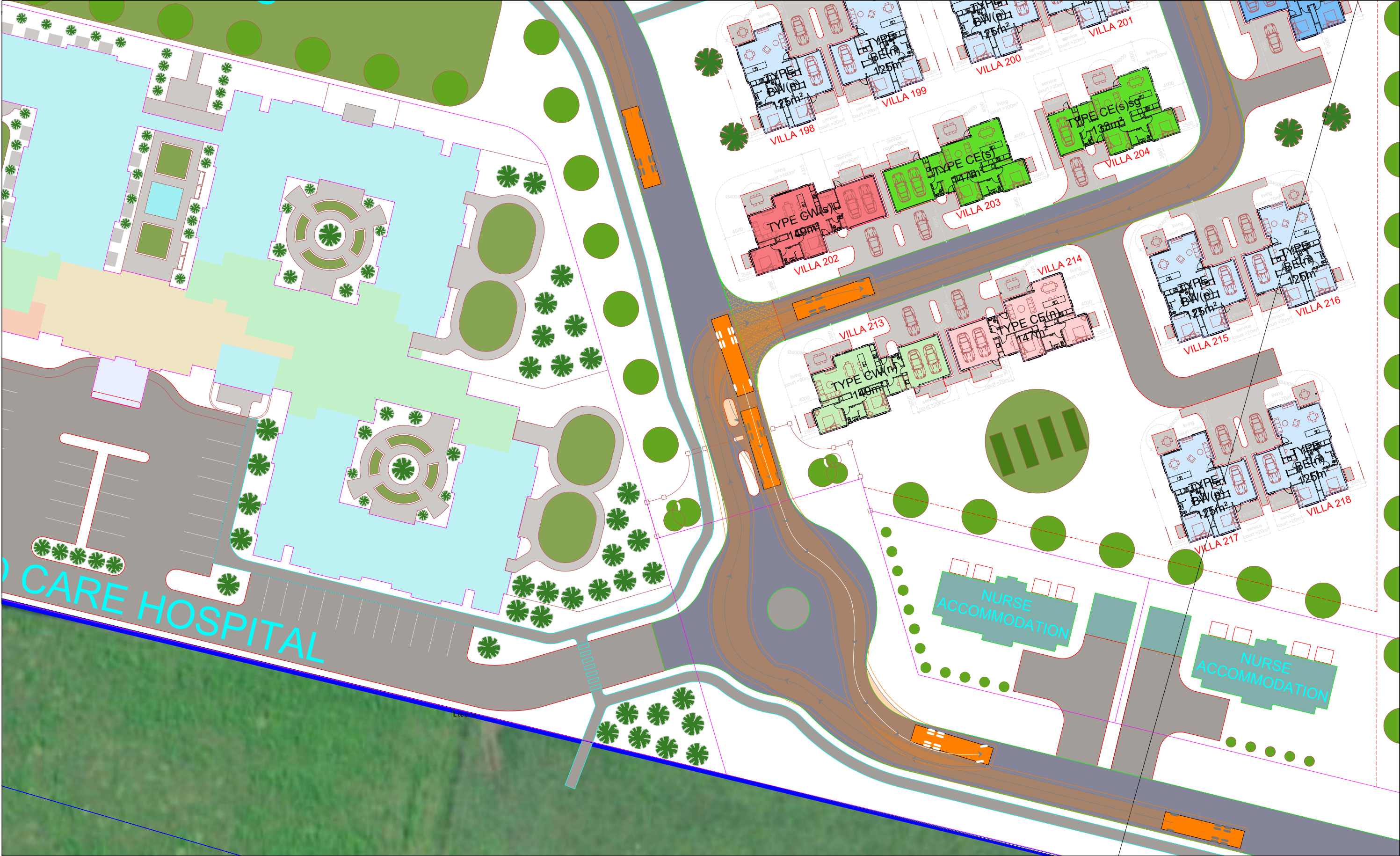
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Revision notes:			Drawn by:	Project:	Date:	 2-16	
Rev:	Date:	Notes:	HY J002911	STATION ROAD, MATAMATA	29 May 2025		
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			UNITY DEVELOPMENTS	Proposed Retirement Village 11.5m rubbish truck tracking	1:500	Revision:	
					A		





Revision notes:		
Rev:	Date:	Notes:

Drawn by: HY J002911
Client: UNITY DEVELOPMENTS

Project: STATION ROAD, MATAMATA
Drawing Title: Proposed Retirement Village 11.5m rubbish truck tracking

Date: 29 May 2025
Scale @ A3: 1:500
Revision: A



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2-17

Figure:







Revision notes:		
Rev:	Date:	Notes:

Drawn by:
HY J002911
Client:
UNITY DEVELOMENTS

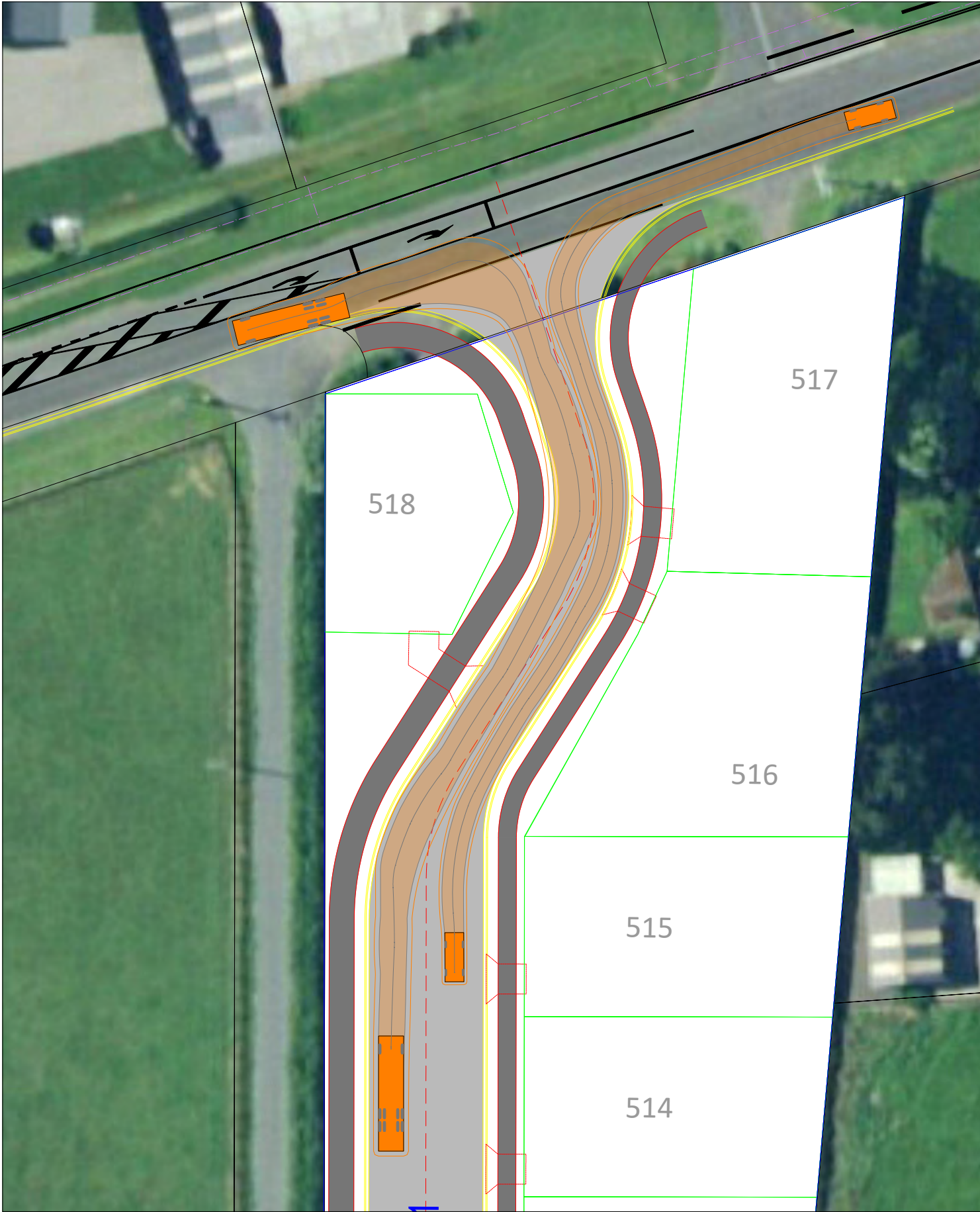
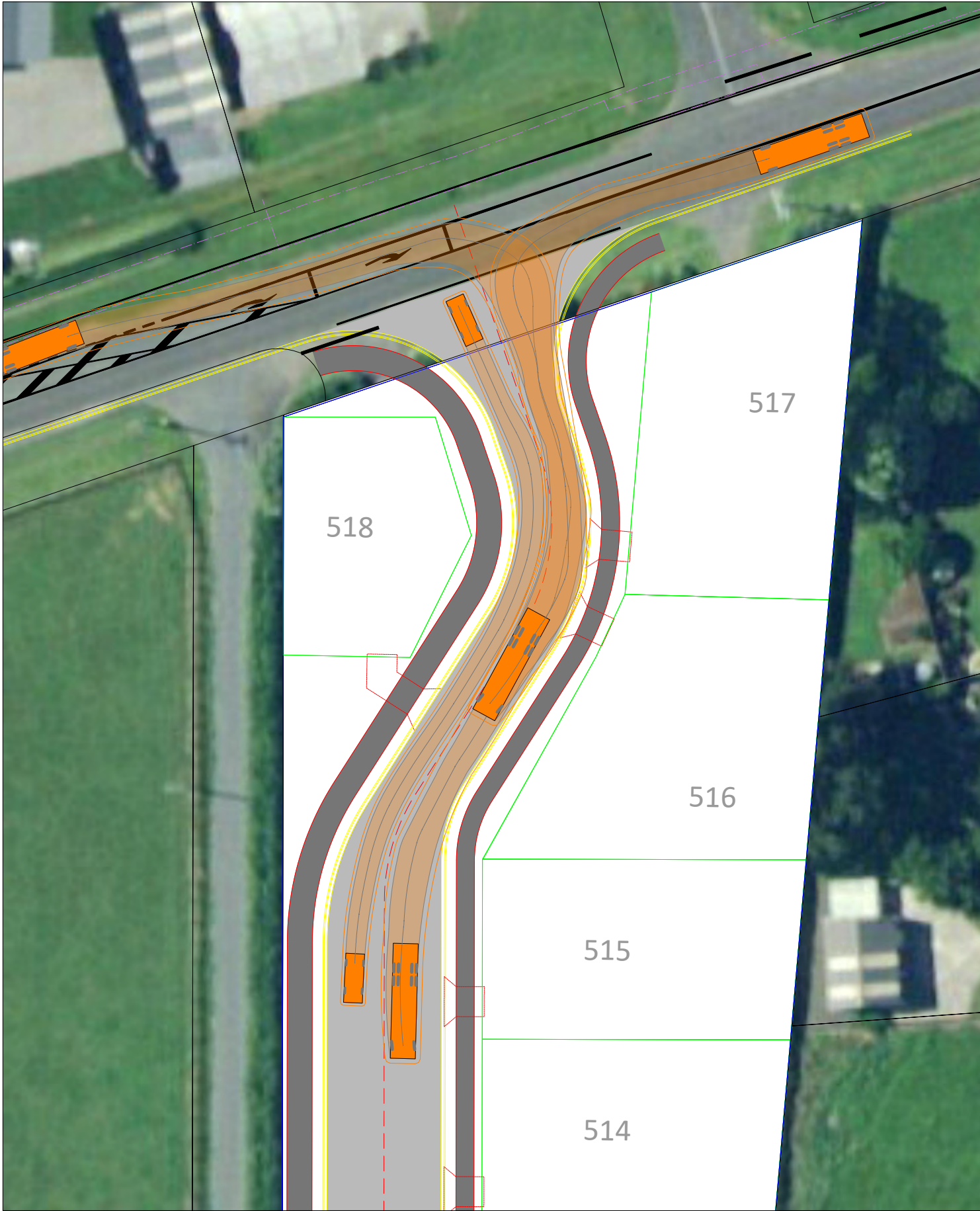
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Drawing Title:
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Date:
29 May 2025
Scale @ A3:
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Revision:
A

  
TRANSPORTATION CONSULTANTS

Figure:
3-0





Revision notes:		
Rev:	Date:	Notes:

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UNITY DEVELOMENTS

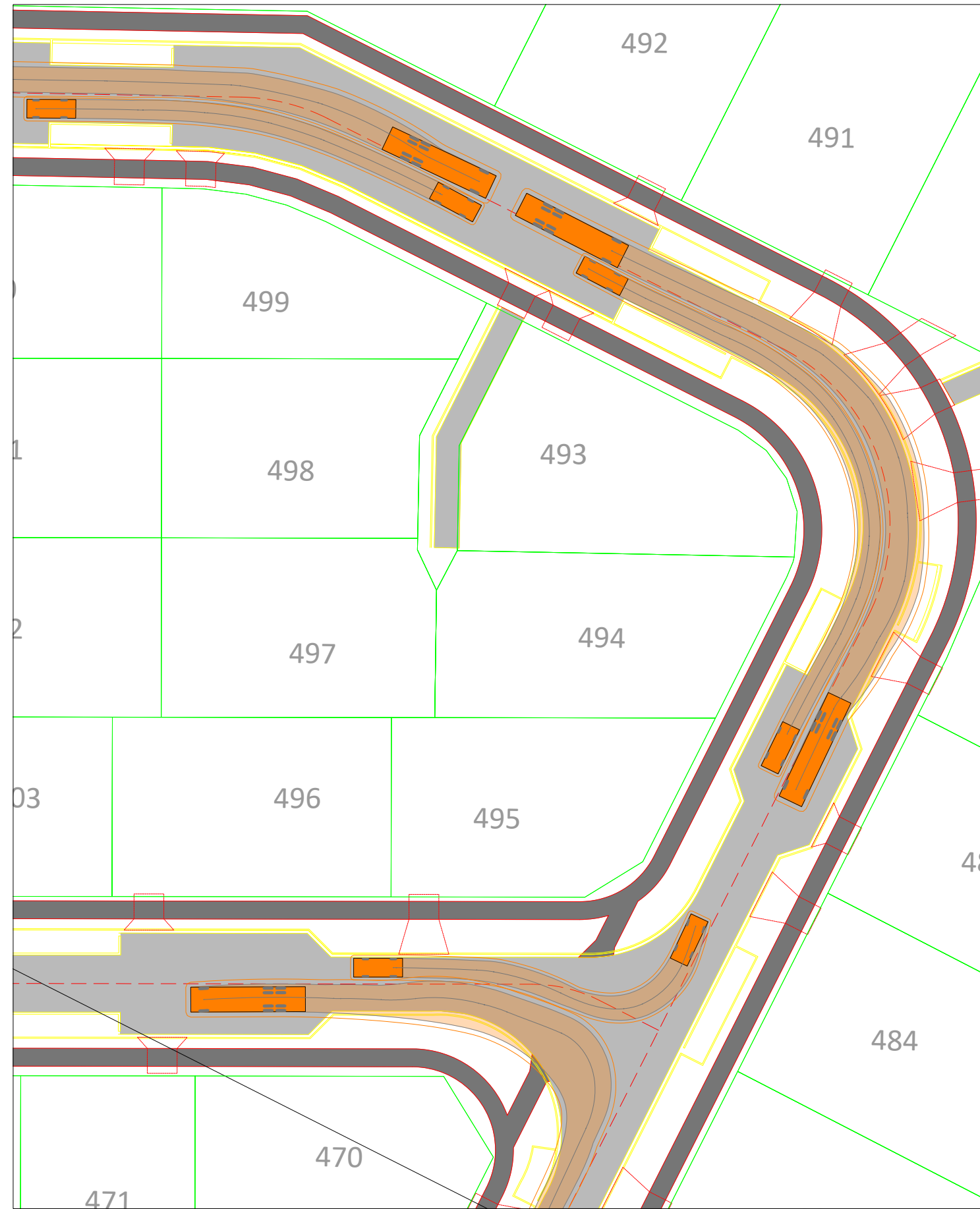
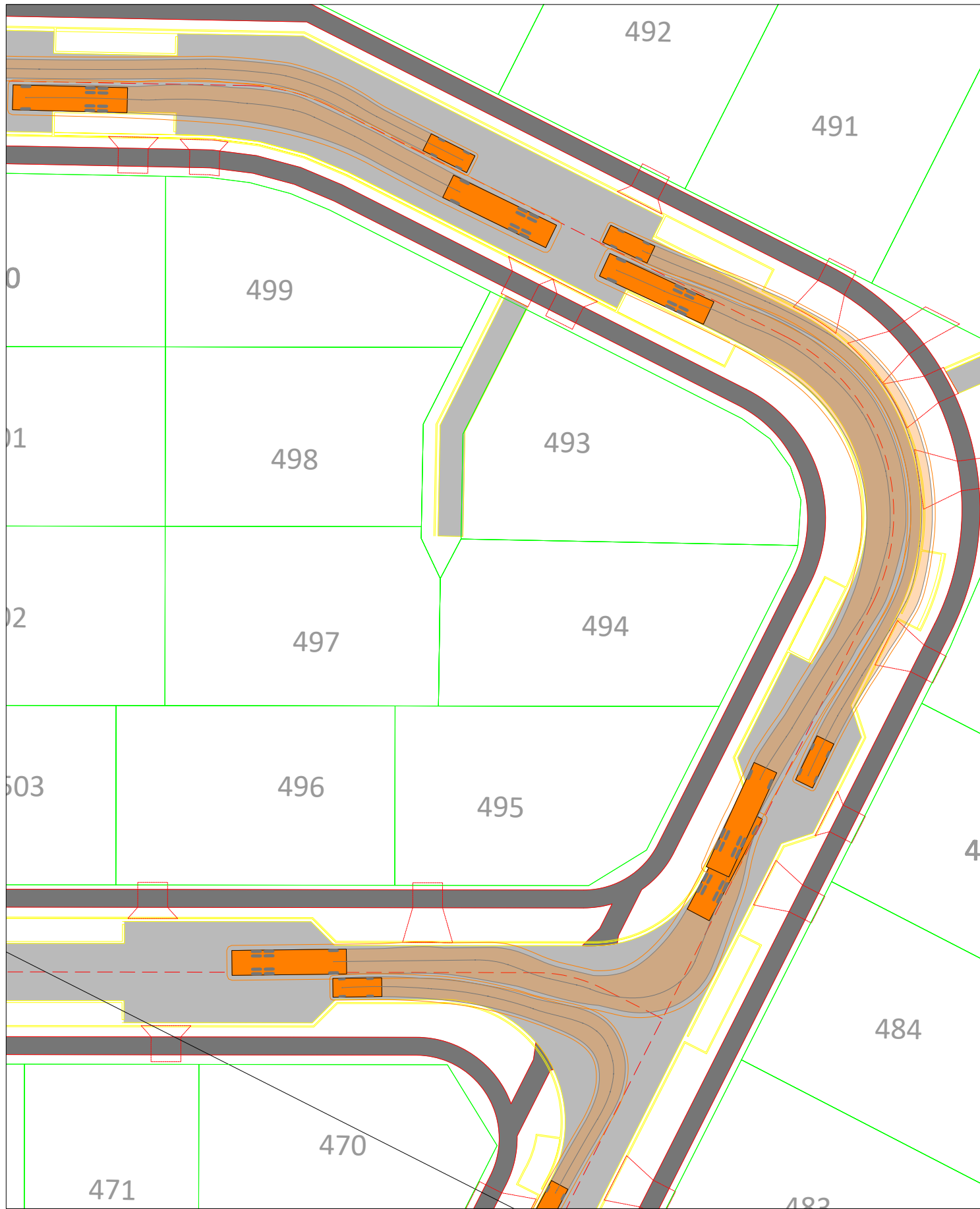
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Vehicle tracking 11.5m rubbish truck

Date:
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Revision:
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TRANSPORTATION CONSULTANTS

Figure:
3-1





Revision notes:		
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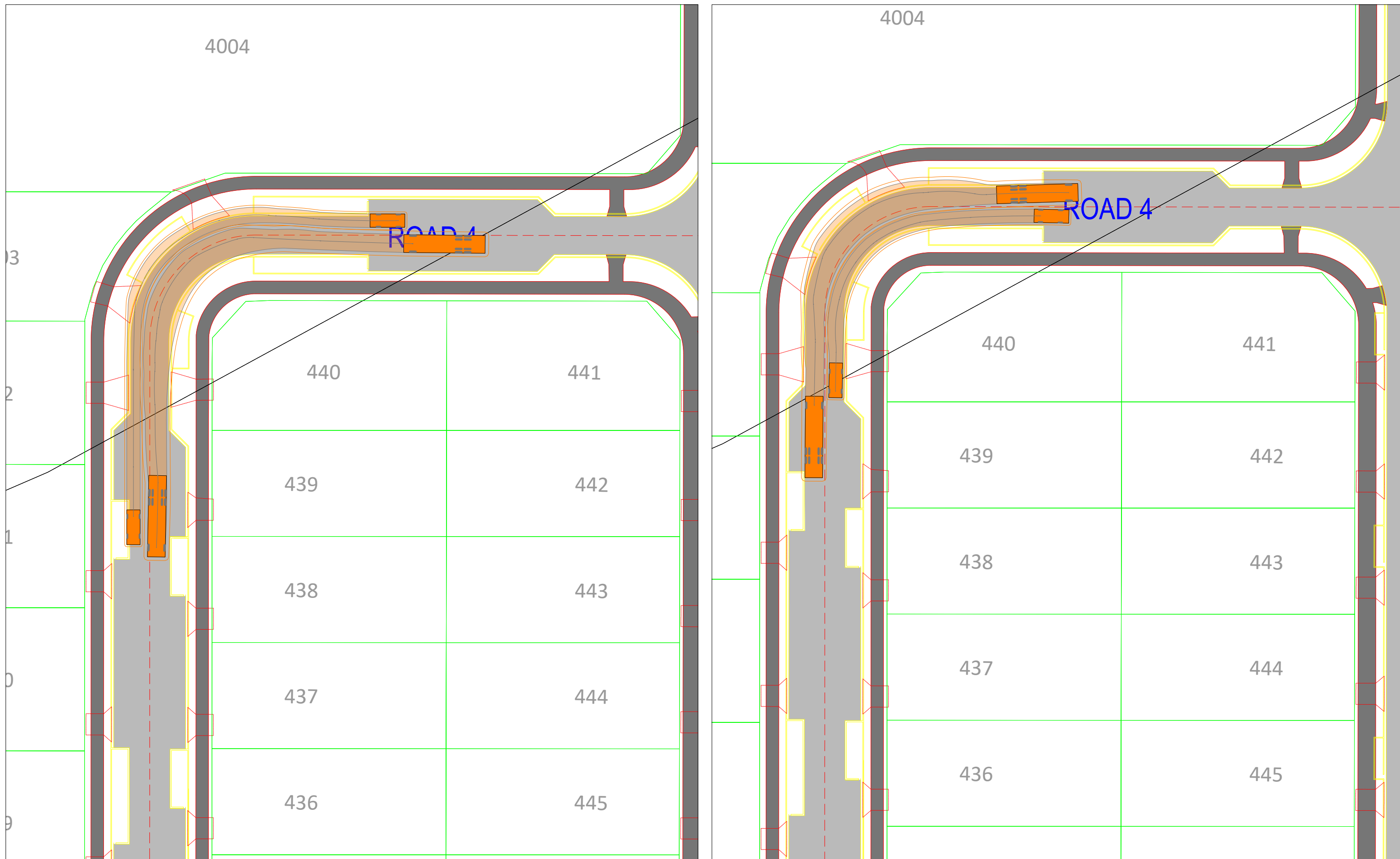
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<b>Date:</b> 29 May 2025
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<b>Revision:</b> A



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**Figure:**  
**3-2**



Revision notes:

Rev:	Date:	Notes:

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Project:

STATION ROAD, MATAMATA
Drawing Title: Vehicle tracking - Rd 4 11.5m rubbish truck vs. 85TH %ile car

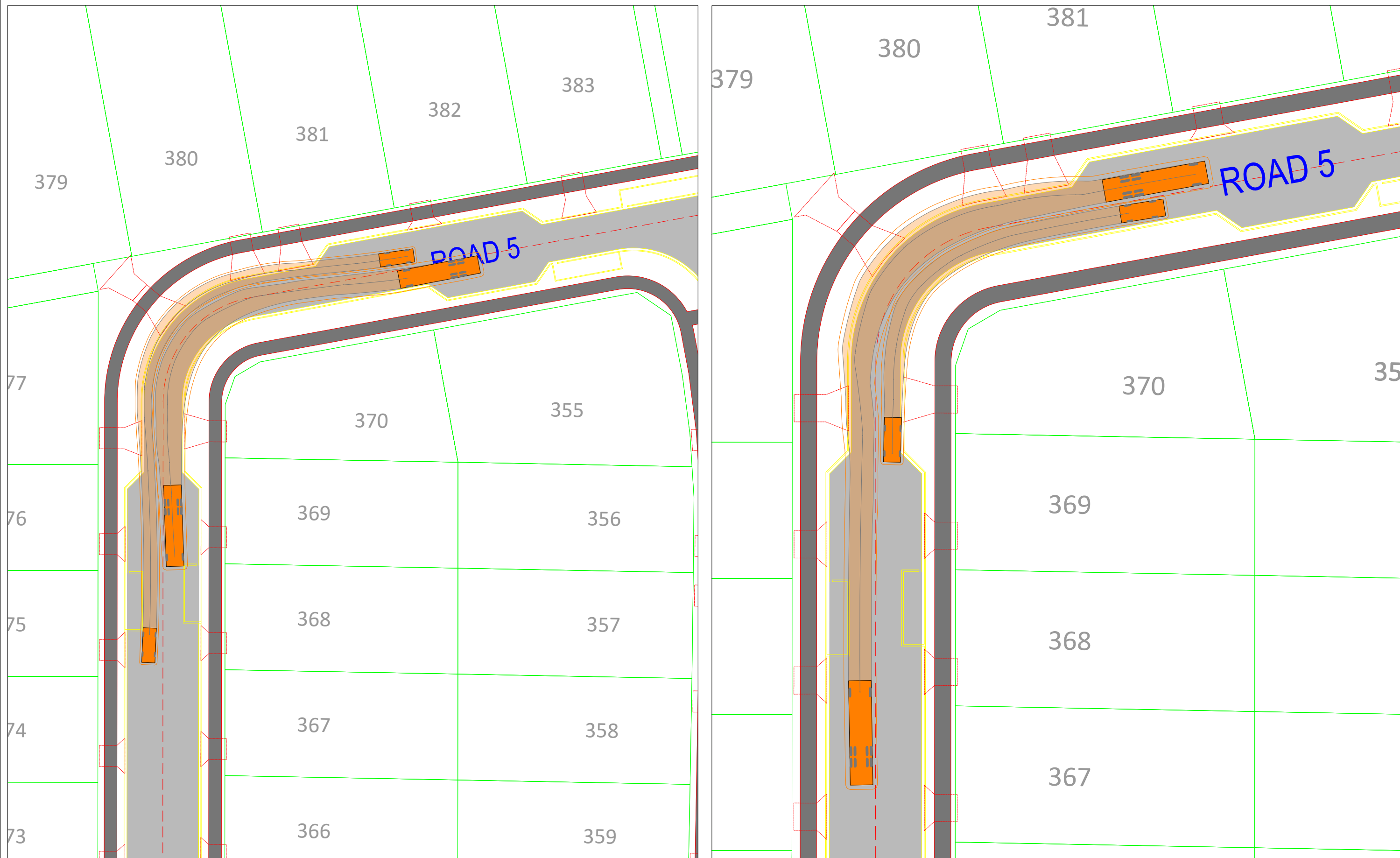
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Revision: A



Figure:

3-3



Revision notes:		
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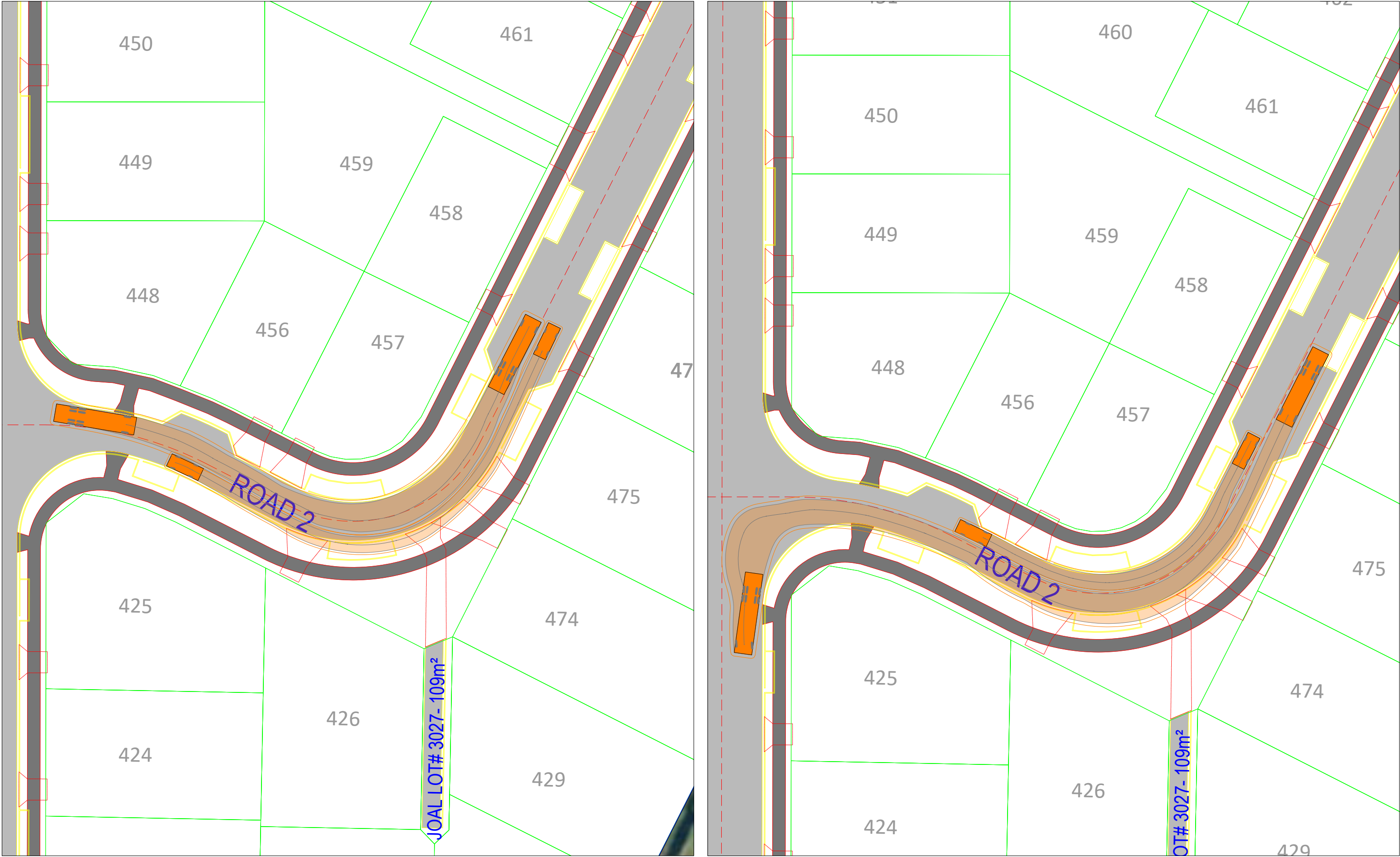
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STATION ROAD, MATAMATA
Drawing Title:
Vehicle tracking - Rd 2 11.5m rubbish truck vs. 85TH %ile car

Date:
29 May 2025
Scale @ A3:
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Revision:
A



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Figure:
3-4



Revision notes:		
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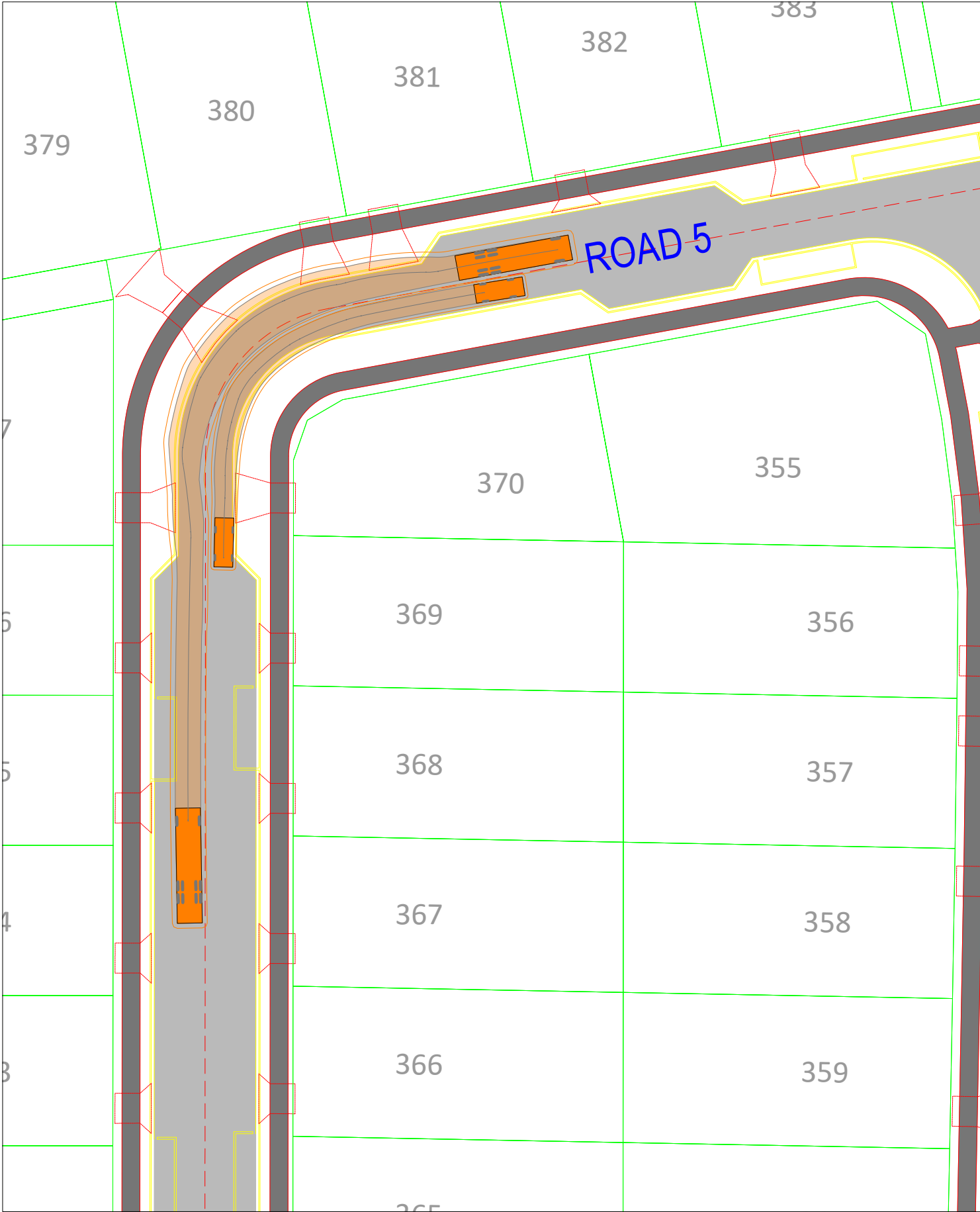
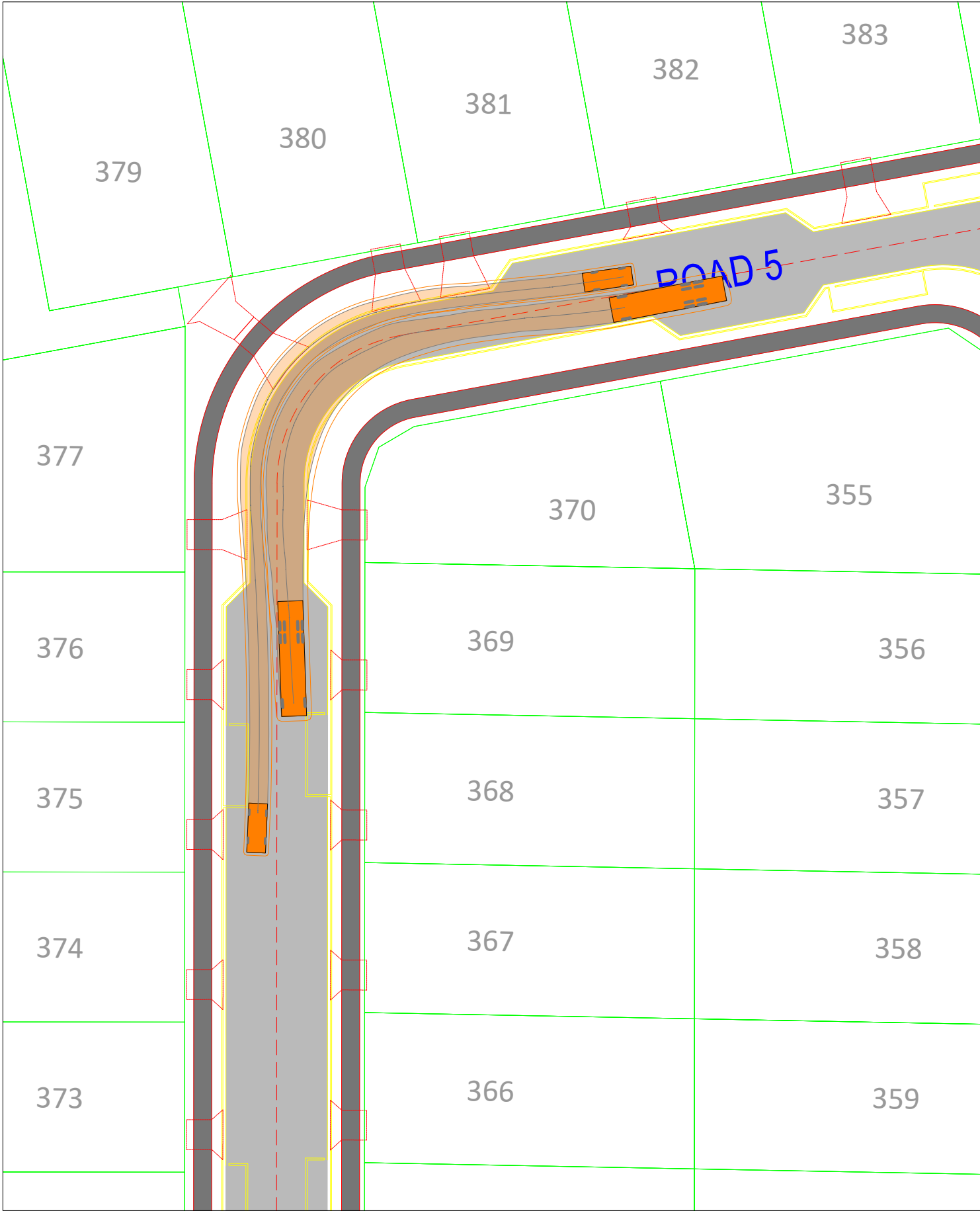
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STATION ROAD, MATAMATA
Drawing Title:
Vehicle tracking - Rd 2 11.5m rubbish truck vs. 85TH %ile car

Date:
29 May 2025
Scale @ A3:
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Revision:
A



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Rev:	Date:	Notes:

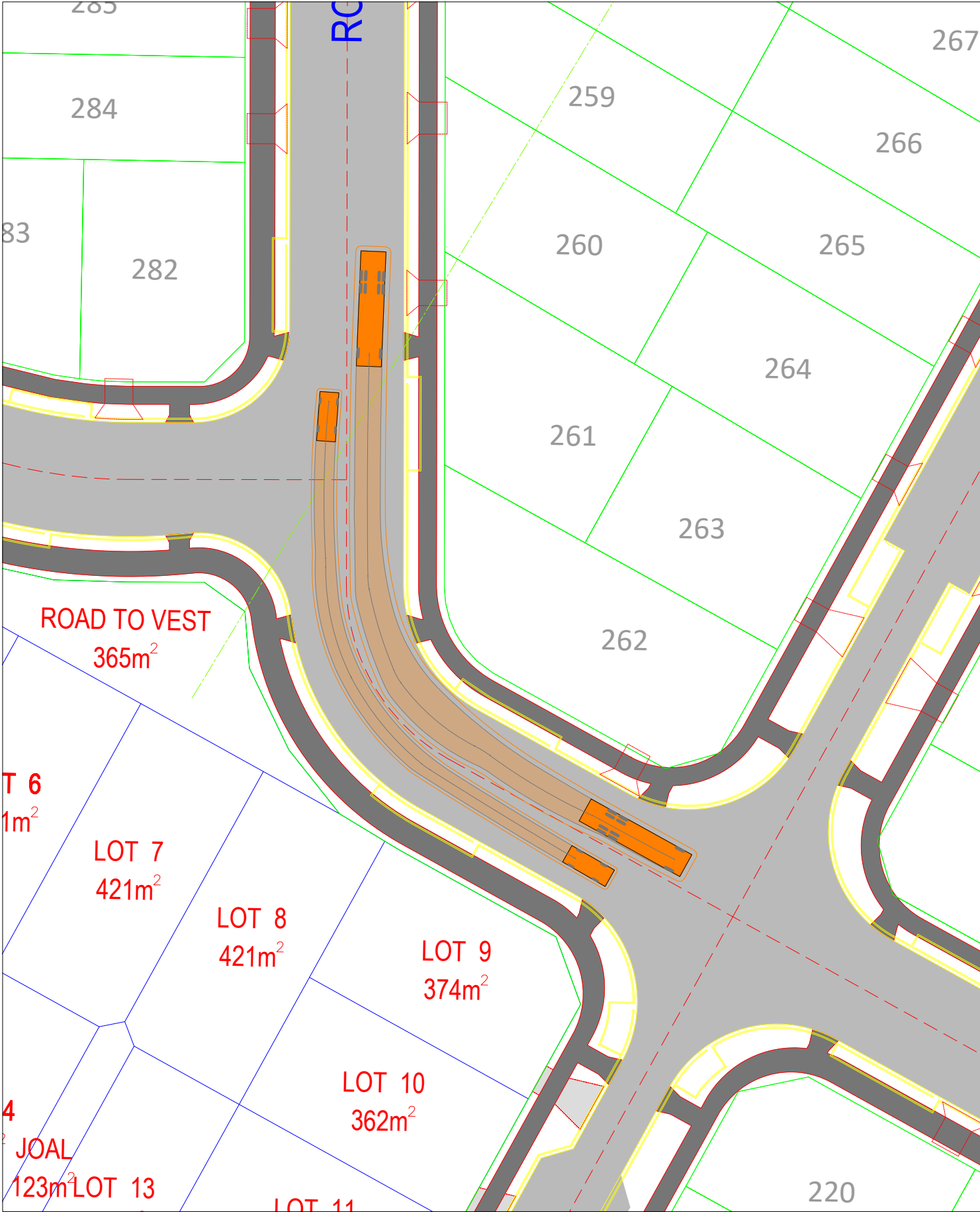
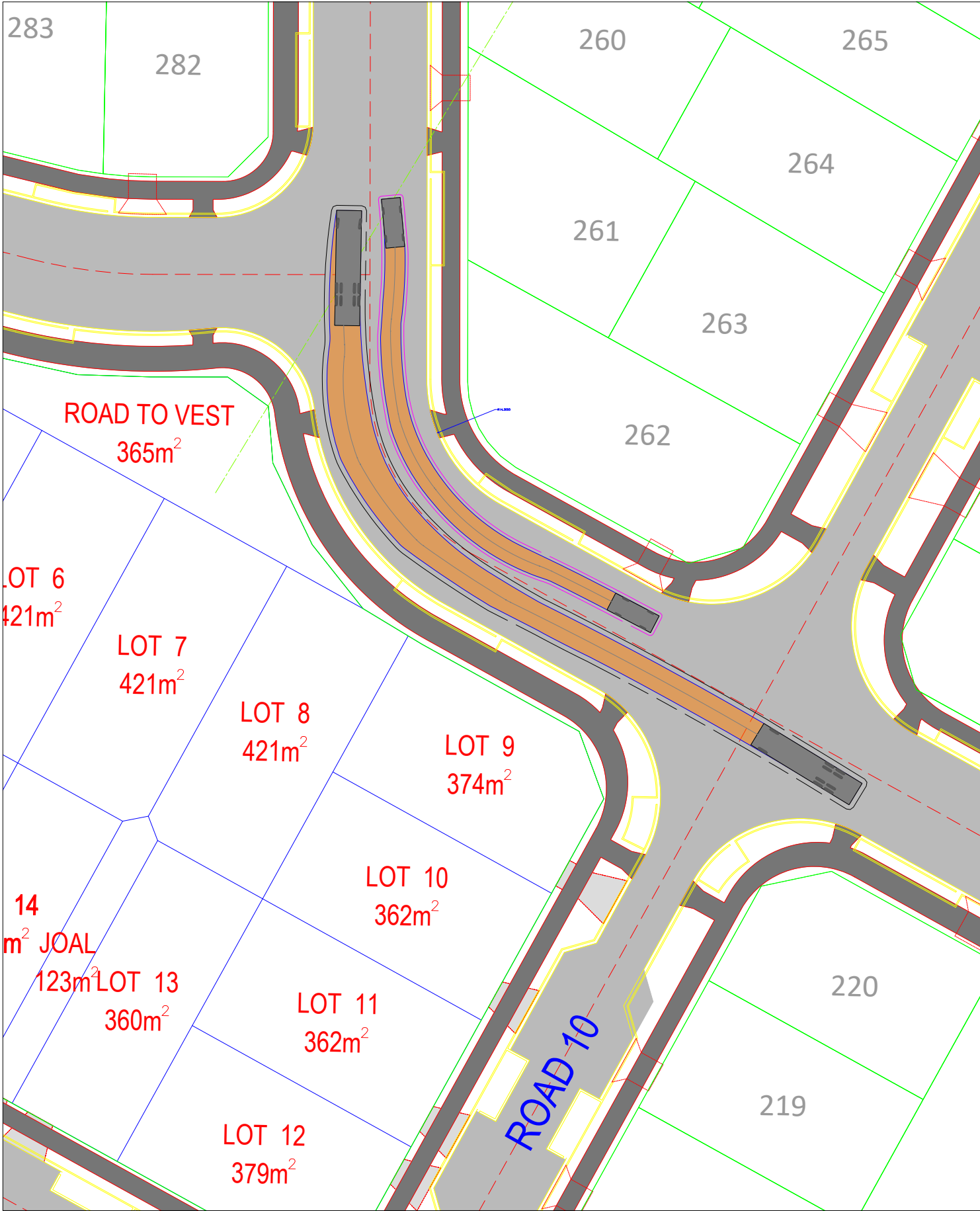
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Date:
29 May 2025
Scale @ A3:
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Revision:
A



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Revision notes:		
Rev:	Date:	Notes:

Drawn by:
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Project:
STATION ROAD, MATAMATA
Drawing Title:
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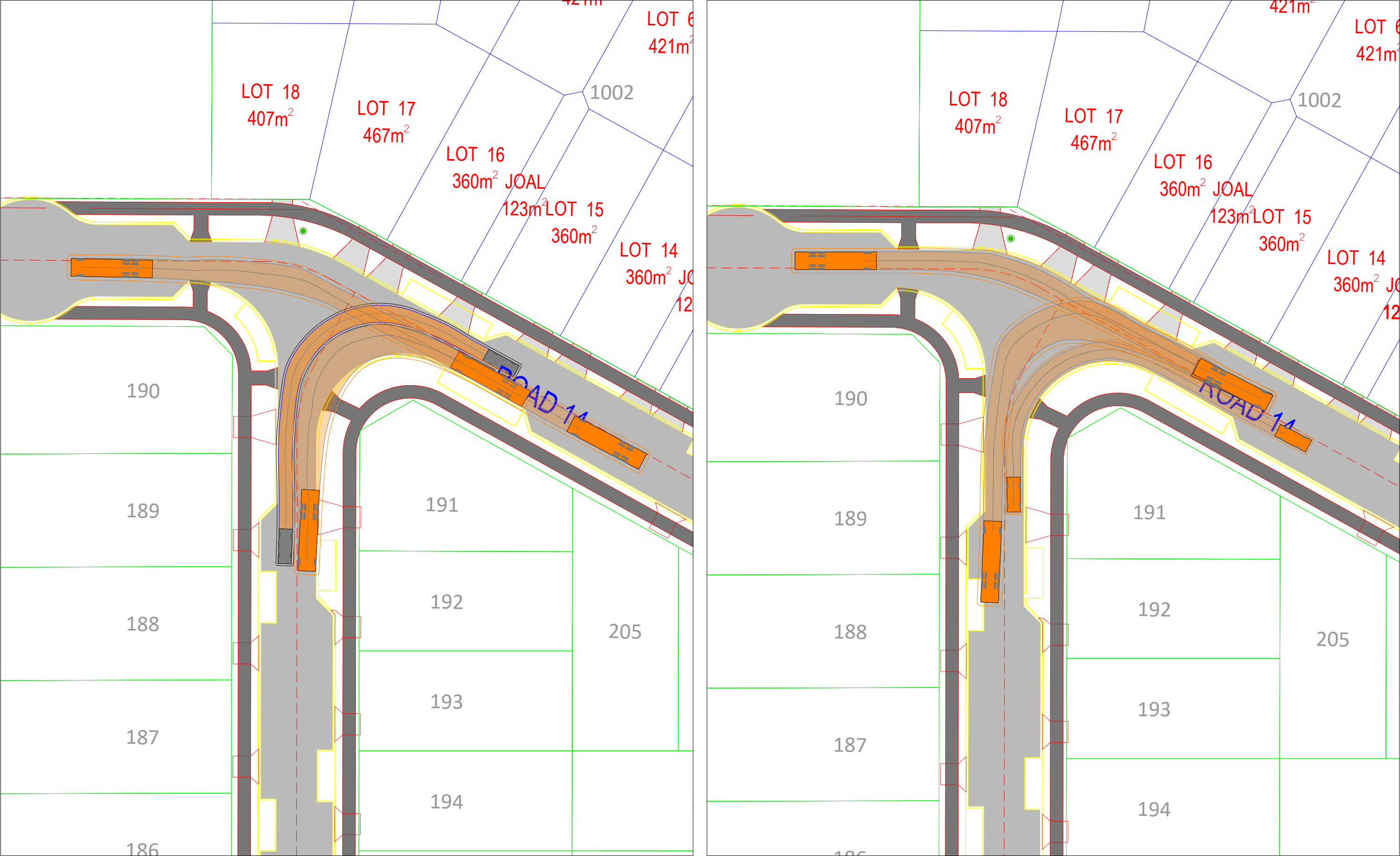
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Revision:
A



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Figure:

3-7



Revision notes:		
Rev:	Date:	Notes:

Drawn by: HY J002911
Client: UNITY DEVELOPMENTS

Project: STATION ROAD, MATAMATA
Drawing Title: Vehicle tracking - Rd 14 11.5m rubbish truck vs. 85TH %ile car

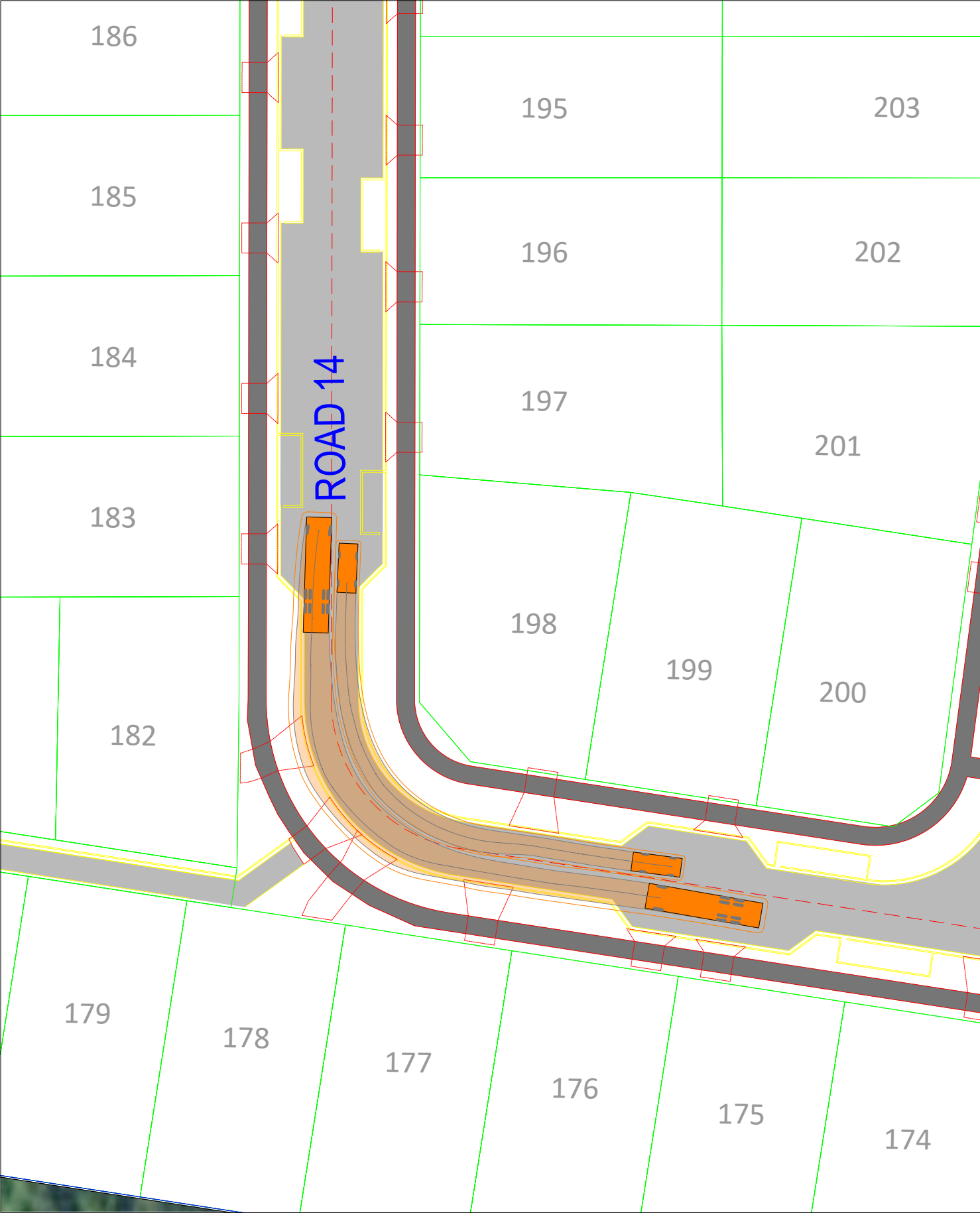
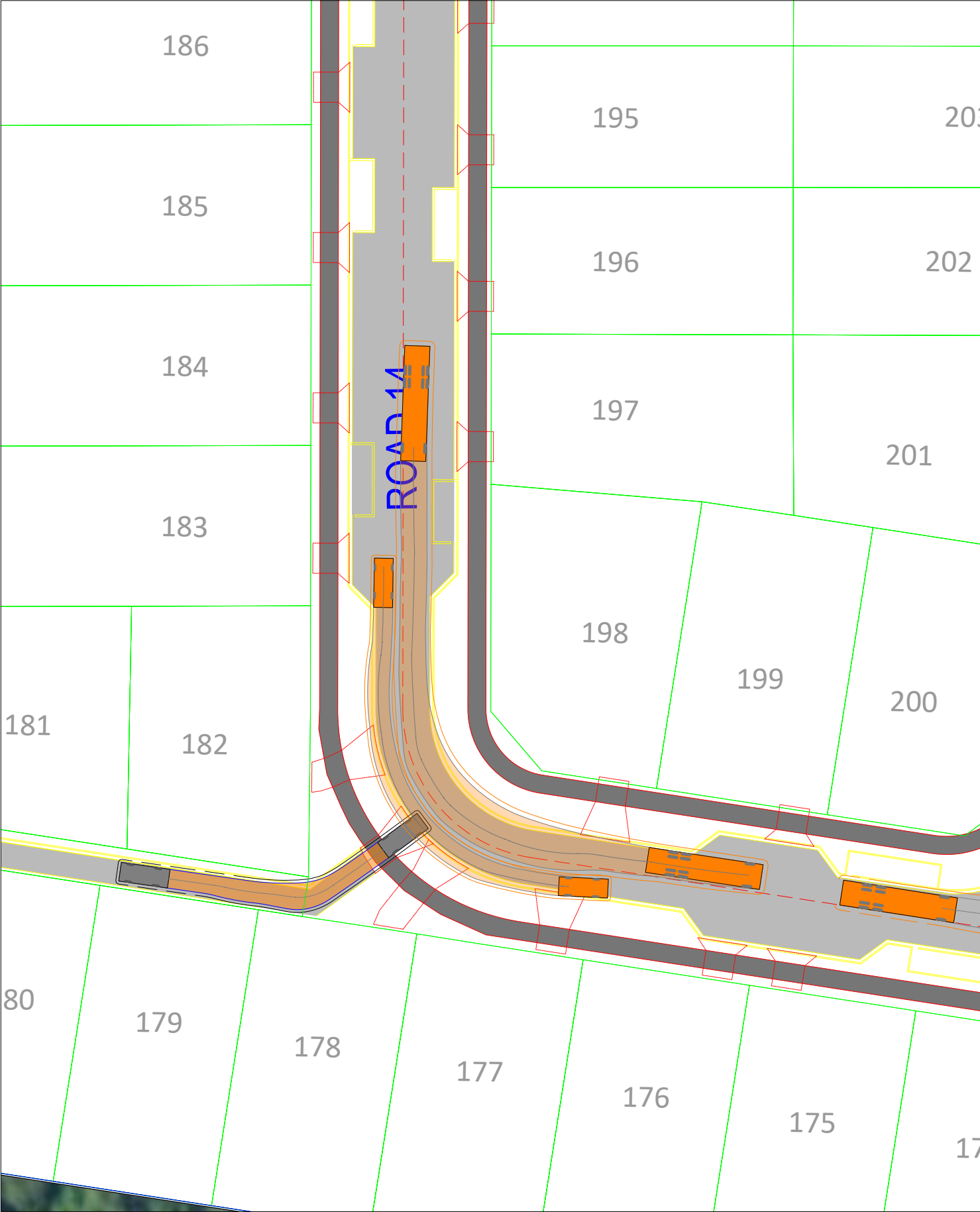
Date: 29 May 2025
Scale @ A3: 1:500
Revision: A



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Figure: 3-8
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Revision notes:		
Rev:	Date:	Notes:

Drawn by:
HY J002911
Client:
UNITY DEVELOMENTS

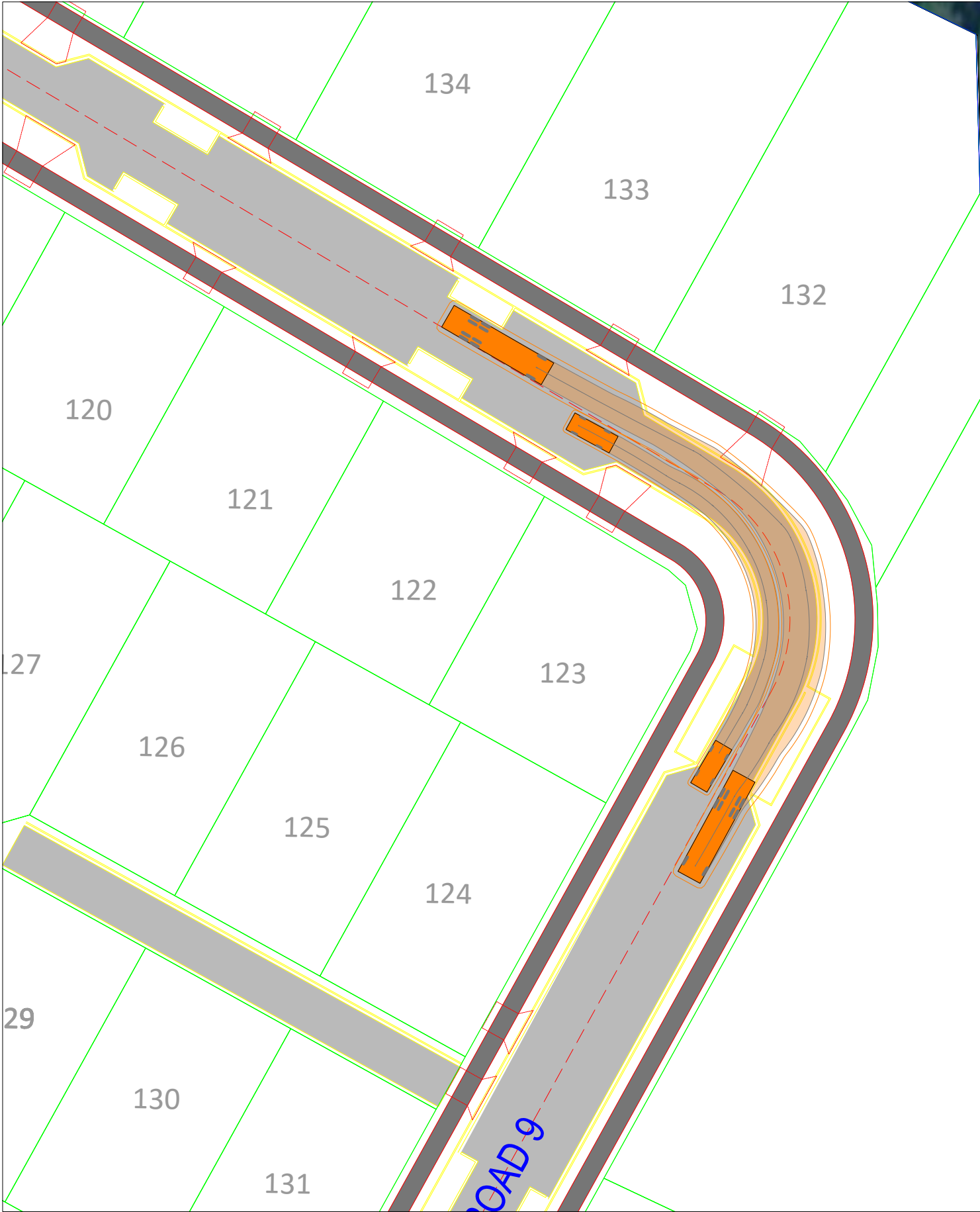
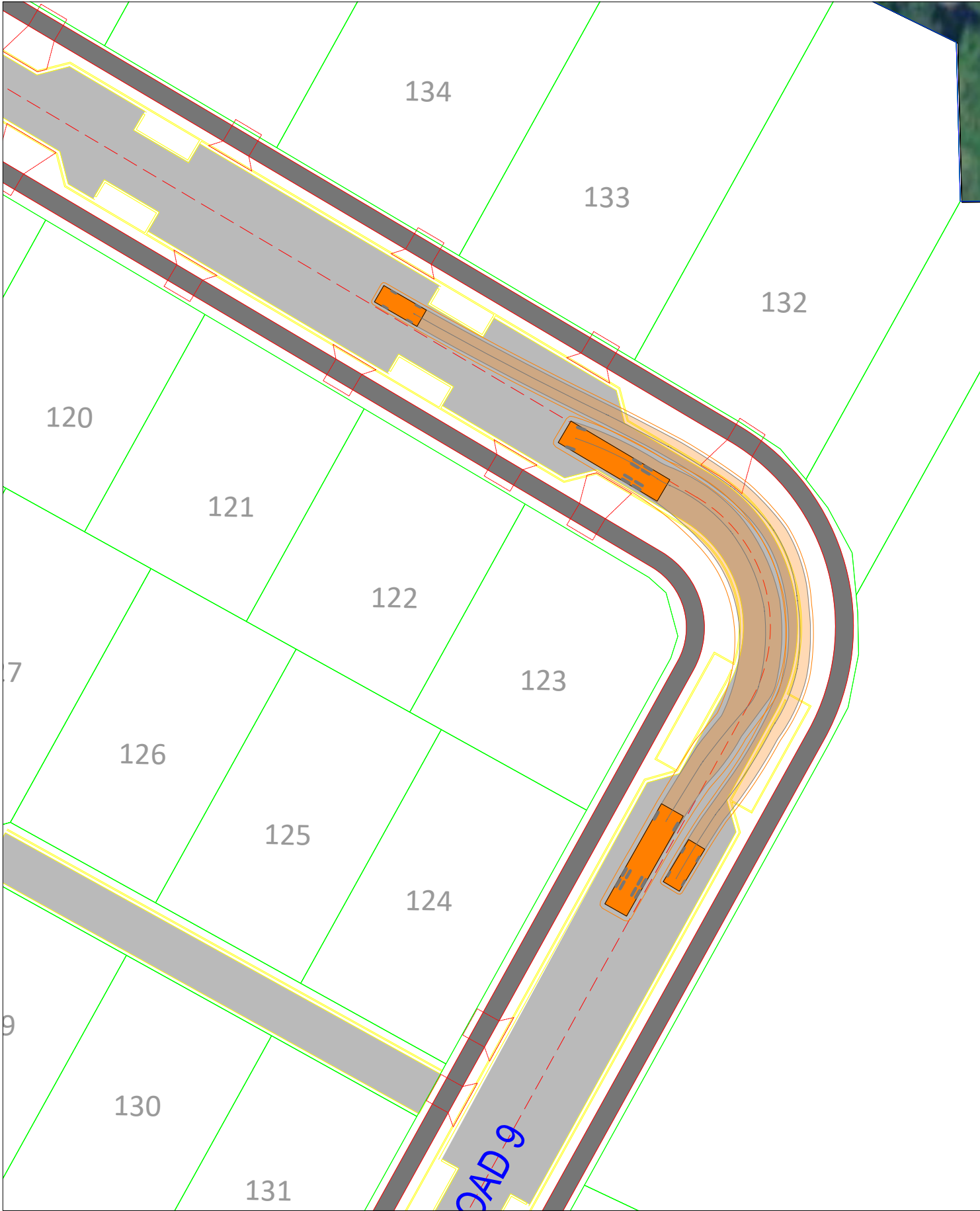
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Drawing Title:
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Date:
29 May 2025
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Revision:
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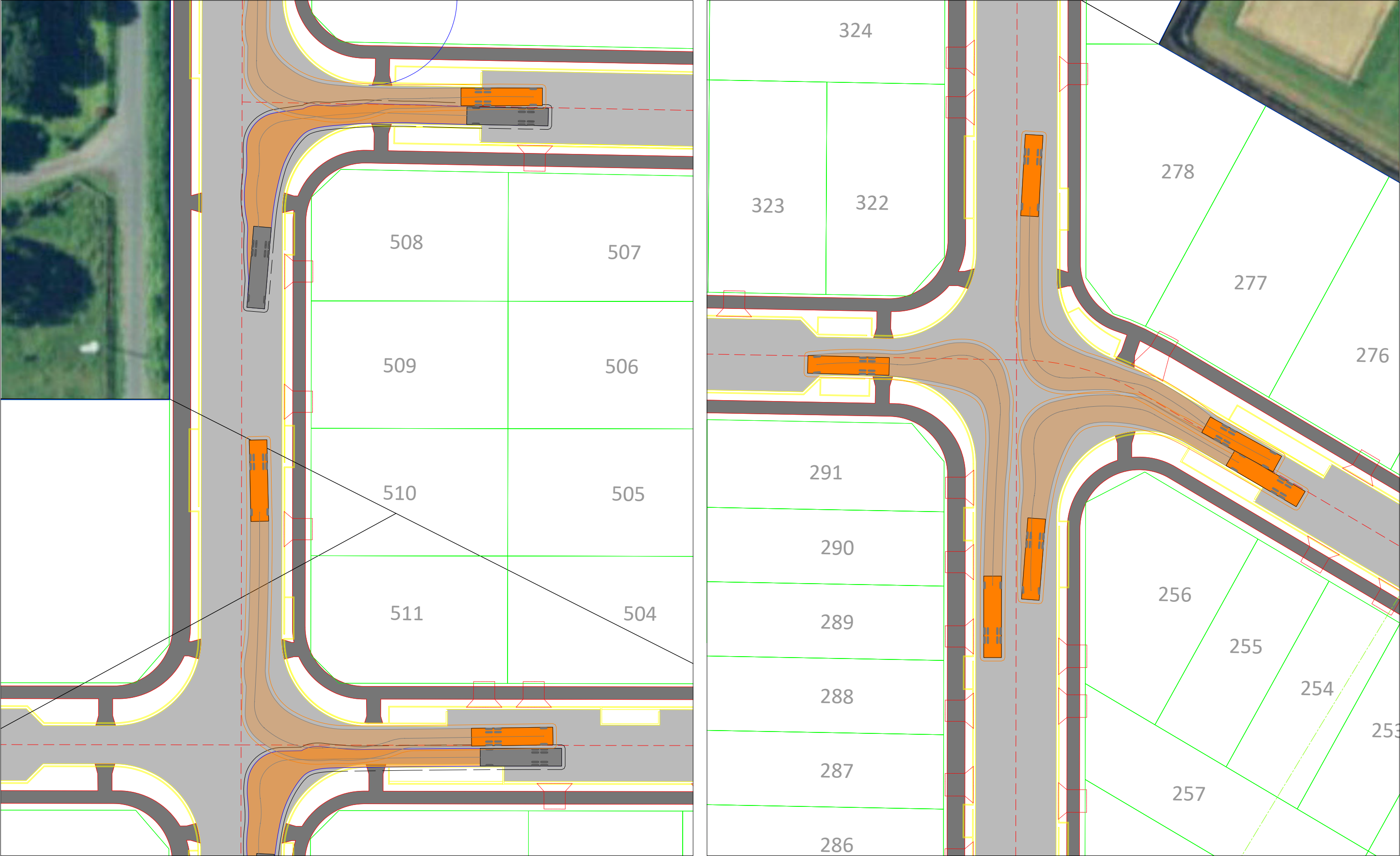
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UNITY DEVELOMENTS

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Drawing Title:
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Date:
29 May 2025
Scale @ A3:
1:500
Revision:
A

  
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Figure:
3-10



Revision notes:		
Rev:	Date:	Notes:

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Client: UNITY DEVELOPMENTS

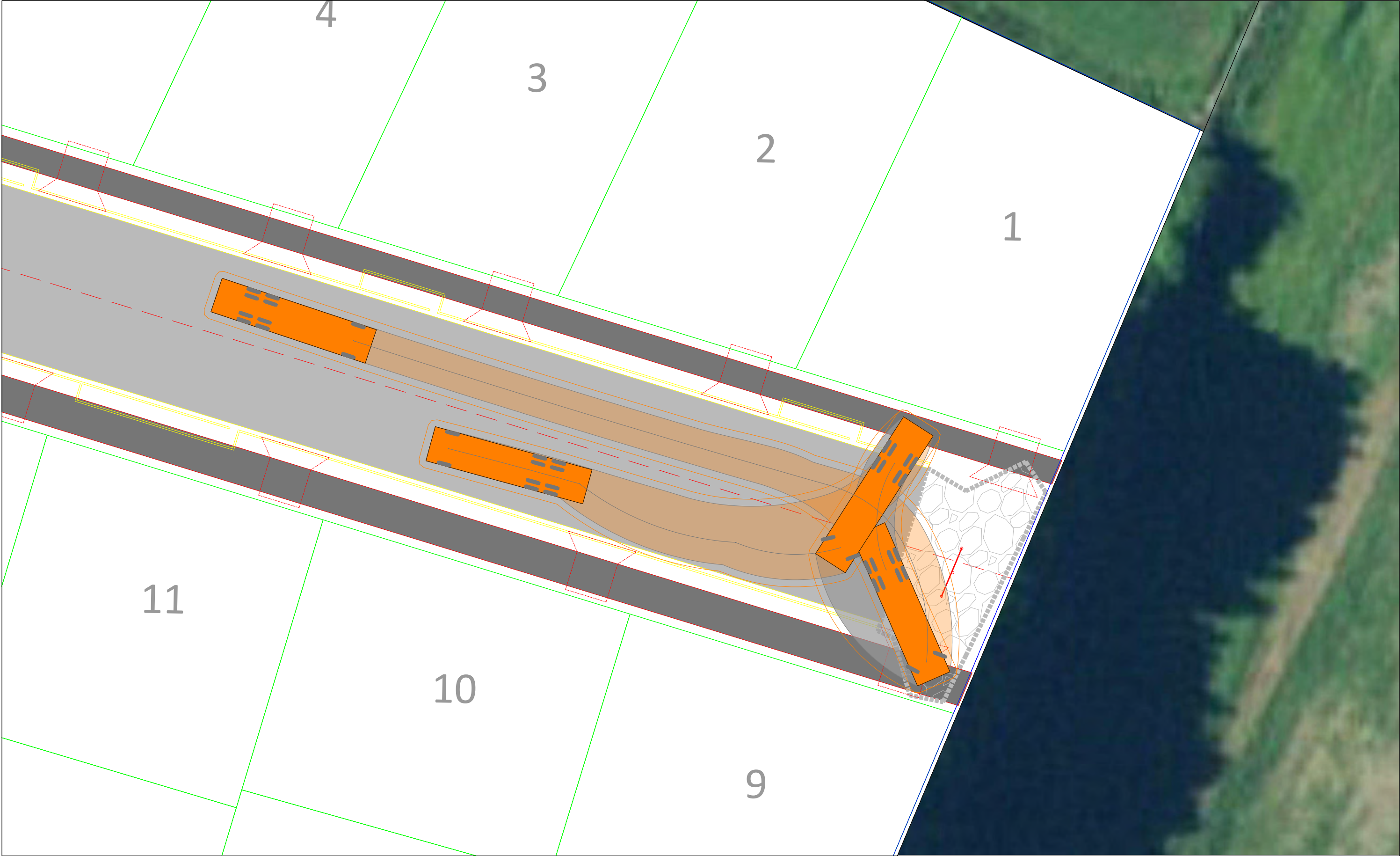
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Drawing Title: Vehicle tracking - Rd 1 intersection samples 11.5m rubbish truck

Date: 29 May 2025
Scale @ A3: 1:500
Revision: A



TRANSPORTATION CONSULTANTS

Figure:  
3-11



Revision notes:		
Rev:	Date:	Notes:

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<b>Client:</b> UNITY DEVELOMENTS

<b>Project:</b> STATION ROAD, MATAMATA
<b>Drawing Title:</b> Vehicle tracking - temporary turning head Rd 1 11.5m rubbish truck

<b>Date:</b> 29 May 2025
<b>Scale @ A3:</b> 1:250
<b>Revision:</b> A



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<b>Figure:</b> 3-12
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Revision notes:		
Rev:	Date:	Notes:

<b>Drawn by:</b> HY J002911
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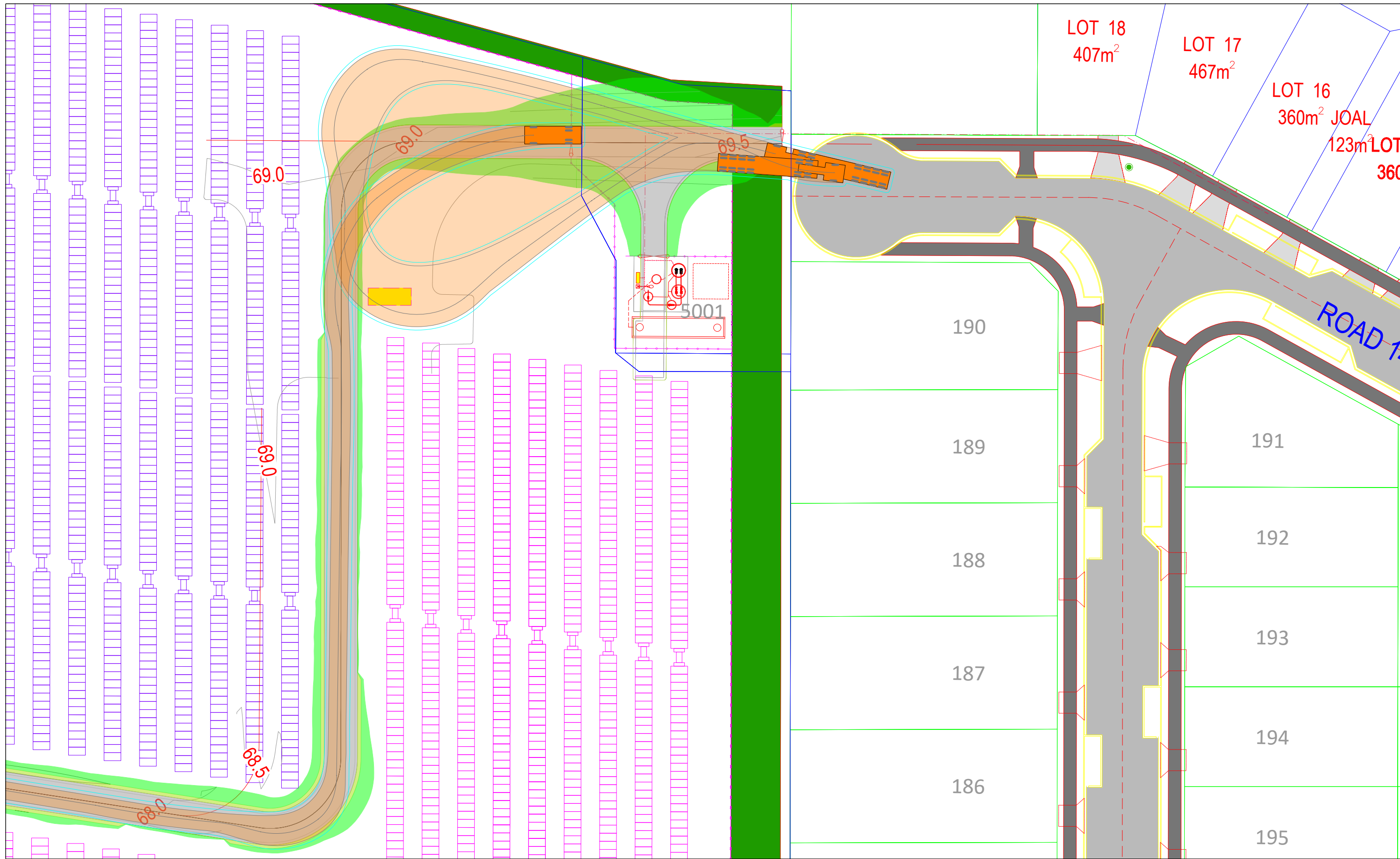
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<b>Revision:</b> A



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Figure:  
**4-0**





Revision notes:

Rev:	Date:	Notes:

Drawn by:

HY J002911
Client: UNITY DEVELOMENTS

Project:

STATION ROAD, MATAMATA
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Date:

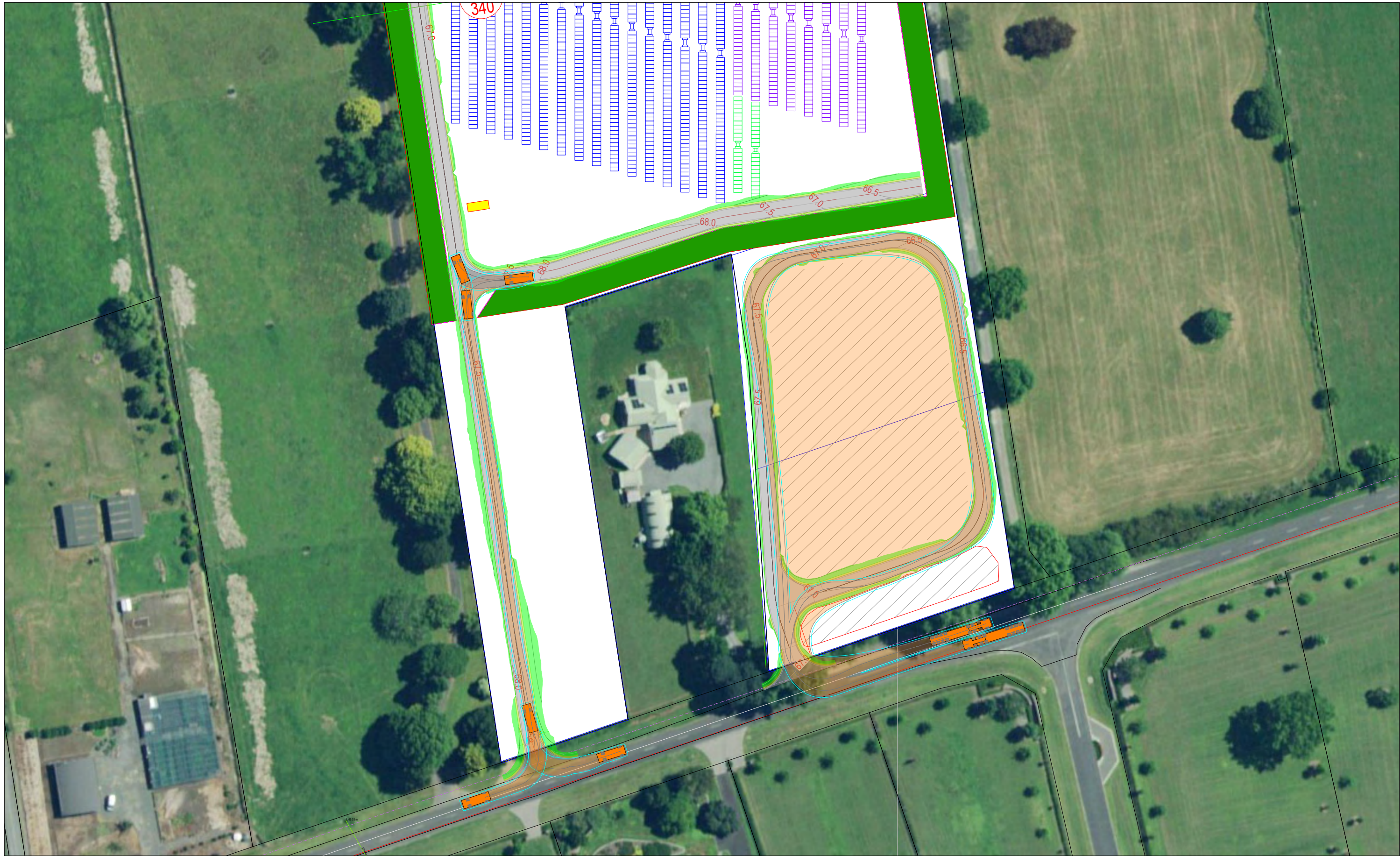
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Scale @ A3: 1:500
Revision: A



Figure:

4-1





Revision notes:		
Rev:	Date:	Notes:

Drawn by: HY J002911
Client: UNITY DEVELOMENTS

Project: STATION ROAD, MATAMATA
Drawing Title: Proposed Northern Solar Farm Vehicle tracking

Date: 29 May 2025
Scale @ A3: 1:1000
Revision: A



Figure:  
**4-2**





Revision notes:

Rev:	Date:	Notes:

Drawn by:

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Client: UNITY DEVELOMENTS

Project:

STATION ROAD, MATAMATA
Drawing Title: Proposed Commercial Centre Option 8m truck tracking

Date:

29 May 2025
Scale @ A3: 1:500
Revision: A



TRANSPORTATION CONSULTANTS

Figure:

5-0



## **Appendix C: Draft Construction Traffic Management Plan**



# ASHBOURNE DEVELOPMENT



## Draft Construction Traffic Management Plan

3 July 2025



---

<b>PROJECT</b>	Ashbourne Development
<b>REPORT TITLE</b>	Draft Construction Traffic Management Plan
<b>DOCUMENT REFERENCE</b>	Ashbourne Draft CTMP
<b>DATE</b>	3 July 2025

---

REPORT STATUS	PREPARED BY	REVIEWED BY	APPROVED BY
DRAFT	Michelle Seymour	Leo Hills	Leo Hills





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  - 5.2 Driver Safety and Induction Process .....6
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# 1 Purpose of this Document

Commute Transportation Specialists (Commute) has prepared this Draft Construction Traffic Management Plan (CTMP) to support a Fast Track Proposal to provide for a comprehensive development proposal in Matamata (referred to as Ashbourne).

The specific content of this CTMP is subject to change (as necessary) to respond to the construction process, and finalisation of this CTMP will be undertaken once a contractor has been appointed.

This draft CTMP has been developed based on an understanding of the construction staging and timing, and focuses on the following transport matters:

- Proposed construction routes and access to the Application Site;
- The proposed construction staging as it is currently understood;
- Specific operational matters including hours, parking, and pedestrian access; and
- Matters for consideration in development of the final CTMP.

Overall, it is intended that this draft CTMP will form the basis of the final CTMP, which will be required to be developed and implemented as a condition of consent for the Ashbourne project.

In addition to the overarching CTMP, it is recommended that Site Specific Temporary Traffic Management Plans (SSTMP) are provided for each work site. A SSTMP describes the nature and extent of Temporary Traffic management at a work site, and how road users will be managed.

## 1.1 Standards

The following standards and guidelines shall be adhered to in the development of the CTMP and in planning and implementing Temporary Traffic Management during construction of the project:

- NZTA New Zealand Guide to Traffic Management (NZGTTM)
- NZTA Code of Practice for Temporary Traffic Management (COPTTM).
- NZTA Traffic Controls Devices Manual (TCD).
- NZTA Manual of Traffic Signs and Markings (MOTSAM).
- Austroads “Road Design” and “Traffic Management” guides.





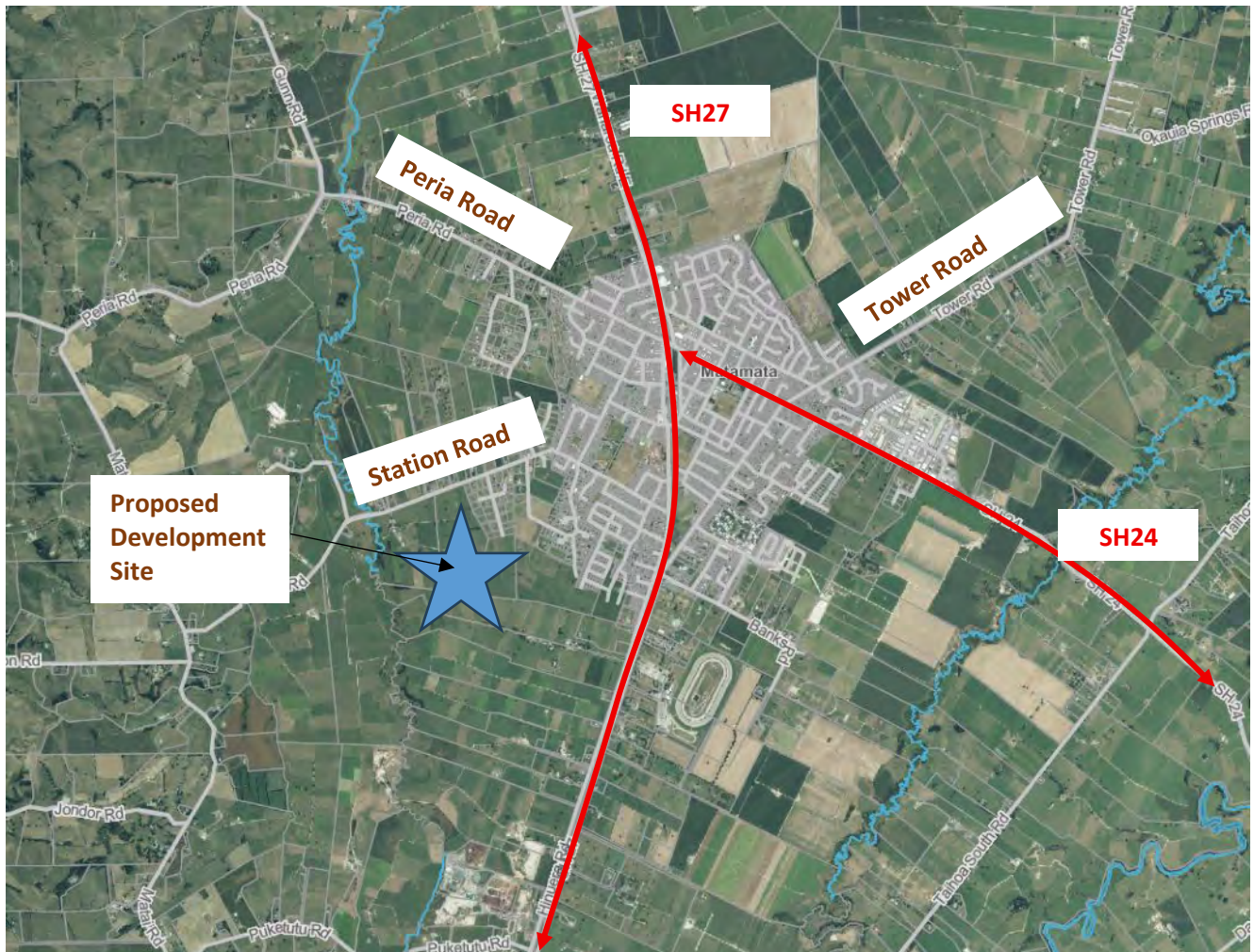


### 3 Site Location

The proposed development area is well located in terms of connections to the roading network. Matamata is located at the intersection of State Highway 24 and State Highway 27, and the proposed plan change connects to Station Road, which in turn connects to SH27.

Figure 3-1 below shows the proposed development area within the context of the wider transport network.

*Figure 3-1: Road Network Surrounding the Proposed Site*



For a more detailed description of the roads fronting the Application Site, please refer to the Integrated Transport Assessment, submitted as part of the consent application.



## 4 Anticipated Construction Staging

### 4.1 Proposed Staging

Given the size of the development proposal, the development is proposed to be implemented in stages. Each separate development area within the full development proposal will be subject to a standalone staging, with the implementation of the retirement village, the residential components and the solar farms to be progressed independently.

#### 4.1.1 Residential and Commercial Staging

The residential and commercial stages are proposed to be delivered in eight stages, that progress from the Peakedale Drive end of the development, through to a connection at Station Road in the North.

*Figure 4-1: Residential and Commercial Development Staging*



#### 4.1.2 Retirement Village Staging



As shown in Figure 4-2 below the Retirement Village is proposed to be developed from north to south in ten incremental stages. The timing of the stages will be largely dependent on market demands.

*Figure 4-2: Proposed Retirement Village Staging*



### 4.1.3 Solar Farm Staging

The Solar Farms are proposed to be developed in two stages, with the Northern Farm accessed from Station Farm being delivered first, and the Southern Farm being delivered second – with a longer-term delivery horizon.



## 5 Proposed Heavy Vehicle Routes

### 5.1 Truck Routes

Truck routes will use Strategic Corridors including SH27 and SH24 as much as practicable. Connections to these routes will be via the shortest route, using higher order roads where possible.

Truck routes for earthwork routes will be confirmed once earthwork requirements are confirmed. Given the large site area, opportunities for balancing cut and fill will be prioritised which will minimise truck movements on to the site.

### 5.2 Driver Safety and Induction Process

Site induction and ongoing driver safety briefings with all contracted transport operators to/from the compounds will be implemented. The training will cover (but not be limited to):

- Routes of travel to and from the Site
- Permissible times of deliveries (noting the suggested restrictions at school arrival and departure times).
- Requirement for, and use of possible communication systems.
- Requirements to abide by local speed restrictions for dust and detritus management.
- Protocols around other road users such as cyclists/pedestrians.
- No unnecessary stopping and no idling outside private residences/driveways.
- Reporting of any incidents/issues to the Contractor.

## 6 Site Access

Site Access for all stages of work will be confirmed via a SSTMP. This will confirm:

- Details of site access/egress over the entire construction period and any limitations on truck movements.
- All access points should be positioned to achieve appropriate sight distances
- Sufficient space with the construction area to minimise waiting on the road network and to ensure that all vehicles enter and exit sites in a forward facing direction.

### 6.1 Retirement Village

Site Access to the Retirement Village in Stage 1 is expected to be via Station Road in the same location as the long-term development access. For subsequent stages, heavy vehicle access to the site will be to the west of the property boundary, via the balance lot to maintain safety for residents.

No sight line impediments have been identified, however temporary vehicle access will need to be sought and approved by MPDC.

### 6.2 Residential Development

Site access to the Residential Development for the initial stages will be via Peakedale Road.



A supplementary construction route will be provided at the location of the proposed Spine Road intersection with Station Road which has suitable sight distance provisions. This route will be for heavy vehicles.

## 6.3 Solar Farm Development

Site access to the Northern Solar Farm will be via Station Road. Vehicles will require sufficient turning space so that all egress movements from the site are in a forward-facing direction.

Site access to the Southern Solar Farm will be via either the balance lot to the north of the development on Station Road, or via the existing new road network. This is dependent on staging. Confirmation of this access location will be confirmed in the final CTMP and in SSTMP plans.

Future consideration of the proposed day care operating hours and potential truck movement timings may be necessary depending on implementation staging.

## 7 Operational Matters

### 7.1 Parking for Contractors

The development proposal is significant with a significant land area available. All workers and subcontractor parking shall be provided for on site.

### 7.2 Construction Hours

Construction hours are expected to generally be in the region of 7am – 7pm Monday to Saturday. These timings will need to be confirmed for each subsequent stage of development.

The ITA has not identified significant capacity constraints on the network that would require peak hour limitations.

#### 7.2.1 Restricted Hours

Given the proximity of the site to several schools, movements are proposed to be restricted to and from the site between the hours of 8.30am and 9am, and between 3.00pm and 3.30pm. These restrictions are not applicable in school holidays or on Saturdays.

### 7.3 Pedestrian Access

At all times, pedestrians will be managed in accordance with NZGTTM/CoPTTM. Pedestrian access along Station Road and on Peakedale Road shall be sought to be maintained at all times, with safe, separated pathways provided where potential conflict is possible.

When this is not possible, SSTMPs will be developed to manage any effect on pedestrians with alternative access arrangements to be implemented. These measures will be based on

- Temporary access in accordance with NZGTTM/CoPTTM.
- Temporary detours that are as short as possible and as convenient as practicable, having regard to safety



- of all users.
- Full reinstatement of any footpaths that have been impacted during construction.

At this stage it is envisaged that all footpaths will remain open.

It is recommended that fencing is put in place around the perimeter of the sites to prevent unauthorised access into the site by pedestrians.

## 8 Other Matters

AS noted, this Draft CTMP is based on the initial construction considerations. The CTMP will need to be refined and more detailed provided as construction methodology and staging is confirmed. The following other matters will need to be drafted and included in the final CTMP.

- A summary of Roles and Responsibilities for all parties
- Contact details for key staff for general queries or complaints
- A summary of the required approval process for all SSTMPs prepared

DRAFT



# Appendix D: Summary of Non Compliances



Summary of proposed development against the Rural and Rural– residential zone rules.

Table 1: Summary of non compliances – Proposed residential subdivision

Rule		Comment
<b>Eldenwood Structure Plan</b>		
Rule 9.2.2 i)	Any subdivision or development within the Structure Plan area shall provide for a collector road between Firth Street and Station Road with two links provided to Station Road.	Only one public connection is provided to station road, the second connection is private
<b>MPDCDM</b>		
Table 3.1 Cross-sections	Rural road reserve width requires 20m	Roads 2 – 6 and 8 – 16 do not meet this(18m proposed).
Table 3.1 Road reserve width to ROWs	Rural – Res requires: 1 hh - 9m road reserve 2-3 hh - 12m road reserve, min seal edge radius of 6m, 6m carriageway width for first 20m then 3m 4-6 hh - 12m road reserve, min seal edge radius of 6m, 6m carriageway width for first 20m then 4m	All proposed JOALs and ROWs do not comply with this.
3.7.1 a) Intersection spacing	If crossroads are unavoidable a roundabout is required for all but low volume roads	The following intersections are priority-controlled cross-roads thus do not comply. Road 1 / Road 3 Road 1 / Road 2 Road 1 / Road 9 Road 1 / Road 10 Road 1 / Road 13 Road 4 / Road 5 Road 4 / Road 9 Road 10 / Road 14
3.12.3 Rural and rural-residential vehicle crossings	To be designed in accordance with DG307	All residential vehicle crossings do not comply.
	Table 3C min spacing between vehicle crossings and intersections to be 20m	Less than 20m separation between the following Lot vehicle crossing and adjacent intersections. Lots 46, 47, 54, 55, 81, 85, 86, 95, 96, 97, 100, 104, 105, 106, 113, 136, 137, 138, 173, 174, 222, 223, 224, 226, 250, 262, 270, 272, 273, 275, 281, 291, 327, 328, 358, 359, 383, 384, 395, 396, 411, 418, 483, 484,



		2750 and JOAL 3020. Thus these do not comply.
<b>District Plan</b>		
9.12 (iv) a) i)	New vehicle crossing shall be designed, formed, and constructed in accordance with the Development Manual	Vehicle crossing designs do not comply with development manual requirements for rural residential zones.
9.12 (iv) a) iii)	The vehicle crossing shall comply with the minimum sight distances, and separation distances to intersections, contained within the Development Manual;	Lot 123, 370 and 440 do not provide sufficient sight distance.
9.12 (v) a) i)	Any road, or private way/access leg that is new or changed in character, intensity or scale of use shall comply with the standards in Table 3.1 of the Development Manual.	Roads 2-6 and 8-16 do not comply with the dimensional requirements of the Development Manual (road reserve). All ROWs and JOALs do not comply with dimensional requirements of the development manual.
9.12 (vii) a) ii)	The primary access to a lot shall be designed and constructed in accordance with the relevant standards being DG307, DG308, or Diagrams C, D, or E in the Development Manual or alternatively to such standards as agreed with the relevant road controlling authority	Relevant standard for rural-residential zone is DG307 – proposed vehicle crossings do not comply with this.

Table 2: Summary of non compliances – Proposed retirement village

Rule		Comment
<b>Eldenwood Structure Plan</b>		
Rule 9.2.2 i)	Any subdivision or development within the Structure Plan area shall provide for a collector road between Firth Street and Station Road with two links provided to Station Road.	Only one public connection is provided to station road (in the residential component), the retirement village connection (second one) is private
<b>MPDCDM</b>		
Standards for Table 3.1 h)	No ROW or private access shall serve more than six allotments.	Does not comply – the private access road will serve greater than six dwellings.
Standards for Table 3.1 j)	The maximum length of an access strip or a private way shall be 1,000 m. No access lot or private way	Does not comply it is proposed to provide access



	shall serve more than six allotments and if three or more lots are served then the access lot or private way shall be sealed.	to greater than six allotments.
3.12.3 Rural and rural-residential vehicle crossings	Table 3C min spacing between vehicle crossings and intersections to be 20m	It is noted that although these are private roads the following vehicle crossings do not meet the separation spacing requirements from internal intersections. Villa 23/24, Villa 6 – 9 ROW, Villa 53/54, Villa 62/63 and 71/72 ROW, Villa 108/109, Villa 122/123 and 132/133 ROW, Villa 138/139 and 144/145 ROW, Villas 30, 52, 131, 140, 143, 201, Villa 208 – 211 ROW, Villa 179-182 ROW.
<b>District Plan</b>		
9.12 (iv) a) i)	New vehicle crossing shall be designed, formed, and constructed in accordance with the Development Manual	Internal vehicle crossings do not comply with development manual requirements for rural residential zones.
9.12 (v) a) i)	Any road, or private way/access leg that is new or changed in character, intensity or scale of use shall comply with the standards in Table 3.1 of the Development Manual.	The proposed provision of private roads does not comply with Table 3.1 which provides for a maximum of 6 households accessed from a private access / ROW.
9.12 (vii) a) ii)	The primary access to a lot shall be designed and constructed in accordance with the relevant standards being DG307, DG308, or Diagrams C, D, or E in the Development Manual or alternatively to such standards as agreed with the relevant road controlling authority	Relevant standard for rural-residential zone is DG307 – proposed vehicle crossings do not comply with this.

Table 3: Table 4: Summary of non compliances – Proposed solar farm

Rule	Comment	
<b>MPDCDM</b>		
3.12.3 Rural and rural-residential vehicle crossings	To be designed in accordance with DG307	Proposed southern solar farm crossing does not comply.
<b>District Plan</b>		



9.12 (iv) a) i)	New vehicle crossing shall be designed, formed, and constructed in accordance with the Development Manual	Proposed southern solar farm crossing does not comply.
9.12 (vii) a) ii)	The primary access to a lot shall be designed and constructed in accordance with the relevant standards being DG307, DG308, or Diagrams C, D, or E in the Development Manual or alternatively to such standards as agreed with the relevant road controlling authority	Relevant standard for rural-residential zone is DG307 – proposed southern solar farm vehicle crossing does not comply with this.