Ashbourne

Substantive Application - Fast-track Approvals Act

Station Road, Matamata

Urban Design Assessment

6 June 2025

B&A
Urban & Environmental

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Unity Developments

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Date:

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1.0 Introduction

1.1 Purpose

This Urban Design Assessment ("UDA") has been prepared to support an application under the Fast-track Approvals Act 2024 (FTAA) for the Ashbourne development. This UDA expands upon the Urban Design Memorandum prepared previously for the referral application, providing an in-depth evaluation of urban design aspects of the proposed development, including a detailed assessment of the proposal against best urban design principles and relevant planning policies and objectives. This assessment aims to demonstrate that the Ashbourne development represents a coherent, well-integrated urban design outcome that supports sustainable urban growth within Matamata.

1.2 Project Background and Description

Unity Developments ("the applicant") set the vision for the Ashbourne project as a comprehensive, multi-use development located at Station Road, approximately 1.8 kilometres southwest of Matamata town centre. The development site covers an area of approximately 125 ha of land, offering an opportunity to create a sustainable, future-focused community on Matamata's urban-rural fringe.

The Ashbourne development comprises four distinct precincts:

- Residential Precinct: Approximately 518 residential lots of varying typologies and densities, a community green space, and a supporting commercial node.
- Retirement Village Precinct: Approximately 218 retirement units, including aged care facilities and community amenities, set within a landscaped environment.
- Commercial Node Precinct: A strategically positioned commercial node with potential uses for retail, childcare facilities, café and convenience services.
- Solar Farm Precinct: Two agrivoltaic solar farms totalling 36.7 hectares, providing renewable energy to the development and the broader Matamata area.

These precincts are connected and linked by a multi-functional greenway extending from the commercial node towards the Waitoa River along the site's western boundary. This greenway is designed to enhance connectivity, ecological restoration, recreational amenity, and provide a cultural and environmental narrative.

1.3 Statement of Qualifications and Experience

Katherine Hu

I am an Associate Urban Designer at Barker & Associates (B&A). B&A is a planning, urban design and landscape consultancy with offices located around New Zealand. I have been employed by B&A since January 2023, and am based in the Hamilton office.

I hold the qualifications of Bachelor of Planning (hons) and Masters of Urban Design from the University of Auckland. I am an Intermediate Member of the New Zealand Planning Institute. I have approximately 10 years of professional experience as an urban planner and urban designer in both the public and private sectors in New Zealand.

I have a broad range of experience working on behalf of clients including land developers, commercial entities, and Councils in Hamilton and around New Zealand. This has involved urban design reviews, spatial and strategic planning, master planning as well as non-statutory place-making projects. I have also have experience with, plan changes, resource consenting and development of key design documentation and urban design guidelines.

I confirm that, in my capacity as co-author of this report, I have read and abide by Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

Alicia Lawrie

I am an Associate Urban Designer at Barker & Associates (B&A). B&A is a planning, urban design and landscape consultancy with offices located around New Zealand. I have been employed by B&A since January 2022, and am based in the Wellington office.

I hold a Masters of Architecture (Professional) and a Bachelor of Architectural Studies from Victoria University of Wellington. I am an associate member of the New Zealand Planning Institute. I have approximately 9 years experience working in the field of urban design in the public and private sectors.

I have a broad range of experience working on behalf of clients including land developers, commercial entities and Councils in Northland and around New Zealand. This has involved urban design assessments to support resource consent applications, urban design peer reviews, the development of urban design guidelines, strategic planning and master planning.

I confirm that, in my capacity as co-author and reviewer of this report, I have read and abide by Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

1.4 Project Involvement and Methodology

In providing urban design input into the Ashbourne development, my involvement includes:

- Initial site Analysis: Undertook desk-based GIS mapping analysis and reviewed topographical, hydrological, ecological, and built environment conditions.
- Planning and policy context review: Undertook a review of relevant national, regional, and district-level statutory frameworks, including the National Policy Statement on Urban Development (NPS-UD), Waikato Regional Policy Statement (RPS), Matamata-Piako District Plan, 2024 Future Proof Strategy, and relevant structure plans.
- Project team workshops: Participated in project team meetings and design workshops with Unity Developments, civil engineers, planners, landscape architects, transport engineers, and ecological specialists, providing regular urban design input.
- Develop urban design principles and development vision: Developed site-specific urban design principles and the development vision to guide design decisions, layout, built form strategies, and landscape integration.
- Prepared the consultation package and masterplan development: Developed initial concept plan and design package for consultation purposes. Refined the concept plan to a final masterplan based on consultation feedback, as well as inputs from various specialists and the applicant.

- **Fast-track referral application preparation:** Prepared the urban design memo and technical design packages for the Fast-track referral application.
- **Residential Design Guideline development:** Developed a Residential Design Guideline for future implementation of the residential precinct.
- **Final assessment and reporting:** Prepared and finalised the detailed urban design assessment report, focusing on addressing potential effects and providing recommendations for the substantive application under the Fast-track Approvals Act.

1.5 Document Structure

This report is structured into the following sections to guide the assessment of the proposed Ashbourne development for urban design consideration:

- Section 1 – Introduction and Project Involvement
- Section 2 – Site and Context Analysis
- Section 3 – Design Principles and Design Response
- Section 4 – Urban Design Assessment
- Section 5 – Implementation of Design Guide
- Section 6 – Conclusion

2.0 Site and Context Analysis

2.1 Wider Context and Strategic Growth Considerations

Ashbourne is situated within the Matamata-Piako District, Waikato Region, an area currently experiencing notable growth pressures driven by increasing demand for housing and changing demographic patterns. Matamata is a vibrant town known for its proximity to key transport corridors, high-quality agricultural land, and tourism attractions, including the Hobbiton Movie Set. This attracts both residential and tourism-related growth.

Strategically located within the Waikato region, Matamata plays an important role in providing local retail and commercial amenities, health services and community infrastructure to the surrounding rural communities. Recent growth has resulted in incremental expansion of the residential areas.

In response to this growth context, Ashbourne is positioned as a strategic extension of Matamata's urban boundary, supporting structured residential intensification and diversification. It aligns closely with strategic growth directions identified in national, regional, and district policy documents, including NPS-UD and the RPS. These frameworks encourage planned intensification, a range of housing types, compact urban form, and coordinated infrastructure provision. Ashbourne directly contributes to achieving these strategic growth outcomes by integrating diverse housing options, retirement living, local commercial amenities, renewable energy solutions, and green infrastructure.

2.2 Local Context and Adjoining Land Uses

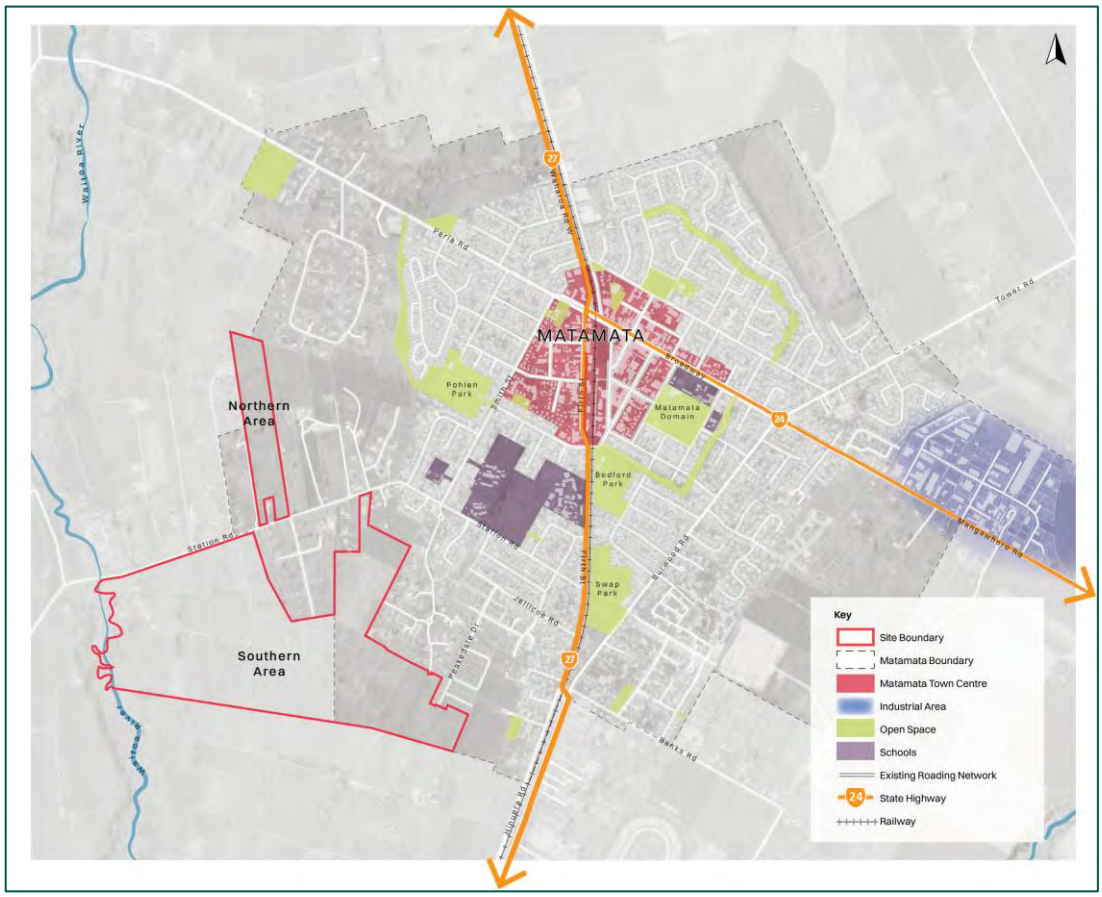

Figure 1: The subject site (Northern Area and Southern Area) within the context of Matamata.

The Site currently comprises predominantly rural and rural-residential land. Station Road runs from east to west through the centre of the Site to define the northern and southern areas.

The northern area of the Site adjoins Station Road to the south, rural lifestyle-zoned land to the north and east and general rural zoned land to the west (see **Figure 3**).

The southern area of the Site is bordered primarily by rural and lifestyle properties and a number of residential dwellings of varying scales along the eastern boundaries. The Waitoa River is located along the western boundary of the southern area, which creates an irregular edge to the Site.

The southern area is adjoined to the north by larger rural residential lots. These are centred around the cul-de-sac streets of Highgrove Avenue and Eldonwood Drive, which are both accessible from Station Road and have lots ranging from approximately 1,000m^2 to 1ha. The majority of the sites in this area remain vacant of dwellings with a mix of low horizontal slat fencing, boundary hedging and trees of varying sizes.

Eldonwood is a gated community with lots ranging from 1,000 – 3,000 m^2. There are a few larger lots of 5,000m^2 – 1.3ha located closer to the Site. The southern boundary of Eldonwood includes a walking track which is accessible from Eldonwood Drive and Chestnut Lane. Closer to the northeast, the residential properties transition to smaller residential lots within the General Residential Zone (see **Figure 3**). The general residential lots range from 500m^2 to 800m^2 and are primarily accessible from Firth Street as well as Station Road. Peakdale Drive directly adjoins the Site to the north west.

Directly to the east, Lot 76 DP 597679 is currently used for pasture and agriculture. However, it is also included in the Eldonwood South Structure Plan, it is expected that this site will also develop in the future. The adjoining properties to the south of the Site are zoned General Rural (see **Figure 3**) and primarily made up of flat paddocks.

2.3 Site-Specific Analysis

As shown in **Figure 2** below, the northern area is made up of Lot 2 DP 567678 and contains no existing buildings. This lot is approximately 13.5ha.

The southern area is made up of the seven lots:

- Part Lot 1 DP 21055 / 247A Station Road, contains two existing dwellings as well as a mix of smaller buildings used for agriculture (i.e., milking shed). The lot is approximately 33.2ha.
- Lot 2 DP 21055 (27.4ha) and Lot 3 DPS 14362 (13.7ha) both contain no dwellings.
- Lot 1 DPS 65481 / 127 Station Road contains one existing dwelling. The lot is approximately 4.2ha.
- Lot 4 DP 384886 (8,803m^2) and Lot 5 DP 384886 (8.11ha) contain no dwellings.
- Lot 204 DP 535395 (24.1ha) also contains no dwellings.

The site has an irregular shape with varied topography, which predominantly gently slopes towards the Waitoa River on the western boundary. Existing natural features, infrastructure and access characteristics include:

- The Waitoa River and its riparian margins offer ecological value, amenity opportunities, and require careful environmental integration and protection.
- Established vegetation areas provide landscape value and potential ecological enhancement opportunities.
- Areas of the floodplain along the western boundary necessitate careful stormwater management and ecological mitigation.
- Existing rural structures and farm buildings are primarily concentrated along Station Road, indicating historical agricultural use patterns.
- Road access is primarily from Station Road, providing direct linkages to Matamata town centre and the wider regional transport network.
- Opportunities exist to improve and extend active mode connections (cycling and walking paths) within the site and integrate with existing networks, enhancing sustainable transport options.
- Limited existing public transport access, with potential for enhancement through growth-driven increases in demand.

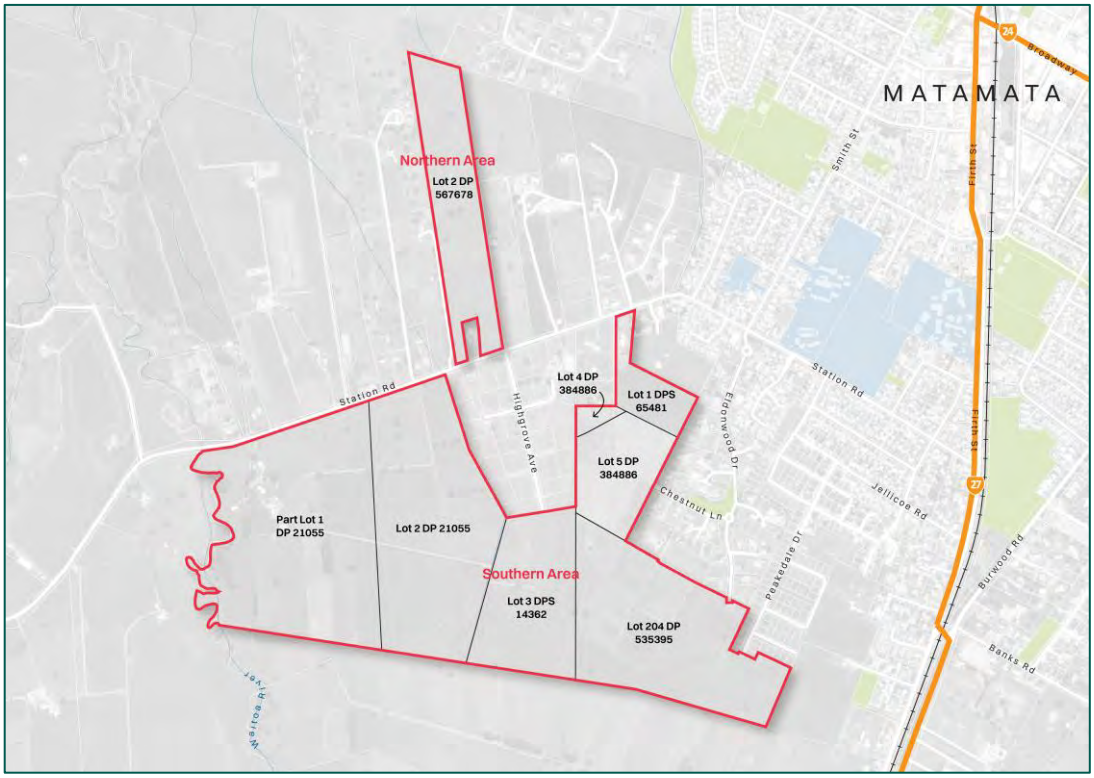

Figure 2: Site context and existing land parcels within the northern and southern areas.

2.4 Planning Context

The Ashbourne site is guided by several planning frameworks that shape the urban design outcomes for the proposed development:

- The National Policy Statement on Urban Development (NPS-UD) directs Matamata-Piako District (classified as a Tier 3 urban area) to strategically plan for future housing needs. Ashbourne aligns with these directives by proposing a range of residential densities and housing types, integrating compact urban form, and providing local amenities and community facilities to create a sustainable urban environment.
- The Waikato Regional Policy Statement (RPS) seeks compact urban growth and efficient use of infrastructure. Ashbourne supports these principles by strategically locating growth within Matamata's identified future urban expansion area, integrating residential development closely with existing infrastructure, transport routes, and natural features such as the Waitoa River. The Eldonwood South Structure Plan, adjoining the site, emphasises integrated residential growth and connectivity. Ashbourne reflects and integrates these principles by aligning street networks, transitioning residential densities sensitively, and providing complementary infrastructure connections.
- Currently zoned Rural and Rural-Residential, the site is recognised as suitable for future urban development. The District Plan influences Ashbourne's urban design by requiring comprehensive integration with existing communities, appropriate density transitions, protection and enhancement of natural features, and sustainable infrastructure provision.
- The 2024 Future Proof Strategy, as the regional growth management strategy, guides sustainable, well-connected community growth in Matamata-Piako. Ashbourne responds

directly by providing diverse housing typologies, promoting sustainable living through renewable energy (solar farms), integrating a multifunctional greenway system, and supporting community wellbeing with local commercial amenities and retirement living options.

Collectively, these planning frameworks directly shape Ashbourne by establishing clear design outcomes around connectivity, density distribution, infrastructure provision, environmental enhancement, housing diversity, and community wellbeing.

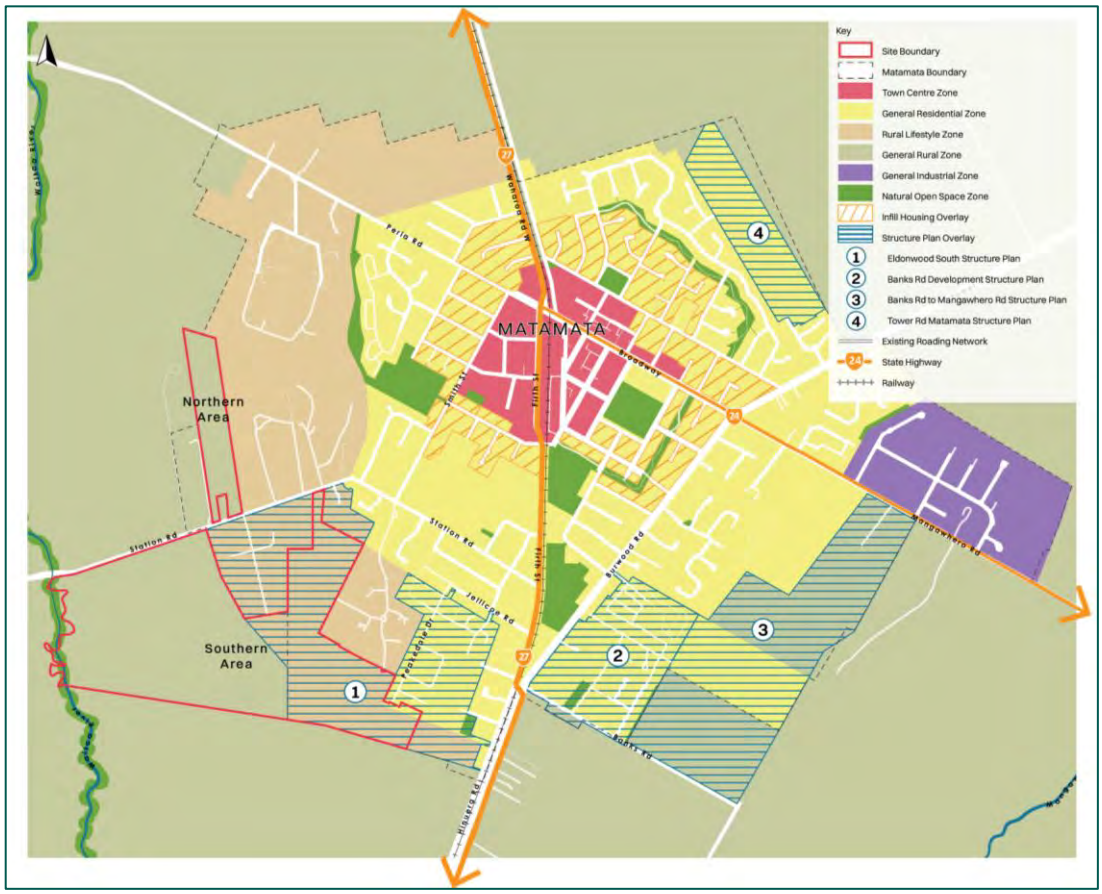

Figure 3: Ashbourne and Matamata Planning Context

3.0 Design Principles and Design Response

3.1 Urban Design Principles

This report is an urban design assessment provided in the context of the Fast-track Approvals Act process and is limited to the matters relevant to this process. The following site-specific urban design principles were established to guide the development of Ashbourne., They are generally based on the National Policy Statement on Urban Development 2020, the New Zealand Urban Design Protocol, the Matamata-Piako District Plan, and respond to the local and environmental context:

- Integrated Community and Identity:
  - Create an inclusive, mixed-use community with a clear identity, blending residential, retirement, commercial, and ecological uses cohesively.

- Foster a neighbourhood that respects Matamata's rural context and enhances its distinctiveness through thoughtful urban-rural transitions and landscape treatments.

- Connectivity, Legibility and Accessibility:
  - Develop a well-connected street and pathway network that prioritises walking, cycling, and accessibility for all ages and mobility levels.
  - Ensure a clear and intuitive spatial structure, facilitating legibility and wayfinding within the Ashbourne development, where practical, with direct and safe routes to key amenities.
- Diversity in Housing and Density:
  - Provide a variety of housing typologies and densities that cater to diverse community needs, lifestyles, and demographic shifts, including young families and retirees.
  - Ensure appropriate density transitions that sensitively integrate higher-density areas around proposed local amenities and lower densities at interfaces with rural edges.
- Integration of Landscape and Ecology:
  - Protect existing natural features and incorporate planting and ecological corridors, particularly the proposed greenway.
  - Utilise landscape treatments to effectively integrate the solar farm, retirement village, residential precincts, and commercial node with surrounding land uses.
- Sustainability and Environmental Responsiveness:
  - Promote renewable energy integration through innovative solar farms and agrivoltaic practices.
  - Promote sustainable urban design principles through the implementation of comprehensive stormwater management strategies and ecological restoration to enhance biodiversity, resilience, and environmental outcomes.
- Quality Public Realm and Amenity:
  - Establish a high-quality public realm that includes attractive streets, open spaces, and local amenities, enhancing community well-being and social interaction.
  - Incorporate Crime Prevention Through Environmental Design (CPTED) principles, promoting safety and activity.
  - Promote quality built forms and on-site amenity for future residents through considering the effects of overshadowing, outlook, passive surveillance, space functionality, solar orientation, privacy and indoor-outdoor connections.

3.2 Key Opportunities and Constraints

On the basis of the above site and context analysis, coupled with the design principles, the key opportunities and constraints that directly influenced the design response are:

Opportunities:

- Proximity to Matamata town centre and major transport connections offers opportunities to create well-connected, compact urban development.

- Significant land area allows for diverse housing typologies, densities, and retirement living, responding to varied market needs and demographic changes.
- The Waitoa River corridor and existing vegetation present opportunities for quality public open spaces, ecological restoration, recreational amenities, and community identity.
- Sizeable areas of relatively flat land offer ideal conditions for implementing large-scale solar farming and opportunities to protect and retain highly productive soils for primary production.

Constraints:

- Immediate proximity to rural-residential and lifestyle properties requires careful management of visual effects, privacy, and transitions between rural and urban uses.
- Potential reverse sensitivity, amenity and safety effects between residential, commercial and retirement village uses.
- Areas along the Waitoa River and low-lying land necessitate comprehensive flood management, landscape buffers, and sensitive ecological treatment.
- The irregular site shape and boundary conditions create challenges in establishing a legible and efficient block and street structure.
- Infrastructure requirements and staged implementation must align efficiently with development phases and wider Council infrastructure planning.

3.3 Design Response and Staging

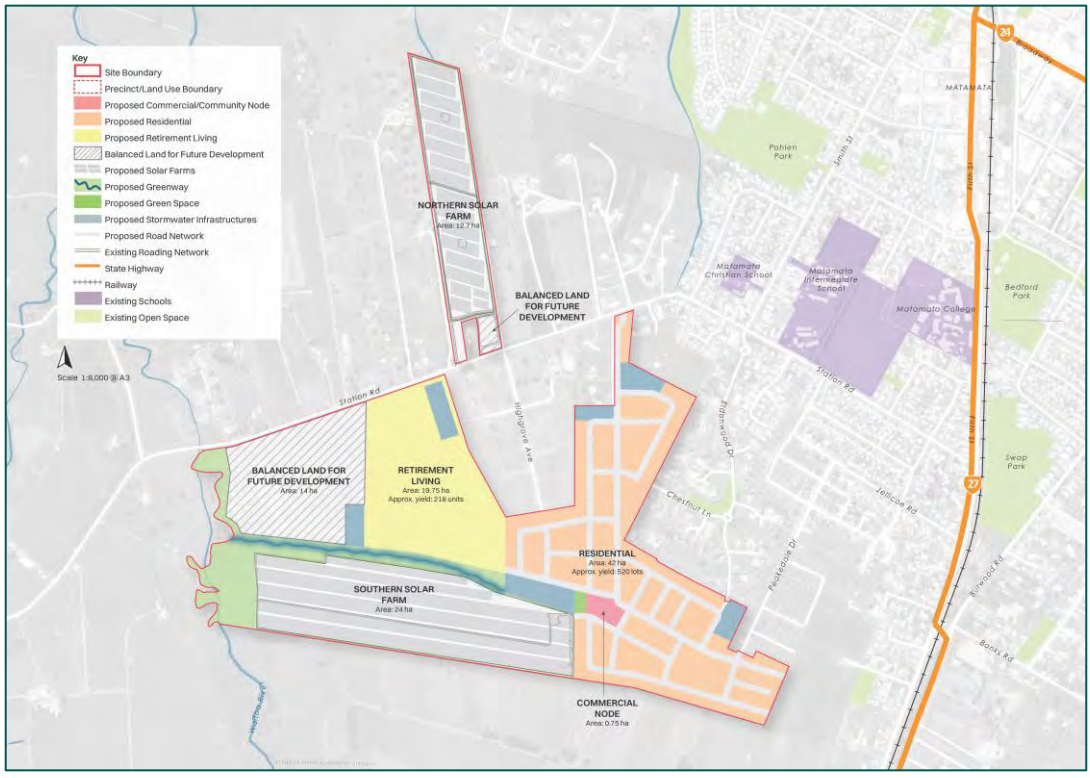

Figure 4: Overall Masterplan and Precincts

Figure 4 above sets out the overall proposal (as also detailed in Appendix 1Q - Attachment 1 of this report). Broadly speaking, the proposal is for 518 residential lots, a commercial node, and 8 super lot subdivisions accompanied by new public roads, stormwater and wastewater infrastructure features, and new public spaces. The super lots are for the purposes of a 218-unit retirement village with associated aged-care and amenity facilities, rural residential lots, solar farming and rural pasture activity. Those components of the proposal, which are of particular relevance to this urban design assessment, are discussed further overleaf.

3.3.1 Residential precinct

The residential precinct (labelled as Lot 4, Lot 5 and Lot 6 in the Proposed Scheme Plan – Appendix 2D of the application) forms the core of the Ashbourne development and is designed to deliver a high-quality, liveable suburban environment that responds to local landscape patterns and provides for a mix of housing needs. The masterplan establishes a coherent grid-based structure, delivering approximately 520 dwellings across a variety of lot sizes and housing typologies. This includes lots which are 350m² for compact dwellings and more efficient use of land near key amenities, as well as larger lots (majority over 800m^2) in the periphery to manage sensitive rural and residential interfaces.

The residential design prioritises a walkable and legible layout with well-connected public streets, clear block patterns and integrated access to greenway and stormwater corridors. Housing typologies have been carefully developed to provide on-site amenity, privacy and variation in built form while reinforcing a cohesive neighbourhood character. Through variation in lot size, dwelling type, and landscape character, the residential precinct offers a diverse and resilient housing environment that meets the needs of a growing community while maintaining strong integration with the wider Ashbourne masterplan. All dwellings are expected to meet the urban design expectations set out in the Ashbourne Residential Design Guide, with particular emphasis on architectural quality, activation of the public realm and provision of functional outdoor living areas.

The street network is complemented by 12 private Rights of Way (labelled as JOALs), designed to facilitate access to rear lots and enable efficient site use on irregular blocks. These are kept under 100m in length, promoting low-speed movement. Lots are oriented to front public roads and open spaces where possible, avoiding rear-facing or inactive boundary conditions. Stormwater reserves are edged with public-facing lots to ensure passive surveillance and high-quality interfaces.

3.3.2 Commercial node precinct

The commercial node (labelled as Lot 1002 in the Proposed Scheme Plan – Appendix 5M of the application) is centrally located to serve the wider Ashbourne community, providing local small-scale retail, services and community facilities within a compact and walkable footprint. It includes a range of activities such as a café, superette, childcare centre and general commercial units, all arranged around an internal main street and public forecourt.

The layout of the commercial node emphasises pedestrian accessibility and placemaking, with well-defined entries, outdoor seating areas and pedestrian-priority zones that encourage casual social interaction. Building placement and façade articulation support active frontages and a human-scale streetscape. Setbacks are used to accommodate forecourts, planting beds, and sheltered rest areas, enhancing the public realm and supporting community use.

Architecturally, the commercial buildings utilise a consistent and high-quality material palette including timber, stone and metal, designed to ensure durability and visual coherence. Rooflines

and fenestration provide variation and reduce visual bulk, with verandahs and covered walkways offering weather protection and shade.

The commercial precinct is accessible via Road 1 and Road 7, with car parking located around the rear and side edges of buildings to maintain an active frontage along the internal spine road. Landscape treatments, including street trees, buffer planting and courtyard gardens, will soften the built form and reinforce the local identity. This ensures a high-quality interface and supports walkable access for future residents, reinforcing the node as a social and service hub for the overall Ashbourne development.

3.3.3 Retirement village precinct

The retirement village precinct (labelled as Lot 1 in the Proposed Scheme Plan – Appendix 2D of the application), located at the western end of the Ashbourne development, is designed to provide a high level of amenity, safety and accessibility for its senior residents. It comprises a mix of independent living villas, a central community facility and a hospital-level aged care facility. The precinct has been structured around a central loop road, supported by secondary laneways and pedestrian routes, offering intuitive navigation and seamless connectivity.

The retirement village includes approximately 218 villas and care units, with community facilities such as a café, gym, pool, consultation rooms and recreation courts positioned centrally for ease of access. These buildings have been scaled and designed to ensure a low-rise, human-scaled environment consistent with the existing rural and suburban characteristics. The layout promotes privacy for residents while encouraging social interaction through shared garden spaces, open lawns and landscaped walking paths.

Pedestrian safety and legibility are key design priorities, with building entries clearly defined, and internal movement is supported by visual cues and landmark features to assist with wayfinding. A clear spatial hierarchy is provided across the precinct, with transitions from public to semi-private and private spaces carefully managed through landscaping and building placement.

The southern interface of the precinct adjoins the greenway, creating a strong landscape edge and opportunity for social and intergenerational interaction. To the west, the layout preserves the option of future expansion while maintaining clear boundaries through planting and setbacks.

3.3.4 Solar farm precinct

The proposal also includes two solar farms, with a total area of approximately 42.97ha, to produce energy for over 7,000 homes per year, with the ability to power not only Ashbourne but the wider community. The solar farms have been located to maximise solar exposure, designed with substantial boundary landscape treatments to visually integrate into the wider rural landscape. These farms will enable productive agricultural uses beneath and between solar panels, supporting ongoing productive land use.

The northern solar farm (labelled as Lot 7 in the Proposed Scheme Plan – Appendix 2D of the application) has an area of 12.74ha, while the southern solar farm (labelled as Lot 3 in the Proposed Scheme Plan – Appendix 2D of the application) is twice the size with an area of 30.27ha. An underpinning design principle of solar farms is the dual-use, with agrivoltaic farming proposed to be undertaken underneath the solar panels to promote sustainability and preserve the identified highly productive land. Typical landscaping, planting and security will support the solar farms to ensure their integration with the wider Ashbourne development.

3.3.5 Open spaces

The proposed public spaces are in the form of several infrastructure reserves and a 2,345 m^2 public green space (labelled as **Lot 1001** in the Proposed Scheme Plan – **Appendix 5M** of the application). This green space is intended to be provided in Stage 4 of the residential and commercial node precincts and subsequently to be vested to the Council. In addition to the green space, 1 wastewater reserve and 5 stormwater reserves are proposed to be vested to the Council, providing informal recreational spaces.

Out of the 5 stormwater reserves, one of them has been designed to act as a multi-functional greenway corridor (labelled as **Lot 4003** in the Proposed Scheme Plan – **Appendix 5M** of the application) connecting precincts and providing ecological restoration opportunities and active transport routes (walking and cycling). This corridor interconnects infrastructure, cultural narrative, ecological well-being, connectivity and amenity to support a place-based identity. A number of uses are proposed along this corridor to encourage future residents to interact with the greenway, such as sheltered rest areas for relaxation and socialisation, active mode pathways, and play areas. Furthermore, extensive restoration and enhancement planting is proposed across the development and around identified watercourses and proposed wetlands.

3.3.6 Streets and Pedestrian Connectivity

A total of 16 roads are proposed to be constructed and vested with MPDC across the residential and commercial node precincts. The proposed roads comprise two (refered to as **Road 1** and **Road 7** in the Proposed Scheme Plan – **Appendix 5M** of the application) 20m key spine roads, where Road 1 provides the main access from Station Road into the site, with Road 7 providing the main southern entrance from Road 1 to the retirement village precinct to the west. The remaining 14 roads are proposed to be 18m local roads. All of these roads have, for the most part, carriageway, parking and pedestrian movement, which have been designed to the relevant MPDC standards. A reduced overall berm width is proposed for those 18m roads to ensure the parking and movement of vehicles and pedestrians.

In addition to the public street network, the proposal includes provision for a total of 12 private JOALs with varying legal widths depending on their location and the number of residential lots they service. Despite naming them as JOALs on the Maven's scheme plan, all of these JOALs function as Right of Ways (RoW). For the purposes of consistency, these will be referred to as JOALs within the urban design assessment.

These JOALs are required to respond to the irregular site geometry, provide legal access to rear lots and maximise the provision of streetscape landscaping and on-street parking. All of these would be designed and constructed with a length of less than 100m and to be low-speed environments (<20km/h preferably).

Outside of the residential and commercial precincts, the retirement village precinct is to be serviced via a network of 6-7m wide private roads, and the solar farms are to be serviced via internal service roads.

Pedestrian connections are promoted throughout the development, in the form of footpaths on both sides of the public roads and kerb ramps at all intersections. In addition, 3 dedicated pedestrian connections within the residential precinct are provided to connect to Highgrove Avenue and Eldonwood Drive. Pedestrian connections are also provided through the commercial node, the retirement village, the public green space and along the proposed greenway.

4.0 Urban Design Assessment

In consideration of the above, this section assesses the proposal against the various provisions associated with the District Plan objectives and policies and development standards that are relevant to urban design matters which are considered to provide an appropriate basis for the assessment of this fast-track consent application.

For ease of reference, the assessment below has been consolidated in accordance with different precincts and their key urban design matters into the related thematic headings.

4.1 Residential Precinct

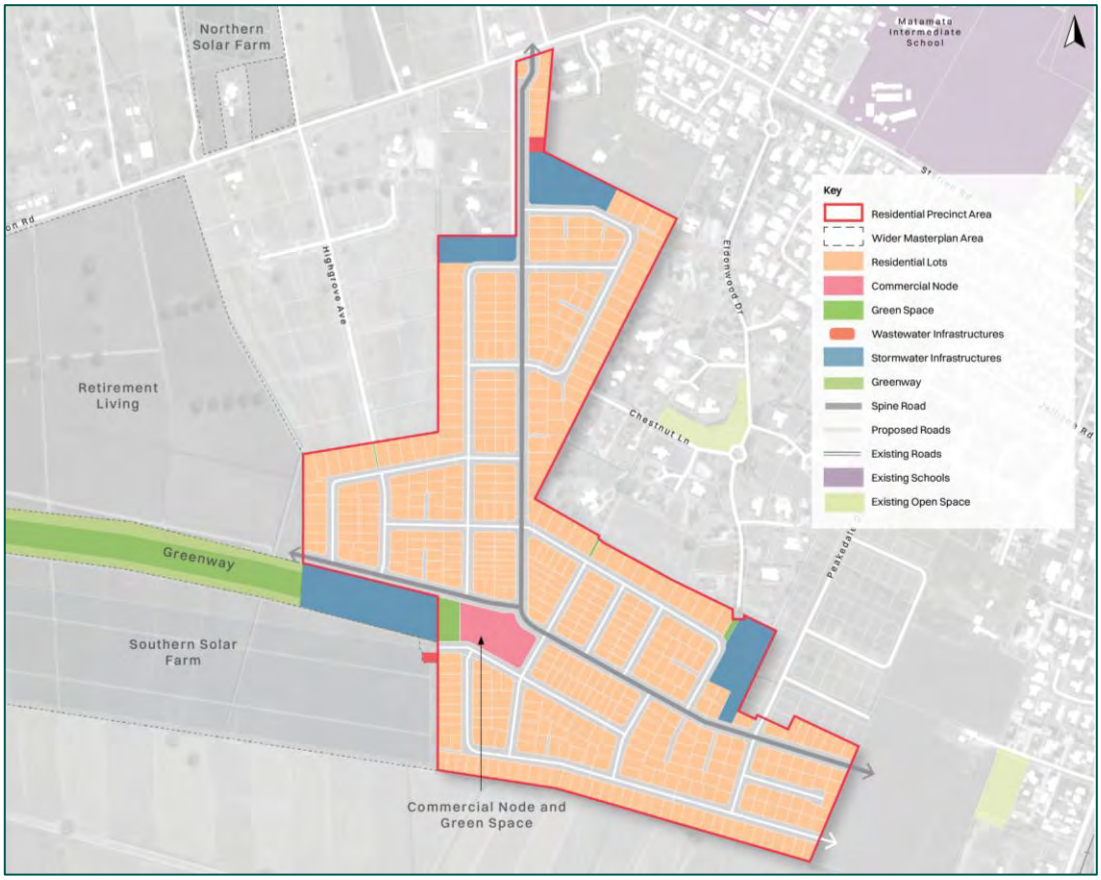

Figure 5: Residential Precinct Masterplan

4.1.1 Street network and block structure

The overall street and block layout of the residential precinct generally adopts a modified grid structure anchored by two principal spine roads (Road 1 and Road 7), which establish the primary east–west and north–south movement through the site, and importantly, connect to the commercial node and greenway. The street layout responds to the irregular site boundary while maintaining a legible pattern, supporting a coherent block structure, enhancing wayfinding and defining distinct character areas within the development. The layout strikes a balance between permeability and connectivity, incorporating variation through a mix of perimeter blocks, shared access lanes (JOALs) and integrated open spaces. The configuration also integrates stormwater

reserves and open spaces strategically within the block structure to support visual amenity and mitigate inactive spaces, thereby enhancing passive surveillance and safety.

Block sizes are well-proportioned, enabling a variety of lot shapes and orientations without compromising access or servicing. Lot shapes and sizes range from approximately 350m² to over 700m², which enables a diverse range of built outcomes and supports a finer grain of architectural expression and affordability across the precinct. The majority of lots are configured to front onto public streets and maximise north-facing aspects, avoiding rear-lot access arrangements that can undermine legibility and safety and ensuring no large, inactive edges are created where possible. Lot dimensions support a range of housing typologies, with narrower lots placed strategically around high-amenity areas such as the greenway and commercial node, and larger lots forming a transitional edge to rural and lower-density areas.

Overall, the subdivision structure of the residential precinct supports efficient staging, logical expansion and a high-quality, walkable neighbourhood form.

4.1.2 Accessibility and connectivity

A key urban design principle of the residential precinct is its multi-modal connectivity with a high level of accessibility for all modes of transport. The primary and secondary spine roads are complemented by a well-connected network of local streets, pedestrian footpaths and cycleways. The internal road hierarchy has been carefully designed to prioritise local movement, with traffic volumes and speeds managed through street geometry and connected block patterns. Access to Station Road to the north and the proposed links to Peakedale Drive and the greenway ensure integration with the surrounding movement network and future urban growth.

The masterplan prioritises pedestrian and cycle accessibility through mid-block connections, narrow carriageways with pedestrian-scaled streets, provision for shared paths and strong linkages to the greenway corridor. The orientation of street blocks also enables all dwellings within a short walk of local amenities and public open spaces. Clear sightlines, well-defined footpaths, and frequent road crossings enhance movement legibility and safety. The high level of connectivity and walkability is consistent with urban design practice and contributes to the creation of a low-carbon, healthy living environment.

4.1.3 Streetscape and public realm quality

The quality of the streetscape and public realm is one of the key urban design features, creating a comfortable, attractive, and engaging environment for pedestrians and residents. The design and quality of the streetscape for Ashbourne's residential precinct is underpinned by landscape integration and visual identity through a coherent tree planting strategy that enhances seasonal variety, local character and biodiversity. The use of upright hornbeam, ornamental pear, and kōwhai trees along different road typologies provides ecological value and spatial definition, as well as functions as a legibility factor. In accordance with the landscape plans, trees are selected to complement street width and orientation, ensuring long-term viability and spatial balance. As detailed in Appendix 1Q - Attachment 1, and Appendix 5D typical street cross-sections have shown they will be designed to balance vehicular movement with footpaths, berms and verge plantings, contributing to a safe and comfortable pedestrian experience. This approach aligns with best practice urban design principles that emphasise enclosure, walkability, and activation of the public realm.

Berms, planting strips and low front fencing contribute to a layered public-private threshold that enhances both amenity and passive surveillance. Street furniture, lighting, and cultural elements such as signage and markers will contribute to local identity and legibility. Corner lots are given special attention through dual aspect design and planting, avoiding blank side walls and enhancing enclosure and definition at intersections. Where lots adjoin public reserves or stormwater corridors, fencing and landscape treatments have been carefully resolved to avoid dead edges. These interfaces are designed to ensure visibility and engagement with the public realm, creating safe, well-used environments that support community wellbeing. All of these design approaches are supported from an urban design perspective.

4.1.4 Density, built form and typologies

The overall residential precinct is designed to support a residential urban environment with a mix of density and housing choices, rather than a one-size-fits-all approach with a medium-density or higher-density environment. This is considered to be appropriate for its location at the edge of an urban centre. At a block and lot level, the residential precinct incorporates a range of densities, with smaller lots (ranging from 350m^2 to 450m^2) concentrated around the commercial node and greenway, and larger lots (ranging from 500m^2 to 800m^2) towards the site's edges.

It is acknowledged that the proposed residential densities across the residential precinct in Ashbourne are higher than those found within the existing surrounding residential environment, including those in Highgrove Avenue and Eldonwood Drive, and they exceed what is currently anticipated under the Matamata-Piako District Plan. However, from an urban design perspective, this level of intensification is considered appropriate in the context of the site's location adjoining the urban edge and near existing and future services. The incorporation of a transitional density approach, by positioning smaller lots concentrated around key nodes such as the commercial area and greenway, where larger lots are positioned towards the site edges, will assist in managing and mitigating potential effects on character, amenity, and the interface with adjoining lower-density rural and rural-residential areas. This approach ensures a gradual change in built form and intensity, providing a compatible transition that integrates new development into its wider context while supporting urban consolidation objectives.

The variety in lot sizes would naturally encourage and enable a mix of standalone houses, duplexes, and compact housing formats, consistent with density targets and diversity principles encouraged under the NPS-UD. The built form expected within Ashbourne is likely to be low-rise and suburban in scale, with building height and massing to be appropriate to the street widths and lot dimensions, avoiding visual overdominance. A high level of variation in roof forms, façade composition and architectural detailing is anticipated and is promoted through the Residential Design Guide. This can contribute to a varied but cohesive streetscape character. Bulk, dominance and shading effects are managed through relevant development controls, ensuring visual amenity and sunlight access for both public and private spaces.

The precinct is expected to deliver a range of housing typologies that support demographic diversity and long-term neighbourhood resilience, responding to different lot sizes and orientations. For lots equal to 450m² and under, dwellings are expected to be designed to optimise site coverage, internal layout and outdoor space while maintaining privacy and outlook through the specific set of development controls. Through the implementation of the Design Guide, private open space will be carefully positioned with good solar access and direct connection to internal living areas, ensuring functional and usable outdoor environments. As demonstrated through the

typical typology plans (for example Types G, H and M shown in Appendix 5A of the application), the proposed building footprints avoid overdominance by respecting site coverage and setback standards, while the front yard permeability (ranging from 40–70%) and dedicated service courts contribute positively to streetscape quality and onsite amenity. Across all typologies, these dwellings generally include functional outdoor living areas with good access to sunlight and privacy, which positively contributes to onsite amenity. The internal layouts ensure active frontages with living spaces oriented toward the street, enabling passive surveillance and reinforcing neighbourly interaction.

For lots over 450m², they are expected to accommodate more conventional suburban homes, typically with generous setbacks, deep rear yards and greater variation in orientation and form. These dwellings can provide ample room for landscaping, outdoor living and family-friendly environments, supporting lifestyle choices within the neighbourhood.

For all residential lots, the design approach ensures that entries are clearly defined and street-facing, supporting a sense of address and contributing to the safety and activation of the public realm. For example, service areas such as rubbish storage and rainwater tanks are required to be generally located out of public view, limiting their visual impact on streetscapes. This is required through the Design Guideline and is supported from an urban design perspective.

4.1.5 Fencing, retaining and landscaping

Boundary treatments are designed to support both individual privacy and neighbourhood cohesion. Front fences are required to be low in height and permeable through the specific development controls, reinforcing street engagement while delineating private space. Rear and side fences are carefully managed where they interface with public spaces, including along JOALs and stormwater reserves, to ensure visual permeability and passive surveillance. This design approach supports safety, openness, and high amenity across the development, and it is aligned with CPTED principles.

Where level changes occur, retaining walls are required to be designed as terraced or stepped elements integrated with planting. This reduces visual bulk and allows green infrastructure to soften transitions between lots. The use of landscape buffers and contour-responsive building designs helps manage visual impacts on neighbouring properties and the public realm. These are required through the implementation of the Residential Design Guide.

Street-facing boundaries are also enhanced with low-maintenance, climate-appropriate planting, contributing to a green, human-scaled environment. The consistency and quality of these treatments will play a central role in reinforcing the neighbourhood identity and ensuring long-term landscape resilience.

4.1.6 Effects on Adjacent Neighbours

The residential precinct at Ashbourne is adjacent to varying boundaries with diverse edge conditions, including the retirement village to the west, rural and rural-residential properties to the northwest (Highgrove) and eastern portion (Eldonwood), and the solar farm precinct further to the southwest. The interface treatment and spatial structure has been carefully designed to manage the urban-rural transition while maintaining amenity for existing neighbours and ensuring the long-term compatibility of land uses.

The northern portion of the precinct generally adjoins existing rural-residential properties along Station Road, Highgrove Avenue and Eldonwood Drive. These properties are typically larger lots

with detached dwellings, deeper setbacks, and a more open rural character. To manage potential visual and privacy effects, the future residential lots are generally of a larger size, with orientations enabling built form away from adjoining neighbouring developments, as well as with shapes enabling lower-density built form along this edge. These lots feature greater front setbacks, lower site coverage and greater permeability provisions to create a generous spatial buffer between new dwellings and existing homes. Where shared boundaries occur, landscape buffers and tree planting will be used to mitigate visual impacts and preserve privacy. These treatments contribute to a green edge condition and help maintain the character expectations of neighbouring residents while allowing for functional urban expansion. From an urban design perspective, this approach generally avoids abrupt shifts in scale and density, ensuring a gradual transition from the rural edge into the further medium-density core of the precinct. Furthermore, part of the interface edges are defined by wastewater and stormwater reserves, which form a substantial buffer between residential lots and adjoining rural land uses. This design approach leverages open space and green infrastructure as a transitional zone, avoiding direct lot boundaries with incompatible uses. The combination of stormwater basins, shared paths, planting zones, and ecological enhancement areas forms a visually soft and ecologically functional perimeter. This design approach ensures that residential development does not impose harsh or impermeable boundaries on the rural landscape, maintaining a level of sense of openness.

Due to the configuration and shape of the precinct, coupled with the transportation constraint of the proposed intersection between the spine road and Station Road, there are limited street-facing lots along Station Road. Where lots fronting towards Station Road, relevant development controls and the controls proposed through the Design Guideline would manage the interface so that any future built form can contribute positively to the streetscape and provide passive surveillance, improving safety and visual continuity along the public frontage.

To the east, the precinct is bordered by land that is either currently undeveloped or identified for future urban expansion. The subdivision layout of the residential precinct anticipates this growth, with the proposed roading network and logical block terminations that can be extended seamlessly into future development areas, being the remaining structure plan area to the east.

The anticipated built form and lot structure along this edge are similar to the most recently developed residential subdivision (known as the Peakdale development). The streets and block layouts along this edge have been designed to be adaptable, with limited blank interfaces or rear-lot boundaries proposed. This ensures that the precinct remains integrated, supporting long-term urban consolidation and staging flexibility. From an urban design perspective, this spatial arrangement is consistent with good practice and future-proofs the development by preserving a legible and flexible edge that can accommodate future changes in land use and avoid creating hard urban edges that may require retrofitting in the future.

The southern boundary of the residential precinct adjoins existing rural land, which is anticipated to remain in rural use over the foreseeable future. This interface represents an important transition from urban to rural environments and has been carefully managed through a combination of spatial setbacks, lot configuration and landscape treatment.

Residential lots adjacent to this boundary are generally larger in size (over 500m^2) and positioned back onto this rural edge. This arrangement helps bring the built-form intensity away from the common boundary thereby reducing the visual dominance. To further mitigate potential effects, rear boundaries along this edge have been recommended through the Residential Design Guideline with special boundary treatment, including lower height rural style (post and rail fences)

that respects both privacy and visual amenity. The use of a low and naturalistic fencing style ensures that the residential edge remains generally visually soft and respects the wider rural setting. No access points or roads are proposed along this interface, reducing the likelihood of noise or light spill toward rural neighbours. Overall, this southern boundary is expected to result in a low-impact transition between the new residential neighbourhood and the adjoining rural environment, maintaining the amenity and open character of the wider landscape.

The western boundary of the precinct is shared with the retirement village and the Southern Solar Farm precinct. This interface with the retirement village is considered to be particularly well resolved, with street connections, compatible lot sizes, and visual continuity in built-form scale and landscape treatments. Lots along this edge are oriented to provide direct or side-on frontage to the shared greenway corridor, avoiding rear fence conditions and ensuring the greenway is activated and well-surveilled. This compatibility ensures a seamless transition between precincts and contributes to a coherent neighbourhood character. Both the residential and retirement village precincts benefit from shared access to open space, with the greenway functioning as a central recreational and ecological spine. The alignment of pedestrian and cycle routes across this boundary reinforces connectivity and supports opportunities for intergenerational interaction between residents of the two precincts.

A series of future residential lots backs directly onto the proposed Solar Farm Precinct. This condition presents a more sensitive interface, given the potential for private rear yards adjacent to a utility-based land use. Lots adjoining the solar farm are configured with rear boundaries facing west, with dwellings oriented internally toward the street network. While this results in a typical suburban rear-lot condition, the interface has been managed through a combination of increased setbacks within the solar farm and layered landscape buffers. These measures help screen the low-profile solar infrastructure from adjacent dwellings and reduce the perception of hard or utilitarian edges.

From an urban design perspective, while passive surveillance is limited at this boundary due to the rear-facing orientation of the lots, the effects are mitigated by the non-sensitive nature of the solar farm use, its low built height and the limited public access. The interface does not disrupt legibility or pedestrian connectivity within the precinct and enables efficient lot configuration without compromising the internal street network. It is therefore considered appropriate for the context and scale of the adjoining land use. Further attention to fencing materials, planting maturity, and potential visual screening treatments through the implementation of the Design Guideline to ensure a well-managed and visually coherent transition between residential and utility functions.

In summary, across all boundaries, the residential precinct generally demonstrates a positive urban design response to edge conditions. The streets, blocks and lot layouts avoid hard or abrupt transitions through the use of gradual lot sizing, landscape buffering and interface-sensitive built form where possible. Where it is adjacent to existing rural or existing residential areas, the masterplan for the residential precinct incorporates generous setbacks and soft landscape edges to manage privacy, outlook and visual effects. Where urban development is anticipated in the future, the precinct maintains permeability and structural clarity to support staged growth. This design approach ensures that development respects the amenity of existing neighbours while reinforcing a clear and adaptable urban structure that supports long-term neighbourhood quality and resilience.

4.2 Retirement Village Precinct

4.2.1 Design integration and proposed layout

The location of the retirement village within the broader Ashbourne masterplan is strategically and appropriately located from an urban design perspective. The retirement village plays an important role in providing the transition between the more intensive residential areas and the open rural land to the west. This spatial arrangement establishes a softer urban edge, reducing the perceived intensity of development at the western periphery and creating a buffer that respects the adjoining rural character.

The proposed layout is designed as a clearly defined and internally cohesive village, which features a central circulation spine connecting a network of internal loop roads and laneways, with a series of villas, a main facilities building and an aged care centre. The urban form reflects a low-rise, low-density development pattern consistent with contemporary retirement living environments, with

Figure 6: High level development masterplan of the Retirement Village Precinct

built form distributed generally evenly across the site and framed by green buffers and internal open spaces.

This placement also enables the village to function independently while maintaining connections and accessibility to the residential and commercial node precincts through walkable links and shared open space networks. Importantly, the western edge of the village has been designed with flexibility in mind, allowing for potential future expansion. The internal road network and block pattern can be logically extended westward, without compromising the legibility or functionality of the existing layout. This supports a long-term and adaptable design that can respond to

demographic demand for any additional retirement living options while preserving the integrity of the site's urban-rural interface.

At the same time, the spatial extent and size of the village are generous in size which means many of the impacts are able to be internalised within the village boundaries. Managed change is particularly evident in the generous and landscaped corridors. Buildings are generally set back from road edges or the external boundaries and framed by planting buffer corridors and shared open space, resulting in a village-characteristic appearance. The layout provides for clear visual connections and wayfinding, with key community facilities such as the bowling green, swimming pool, and café located near the entry and along the central spine. This arrangement supports both legibility and a strong sense of place from an urban design perspective.

4.2.2 Architecture and built form

As demonstrated in Appendix 4A, the majority of the built form within the retirement village precinct contains seven stand-alone retirement villa typologies, two villas for nurses' accommodation, a central multi-function facilities building and an aged care building.

All retirement villas and nurses' accommodation are single-storey and are arranged to maintain strong building lines and visual interaction with the streets, while providing communal amenity at the centre and mews where needed for access. Typologies vary in footprint, generally ranging from 125–149m², and include a mix of single and double garage options. The nurses' accommodation is provided in two separate villas, each has four bedrooms with an en-suite, a shared kitchen, dining and living area and a double carport. Articulation of roof forms, front entries, and fenestration creates uniqueness to the dwellings and supports individual identity, while maintaining visual consistency in cladding materials, colours, and façade proportions. The use of pitched roofs and architectural language, such as weatherboards, contributes to a cohesive and contextually appropriate aesthetic.

The main facilities building is centrally located and serves as the social and service heart of the retirement village. It includes communal dining, lounge, gym, pool, library and consulting rooms, all of which are accessible via a legible internal layout. Large windows, verandahs and internal courtyards enhance transparency and natural light, supporting amenity and comfort. The aged care building is also kept to a low scale and designed with similar material treatments to maintain coherence across the precinct.

On-site amenity provision for future residents is through individual villas and communal facilities. More specifically, each villa is provided with a private outdoor space, typically a north- or east-facing courtyard or garden, which offers both recreational and restorative functions. These spaces are of usable size and shape, visually screened from public areas, and allow for direct access from primary living rooms. The scale and orientation of the villas and eaves to ensure good solar access throughout the day, with window placement designed to balance privacy with passive surveillance.

At the community level, the facilities building and associated amenities offer a range of indoor and outdoor spaces for recreation and socialisation. These include the bowling green, croquet lawn, pool, lounge, café and landscaped walkways, with most of these facilities integrated within a walkable catchment from the majority of the retirement villas.

Collectively, the architectural design and spatial built-form layout of the precinct support a supportive, comfortable and amenity-rich living environment that is tailored to the physical, social, and psychological needs of senior residents.

4.2.3 Accessibility and connectivity

The retirement precinct provides an internal network of connected laneways and walking paths through the central spine, supporting internal permeability and easy navigation. Movement routes are designed to be low-speed, legible and accessible for residents with varying needs, with paths connecting all dwellings to communal buildings and open spaces.

Key design moves such as arranging or positioning front-facing villas, consistent footpath widths, and minimal grade changes given the flat topography nature of the site, would improve access for pedestrians and mobility scooter users. Off-street parking is generally accommodated in recessed driveways or small courts, minimising dominance of vehicle infrastructure. Covered entries and verandahs create transitional zones that further support accessibility and passive surveillance.

The precinct layout follows a simple and legible network of loop roads and connected paths, avoiding visual clutter and disorientation. Key buildings, such as the main facilities building and aged care centre, and the internal open spaces are located along the central spine and are easily identifiable through their scale and built-form design. Villas are arranged in small clusters that support intuitive navigation, with varied roof forms and façade treatments assisting in individual recognition and visual cues.

Connectivity to the wider Ashbourne neighbourhood is achieved through the access point to the adjacent residential precinct and the commercial node to the east, as well as through the walking and cycling path within the greenway. These connections ensure the retirement village precinct is not isolated, but is part of an integrated walkable community. Providing direct access and proximity to facilities outside of the village would also reinforce social interaction and support establishing an integrated and well-functioning neighbourhood.

4.2.4 Landscaping and open space integration

The primary landscape strategy promotes a layered open space network comprising both communal open areas and private villa gardens, through lawn-edged laneways, specimen trees, and informal gardens. This landscaping will reinforce a rural aesthetic, offering positive visual amenity while delivering functional green infrastructure.

Communal open spaces, including bowling greens, vegetable gardens and lawn courts, are spatially located close to the main facilities and aged care buildings. They are highly visible, contributing to legibility, supporting visual markers and spatial memory and encouraging social interaction. These are supported by smaller pocket parks and gathering areas distributed throughout the precinct. The village also avoids relying on the use of boundary fencing within the internal environment (except at external edges). From an urban design perspective, the use of planting instead of fencing to create transitions between private and shared spaces, contributes to visual openness and a shared sense of place.

The Station Road boundary is buffered by generous planting and a landscaped entranceway that signals arrival and enhances the sites visual amenity from the public realm. Open spaces and community gardens act as orientation anchors, with the internal pathways designed to maintain clear sightlines with limited crossing points, allowing residents to move confidently through the precinct.

4.2.5 Effects on Adjacent Neighbours

The retirement village precinct sits within a transitional location between the urban area of Matamata and the proposed residential precinct, and its rural and rural residential surroundings. From an urban design perspective, the layout, scale, and interface treatments of the precinct have been designed to manage potential effects on adjacent properties.

To the north, the precinct is bounded by Station Road, which functions as a key approach route into Ashbourne and Matamata town centre. The village proposes a landscaped frontage and a clear entry sequence along this edge, creating a visually legible threshold into the precinct. Built-form within the village along Station Road is set well back from the road, with low-scale villas and generous landscape treatments that reduce bulk and visual dominance. This interface contributes positively to the streetscape and establishes a coherent edge condition between public road space and the private retirement village setting.

To the east, the precinct adjoins an area of existing rural-residential development known as Highgrove, characterised by larger lot dwellings (with sections of an average size of 5,000m^2 or more) and a more dispersed settlement pattern. The interface here has been managed through setbacks, low building heights and substantial landscape buffers. Single-storey villa typologies located along this boundary ensure that visual privacy is maintained while planting mitigates potential effects related to perceived bulk or loss of rural outlook when viewed from these adjacent neighbours.

To the south, the precinct is bordered by the proposed greenway corridor, which provides both visual separation and functional amenity. This edge is particularly well-resolved, with villas and the age-care building oriented to overlook the greenway, enhancing passive surveillance and ensuring active interfaces. The greenway itself acts as a spatial and visual buffer between the retirement precinct and the Southern Solar Farm to the south, preserving a sense of openness and rural connection.

To the west, the precinct adjoins a super lot that is currently retained for rural uses. The built edge here has been softened through a combination of low-scale development and a stormwater pond. While the super lot is not currently developed, the masterplan allows for potential future extension of the retirement precinct westward. The current design ensures that any future expansion can be accommodated without undermining the integrity of the existing layout, while still preserving an appropriate transition to open rural land.

From an urban design perspective, the retirement village precinct has been designed with awareness of its surrounding context. Through a combination of low-rise built form, building orientation and generous interface treatments through the use of planting buffers, the proposed village supports a coherent transition between urban and rural areas while maintaining the amenity, character and safety of all adjoining edges.

4.3 Commercial Node Precinct

4.3.1 Proposed layout and urban form

The commercial node is 7670m^2 and is centrally located to serve as a key focal point, providing a range of community-serving amenities and uses. The proposed layout presents a clear spatial arrangement that promotes pedestrian legibility and supports a mixed-use anchor contributing to the walkability and legibility of the adjacent residential and retirement village precincts. The node

will comprise seven separate buildings with a variety of land uses, including a café, a superette, a childcare centre and 9 small commercial tenancies (see **Figure 7** overleaf).

The integrated layout is reinforced by strong entry points, outdoor seating areas, and wayfinding opportunities along a central circulation spine. A series of defined courtyards and outdoor areas, especially outside the café and childcare centre, enhance passive activation and create opportunities for incidental interaction and community gathering. These spaces are well integrated into the circulation network and provide both visual and physical permeability across the site and the adjacent public green space.

Six out of the seven buildings are arranged around a central circulation spine, connecting the walking and cycling path within the greenway, through the public green space then to the key spine road (**Road 1**). In most cases, the orientation of buildings has been prioritised to face towards the

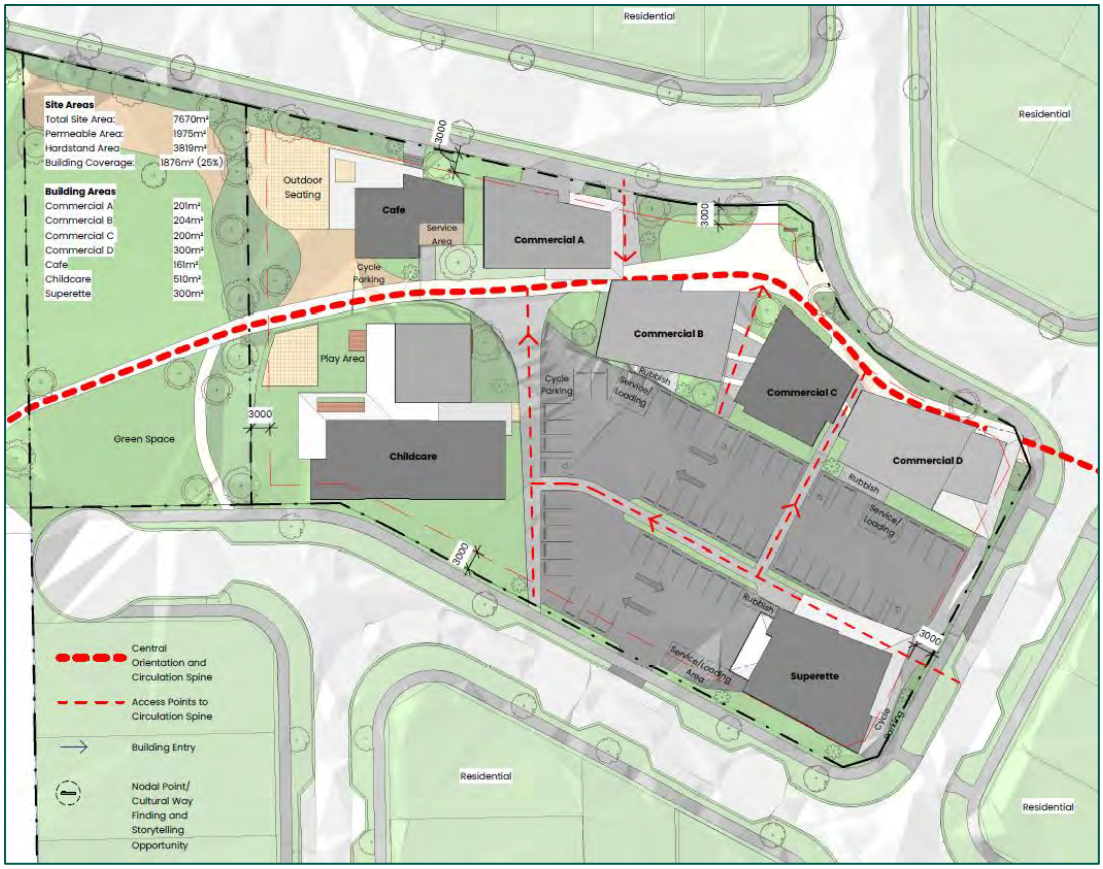

Figure 7: Commercial Node proposed bulk site plan (Source: AWA Architects)

public street fronts and the circulation spine. This helps to establish an active street edge and shop fronts for these commercial uses.

4.3.2 Architecture and built form

As detailed in **Appendix 5B**, the overall built form within the commercial node is low-rise (single-storey) and fine-grain. From an urban design perspective, the commercial node is considered to be appropriately scaled to its suburban context and complementary to the residential neighbourhood it serves. The four commercial buildings (labelled as Commercial A to D in **Figure 7**), have an internal building layout which incorporates floor-to-ceiling heights of approximately

3m to 6.8m for commercial spaces. This will enable these buildings to accommodate diverse commercial or community uses, responding to future market trends.

The architectural treatment shows a consistent palette of materials and detailing that reinforces visual continuity while providing variation across different uses and buildings. The elevations show a mix of vertical timber cladding, Hinuera stone, metal roofing, and aluminium joinery, which provide a quality appearance. The articulation of different façades, including through the use of window proportions, recesses, and canopies, helps reduce perceived bulk and ensures visual interest from the street and open space interfaces.

Entries to each building and individual commercial tenants are clearly identifiable and supported by verandahs, improving user comfort and wayfinding. Transparent glazing to the street, particularly for the commercial tenants and café spaces, supports active frontage outcomes. The building envelopes are designed to support a range of commercial uses with minimal need for modification, allowing for long-term adaptability and resilience.

4.3.3 Accessibility and connectivity

Vehicular access is located at the southern part of the site, from Road 14, with designated loading and service areas discreetly located away from the main pedestrian routes and close to the proposed café, commercial buildings and superette. This helps to mitigate potential pedestrian-vehicle conflicts and contributes to a more coherent and safer public realm experience. Car parking is setback from the street frontages by 3m and is surrounded by continued pedestrian paths.

For pedestrians, multiple access points are provided from all adjacent public roads, connecting the commercial node to the surrounding residential lots. The internal layout supports the walkable permeability and safety of pedestrian routes with continuous pedestrian connections, cycle parking provisions, and clear paths of travel from the footpath to individual tenancies. The majority of pedestrian paths have a width of 3m, with none of them less than 2m wide. The childcare centre and café are located closer to key street intersections and public spaces, enabling safe and direct access for families and other users.

4.3.4 Streetscape and public realm quality

The streetscape and public realm design of the commercial node have been carefully considered to support a quality, legible, and human-scaled environment. The interface between buildings and the street is active and well-articulated, supported by a cohesive landscape strategy that reinforces pedestrian comfort, visual interest and visual amenity. A consistent building line with at least 3m setbacks from the adjoining streets, accommodates a range of landscaping treatments and outdoor public spaces.

Generous planting areas are located along primary pedestrian paths and forecourts, including the key approach to the café, the childcare centre entry, and the shared pedestrian spine that links tenancies. These planting areas soften the hard edges of buildings and car parking and contribute to a village-like visual amenity intended for the commercial node and the overall Ashbourne development. Species selection aligns with the wider Ashbourne palette, supporting visual consistency and seasonal variation across the precinct. Low plantings and layered beds maintain clear sightlines, consistent with CPTED principles, while also reinforcing key movement corridors.

Outdoor seating areas, particularly around the café and retail frontages, are framed by landscape edges that define semi-public spaces without enclosing them. From an urban design perspective,

these subtle transitions enhance the usability of these spaces while maintaining openness and visual permeability. Paved surfaces are broken up with planting strips, tree pits and pavement detailing, creating a textured and legible pedestrian environment.

Landscaping is also used to mediate between service and parking areas and the public realm. For example, tree planting and hedging treatments along the car park edges help visually screen vehicles from the internal pedestrian spine and adjacent buildings, reducing visual clutter and supporting a more attractive and cohesive environment.

While detailed lighting plans have not been provided at this stage, **it is recommended that a comprehensive lighting strategy be implemented across the commercial node to support public safety, legibility, and after-hours usability**. Pedestrian-scale lighting is preferred along key movement corridors, including the internal pedestrian spine, entry points to individual tenancies and around outdoor seating areas and courtyards. Lighting should be designed to provide uniform coverage, ensuring clear visibility while maintaining comfort and ambience but without excessive glare and creating adverse effects on the adjacent residential dwellings. Feature lighting may also be incorporated to highlight architectural elements or landscape features, contributing to the night-time identity of the precinct. From an urban design perspective, the use of well-lit and clearly visible circulation routes aligns with CPTED principles, supporting passive surveillance and creating a welcoming, safe public environment during all hours.

4.3.5 Effects on Adjacent Neighbours

The commercial node is directly surrounded by future residential dwellings on multiple boundaries. While this design approach supports walkable access to local services and contributes to the creation of a compact, mixed-use neighbourhood, it also introduces potential interface effects that must be managed through careful design.

From an urban design perspective, the placement, setback and orientation of buildings within the commercial node can mitigate potential adverse effects on adjoining residential properties. The bulk and height of all buildings are low-rise (up to 6.8m) and are generally consistent with a suburban built form expectation, with most structures presenting a single-storey profile. Setbacks are at least 3m, particularly along the shared boundaries with residential lots and are further buffered by planting areas that visually soften the transition between commercial and residential uses.

Service areas, loading bays and car parking areas are located internally or at the rear of buildings, away from the main spine road, **Road 1** and **Road 7**. For the eastern and southern boundaries, these spaces are screened by landscape treatments. The physical separation, coupled with the proposed landscape treatments, helps reduce the perception of visual clutter and operational disturbance from commercial activites to the adjacent residential lots. The built-form orientation ensures that the most active frontages, including retail entries, the café, and outdoor gathering areas, are directed toward internal pedestrian corridors rather than directly toward residential boundaries.

Furthermore, from an urban design perspective, the inclusion of landscape buffers, passive surveillance from commercial tenancies and the recommended lighting treatments would contribute positively to safety and visual amenity for nearby residents. While some level of operational activity (e.g., servicing, customer arrival) is unavoidable in mixed-use environments,

the scale, design and location of the commercial node mean that these effects are considered to be low and acceptable within the wider urban structure.

4.4 Solar Farm Precinct

The Solar Farm Precinct comprises two utility-focused sub-areas within the wider Ashbourne development, naming the Northern and Southern Solar Farms. While the solar farms themselves are non-residential and operational in nature, their placement, scale and visual expression still have important implications for the form, edges, and rural-urban transition of Ashbourne. The following assessment considers the solar farms' urban design integration, relationship to adjoining development, and their contribution or impact on the overall masterplan vision.

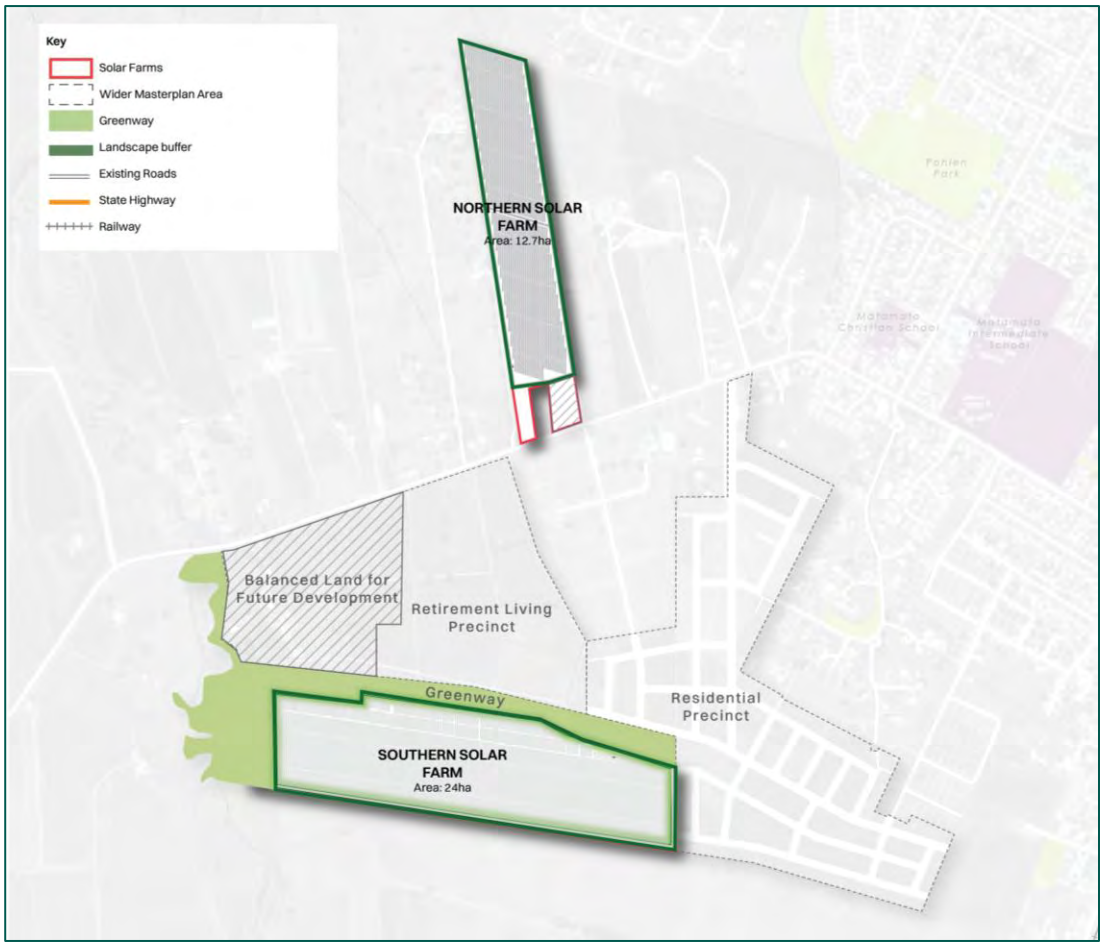

Figure 8: High level landscape plan for Northern and Southern Solar Farms

4.4.1 Functional Integration and Placement

The solar farms have been strategically located at the edge of the Ashbourne development. The Northern Solar Farm adjoins established rural residential properties, while the Southern Solar Farm defines the urban-rural edge of the broader Ashbourne development, bordering future residential and retirement village areas to the north and east.

From an urban design perspective, this spatial logic is reasonable, in particular considering the solar farms act as low-activity, low-built form edges, reducing the intensity of development at the periphery. Their positioning avoids internal fragmentation and helps maintain a cohesive, legible urban form within the residential and retirement precincts. This placement allows the more active,

fine-grained components of the development to concentrate around the internal street network, open space corridors, and neighbourhood centre.

4.4.2 Urban-Rural Interface Management, Built Form and Visual Perception

The solar farms directly adjoin residential properties and road frontages on multiple boundaries, making their interface treatment a key urban design consideration. In both the northern and southern solar farm sites, the transition to neighbouring residential areas is managed through compact planting buffers, ranging from 3 – 7m in width, and a combination of screening shrubs and native tree species. These buffers will maintain visual consistency with rural landscape patterns (e.g., shelterbelts and hedgerow planting), providing functional screening to obscure security fencing and solar panels from residential outlooks and establish clear landscape edges that demarcate the extent of urban development without creating abrupt visual contrast. This is particularly important along Station Road, which will become a primary approach route into Ashbourne and Matamata town centre. The proposed buffers along the northern edge of Station Road will screen the solar infrastructure from the public view.

While the solar farms contain no traditional built form, the security fencing (2.2–2.3m high) has been set back from property boundaries and the proposed planting buffers, thereby reducing immediate visual dominance. For the panel structures and maintenance sheds, these elements are typically of low height profiles, i.e. less than a standard residential or rural built form height. This couples with the grazing activity between solar panels, thereby preserving the perception of a rural landscape.

From a wider public realm perspective, the solar farms will have low visibility and minimal visual presence, particularly along Station Road. In the few areas where views are possible, as mentioned above, buffer planting is designed to obscure direct views of the infrastructure and maintain some level of rural character.

Overall, from an urban design perspective, the solar farms would have a minimal level of adverse urban design effects, as the associated planting buffers proposed present a passive edge condition that mitigates and minimises unnecessary interface conflicts, supports spatial legibility, and helps define the development's perimeter. The low structural profile of the solar farm and the continued use of productive agricultural uses beneath and between solar panels would ensure that this activity is effectively integrated into and acted as the rural-urban transition. The proposed edge treatments would also minimise reverse sensitivity conflicts between different land uses.

4.4.3 Effects on Adjacent Neighbours

The Northern Solar Farm adjoins several existing rural residential properties on Station Road. While the land use is non-sensitive, these properties are potentially visually sensitive due to their orientation and proximity to the solar farms. As detailed in the Landscape Visual Impact Assessment (Appendix 3C of the application), screening shrubs and native trees have been proposed to mitigate the perception of scale and use of the solar farm. Once the planting buffer is matured, it will be viewed as a shelterbelt when viewed from the adjacent neighbouring properties and be visually aligned with the rural context.

For the Southern Solar Farm, the principal adjoining properties include 72A Hinuera Road and 319 Station Road. Due to the larger separation distances and intervening topography, urban design effects are considered to be limited. Nonetheless, the proposed planting reinforces the visual amenity and legibility of the southern boundary as Ashbourne's urban extent.

4.5 Greenway and Infrastructure

4.5.1 Open space provision and response to natural features

As detailed in Section 3.3.5 above, the Ashbourne masterplan is structured around an integrated open space network that responds to the site's natural topography, overland flow paths and ecological opportunities whereas practical. The most distinct open space feature is the greenway corridor which runs east-west, connecting and providing access to the retirement village, commercial, residential and the Southern Solar Farm precincts. This greenway is proposed to act and function as an open space spine with walking and cycling paths, a stormwater management facility, an ecological corridor and an informal recreational and movement route. Its alignment is generally informed by the existing low-lying areas and existing natural drainage, ensuring that the open space provision is not isolated or residual, but integrated into the design serving as a visual amenity and legible feature of the overall masterplan.

The eastern end of the greenway also connects to a 2,345m^2 public green space located within the commercial node (labelled as **Lot 1001** in the Proposed Scheme Plan – **Appendix 5M** of the application). The green space is of a regular shape and features two road frontages (**Road 7** and **Road 14**). This proposed public space has been strategically located such that the majority of the residential lots and the retirement village precinct falls within a 400m to 800m radius walking catchments (generally equivalent to between 5mins to 10mins walk). The size, shape and flat topography of this space enable it to function as a formal recreation ground, with the detailed design of this space subject to future discussion with the Council.

In addition to the greenway and the public green space, there are several local reserves located across the residential precinct, supporting walkable access to an open space within 400 metres of all dwellings. The approach for stormwater management in Ashbourne has been focused on decentralised, natural-based management while enhancing public amenity and ecological function. The design and location of stormwater reserves within Ashbourne have been carefully considered to ensure they are visible, accessible, and positively contribute to the public realm. In all situations, rather than locating these reserves behind residential lots or further away from the residential lots, they are purposefully integrated into the street and block structures and are positioned adjacent to public roads and/or pedestrian paths. This design approach is supported from an urban design perspective, providing high visibility from the public realm and benefits for passive surveillance, supporting public activity throughout the day. These spaces therefore have avoided being visually and functionally isolated and becoming 'dead spaces' or 'inactive spaces', which can lead to safety concerns. In most cases, these reserves will be designed to be accompanied by native planting, enabling them to be treated not purely as infrastructure, but also as green, soft-edged elements, and extensions of the public realm that balance function with amenity.

The alignment of residential lots along these reserves has also been addressed through orientation and fencing guidance within the Residential Design Guide (**Appendix 1R**), promoting active interfaces and open frontages where possible. This reinforces the CPTED objectives of maximising visibility, encouraging territorial reinforcement and supporting natural surveillance. Landscape treatments further assist in defining boundaries while maintaining openness, ensuring that the stormwater reserves read as part of the broader public open space network rather than as private or service areas. This design approach contributes to a safer, more legible and socially inclusive public realm while reinforcing the overall integration of infrastructure within the urban fabric.

Similar to the commercial node, **it is recommended that a comprehensive lighting strategy be implemented across the public green space and the proposed greenway to support public safety, legibility, and after-hours usability**.

Within the retirement village precinct, internal communal open spaces, including stormwater ponds, lawn bowls, croquet courts and formalised gardens, are provided to meet the specific amenity expectations for the proposed retirement village use and its demographic. These spaces are not only functional but contribute to the amenity, outlook, spatial quality and well-being of this precinct. It is noted that the stormwater devices are more discrete but follow the same design approach, including integrating with open spaces, respecting pedestrian movement, and avoiding conflict with mobility needs. Planting is used to define edges, guide movement and provide visual softening around such infrastructure.

Overall, the number and spatial distribution of open spaces proposed in Ashbourne supports a high level of visual and recreational amenity, balancing open spaces for community use with more enclosed, immersive bush settings. The integration of planting with walkways and passive recreation spaces supports both structured and informal activities, creating a diverse and engaging landscape experience. As detailed in Section 4.1 above, by situating higher-density residential lots and more compact typologies adjacent to the greenway and key open spaces, this design approach ensures that all dwellings could benefit from immediate access to high-quality outdoor areas, mitigating any potential reduction in private outdoor space and encouraging informal social interaction. Furthermore, the stormwater management proposed has generally followed and reinforced the natural drainage paths and topography of the site, avoiding the need for disruptive reshaping of the land and enabling a more contextually responsive design outcome. From an urban design perspective, this approach allows for an integrated and cohesive relationship between built form, open space and infrastructure.

4.5.2 Landscape integration and connectivity

The Ashbourne development itself contains a range of landscape treatments and provisions that will contribute to its overall visual quality, outlook and amenity opportunities.

The greenway plays a central role in reinforcing landscape identity, urban legibility, and permeability within Ashbourne. Its linear shape and position guidelinethe layout of streets and help to define the edges of residential blocks and retirement village precinct, as well as serve as a continuous visual and recreational feature throughout the development. In particular, the masterplan demonstrates an alignment between the greenway and adjacent street and block patterns. Public roads are located adjacent to the greenway which creates a continued public frontage, allowing residential lots to be oriented to front the greenway wherever possible. This design approach will promote activation, passive surveillance and create an inviting public edge. Streetscape treatments throughout Ashbourne are designed to support this key element. Street trees are incorporated across all road typologies, reinforcing cohesive public green corridors and providing scale, shade and visual definition. This, coupled with the greenway will enhance legibility, enabling residents and visitors to naturally navigate the neighbourhood using such green corridors as movement routes and reference points.

For individual residential lots, the proposed Residential Design Guideline (**Appendix 1R**) recommends front yard planting and encourages layered landscaping at lot boundaries, ensuring a green edge condition along all residential interfaces. In the retirement precinct, large canopy

trees and formal landscaping enhance the park-like character and support wayfinding for residents of the village.

Pedestrian and cycle movement is promoted through an off-road shared path within the greenway corridor, which connects key destinations including the public green space, commercial tenants, retirement village, stormwater open space and future links to the wider Matamata area. This network complements the street network and ensures that active modes are safe and direct. Movement legibility is further enhanced through subtle cues such as tree alignment, changes in path surface, and open space orientation. Over time, the maturing landscape will enhance outlooks for residents, create a sense of enclosure where appropriate, and contribute to a well-defined and enduring public realm and neighbourhood.

5.0 Implementation of Design Guideline

The Ashbourne Residential Design Guideline (**Appendix 1R** of the application) has been developed as a key implementation tool to translate the development vision and design objectives of the masterplan into site-specific design outcomes. It ensures that all new dwellings, lots, and landscaping elements contribute to a coherent, functional, and attractive neighbourhood environment. Whilst the design guideline itself does not propose the development standards, it was guided by the best practice urban design and landscaping design principles for a robust interpretation of design objectives and controls. The recommended “promoted guidelines” and “things to avoid” can be viewed as “rules of thumb” and are intended to establish a framework for high-quality urban design within the context of the statutory framework for individual lots and support a consistent quality of development across different housing typologies and stages.

The design guideline considers multiple aspects, from individual dwellings' position and layout to interface treatments along public-facing frontages and shared neighbourhood spaces. Together, these provisions under the design guideline help secure the following urban design outcomes.

- The design guideline plays a central role in reinforcing the structural integrity and spatial clarity of Ashbourne's neighbourhood layout. The following design guideline elements collectively help reinforce a structured and readable urban pattern, with dwellings contributing to both the physical form and social interaction of the neighbourhood. This is achieved by:
    - Consistent front setbacks and building placement to reinforce the intended street rhythm and create a strong definition of the public realm.
    - Controls on garage placement and vehicle access, minimising the dominance of garages and driveways along the streetscape, particularly on smaller lots. This supports walkability and improves the visual and functional hierarchy of the street network.
    - Requirements for clearly defined front entries, including verandas, pedestrian paths, and architectural features that assist wayfinding and contribute to a legible neighbourhood fabric.
    - Specific design and layout considerations for corner lots, including encouraging dual street frontage engagement and architectural variation that helps anchor block corners and avoid blank, inactive edges.

- Minimum lot sizes and envelope controls, ensuring the lot and house layouts support spatial efficiency while maintaining coherence with the overall block structure and adjoining developments.

- The provisions under the design guideline foster a consistent yet varied public realm by addressing both built form and landscape elements along streets and public interfaces, achieving quality streetscapes that are visually coherent, socially engaging, and supportive of passive surveillance and neighbourly interaction. Key design elements in the design guideline include:
  - Front yard planting requirements, including mandatory specimen trees and layered planting, to enhance visual amenity, shade, privacy and passive surveillance at the lot interface.
  - Guidance on pavement and groundcover planting not only meets the permeability standards but also reduces hardstand dominance and enables water-sensitive design outcomes within the front yards.
  - Façade design controls promote articulation, variation in materials, and avoidance of flat or monotonous frontages. This improves visual interest and reinforces neighbourhood identity.
  - Guidance on fencing and retaining walls, including limits on height, material quality, and visual permeability, ensuring transitions between private and public spaces are open, attractive, and well-integrated.
  - Encouragement of secondary architectural elements, such as verandas, balconies, chimneys, and roof articulation, which add richness and character to individual homes while collectively contributing to a more appealing streetscape.

- The design guideline ensures that each lot delivers a well-functioning and comfortable living environment for future residents, supporting the development's broader goals of inclusivity and housing diversity. This is achieved through:
  - The provision of useable and private outdoor spaces with sufficient solar access for everyday living. Secondary outdoor spaces are also promoted where primary areas face the street, maintaining privacy and functional flexibility. This coupled with the minimum size and shape development standards, will ensure all outdoor living spaces are functional, useable, efficient and responsive to the expectations of all households.
  - Provide guidance on the positioning and screening of service areas with specific preference on positioning them away from public view. Where this is not possible, screening through landscaping and separation of utility spaces such as bins, clotheslines, and water tanks is required, to avoid clutter and maintain visual amenity along the street.
  - Guidance on house orientation, supporting solar access to key living spaces and outdoor areas, managing privacy and a sense of enclosure between adjacent properties. This is particularly important for smaller or irregular lot configurations.
  - Encouragement of architectural expression and built form modulation within the building envelope (as set by the height-to-boundary, building height and setback development standards), allowing for stylistic diversity while maintaining amenity and compatibility with neighbouring lots.

- The design guideline also promotes a sustainable and resilient design approach, incorporated within lot-level design decisions and collectively contributes to broader Ashbourne's design objectives. Key recommendations include:
    - Encouragement of passive solar design and rooftop solar, including the positioning of windows, roof orientation, eave design, and wall materials to support thermal performance and energy efficiency.
    - On-site stormwater management, through the use of permeable paving, rain gardens, recessed planting beds, and guidance on the siting and screening of water tanks to reduce visual impacts while improving hydrological performance.
    - Minimum planting and tree requirements, supporting ecological resilience and urban heat mitigation within both the front and rear yards of each dwelling.
    - Native and low-maintenance planting palettes, reducing irrigation needs and enhancing biodiversity, with approved species lists ensuring landscape consistency and robustness across different lots.

Furthermore, the design guideline will be supported by a formal Design Review Panel ("DRP") process, which focuses on street interface quality, architectural articulation, and landscape integration — the three elements most critical to positive public realm outcomes. The DRP also provides a pathway to resolve design conflicts early and constructively, reducing compliance risk while maintaining high standards.

Overall, the provision and implementation of the Ashbourne Residential Design Guideline is supported from an urban design perspective. It provides a framework and mechanism for individual landowners to deliver high-quality built form, streetscape character, and liveable residential environments. Through its integration with the Design Review Panel process, the design guideline ensures that individual lot development contributes positively to the overall urban design objectives of the masterplan. It supports a consistent yet diverse neighbourhood identity, reinforces functional and legible public spaces, and embeds long-term sustainability and amenity outcomes for the community.

6.0 Conclusion

The Ashbourne development generally presents a well-considered and comprehensively structured masterplan that reflects strong urban design principles across all precincts. The spatial arrangement and proposed structure are legible and connected, underpinned by a clear street hierarchy, an integrated open space network and a logical block and lot structure that supports a range of housing types and complementary land uses.

- The Residential Precinct has been designed to achieve a balanced and liveable suburban form, with varied lot sizes and housing typologies that enable choice, affordability and long-term adaptability. The streetscape and public realm treatments have been carefully developed to support amenity, safety, and local identity, reinforced by a cohesive landscape strategy and sensitive treatment of boundaries, fencing, and retaining. Interfaces with stormwater reserves and open spaces are managed positively to avoid inactive edges and support passive surveillance and CPTED outcomes.

- The Retirement Village Precinct delivers a high-quality age-friendly environment, with a walkable internal layout, clearly legible structure and built form that supports positive accessibility and onsite amenity. The integration of community facilities, open space and landscape character ensures the precinct supports social connection while maintaining a compatible interface with adjacent uses.
- The Commercial Node is strategically located to provide walkable access to local services and community amenities. Its built form and architectural treatment support a fine-grain, human-scaled environment, with active frontages, well-articulated façades and quality landscape integration. Consideration has also been given to the interface with adjacent residential areas, ensuring that service areas are screened and activity is concentrated toward internal, pedestrian-friendly frontages.
- The Solar Farm Precinct is positioned at the periphery of the site, supporting a defined urban edge and enabling a gradual transition to surrounding rural land. Through its low-profile built elements, strategic setbacks and layered planting, the precinct can avoid adverse urban design effects while maintaining spatial legibility and visual containment.
- Across the development, stormwater infrastructure and ecological corridors are embedded within the open space framework, contributing to amenity, sustainability and resilience. The greenway network is a central organising element that enhances connectivity and reinforces the landscape-led structure of the neighbourhood.

From an urban perspective, taking the Ashbourne masterplan as a whole, it demonstrates a high standard of urban design integration. It responds appropriately to site context, accommodates growth in a coordinated and legible manner, and provides for a well-connected, high-amenity, safe and socially inclusive environment. The development is therefore considered to be supportive from an urban design perspective, resulting in positive urban design outcomes and aligning with the objectives of the Fast-Track consenting process.

Attachment 1 – Ashbourne Masterplan

Ashbourne Masterplan

Urban Design Drawing Package for Fast-Track Substantive Application | June 2025

UNITY DEVELOPMENTS

ASHBOURNE

B&A Urban & Environmental

UNITY DEVELOPMENTS

ASHBOURNE

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Prepared for:
Unity Developments

Prepared by:
Barker & Associates

Document for:
Fast Track Urban Design Assessment

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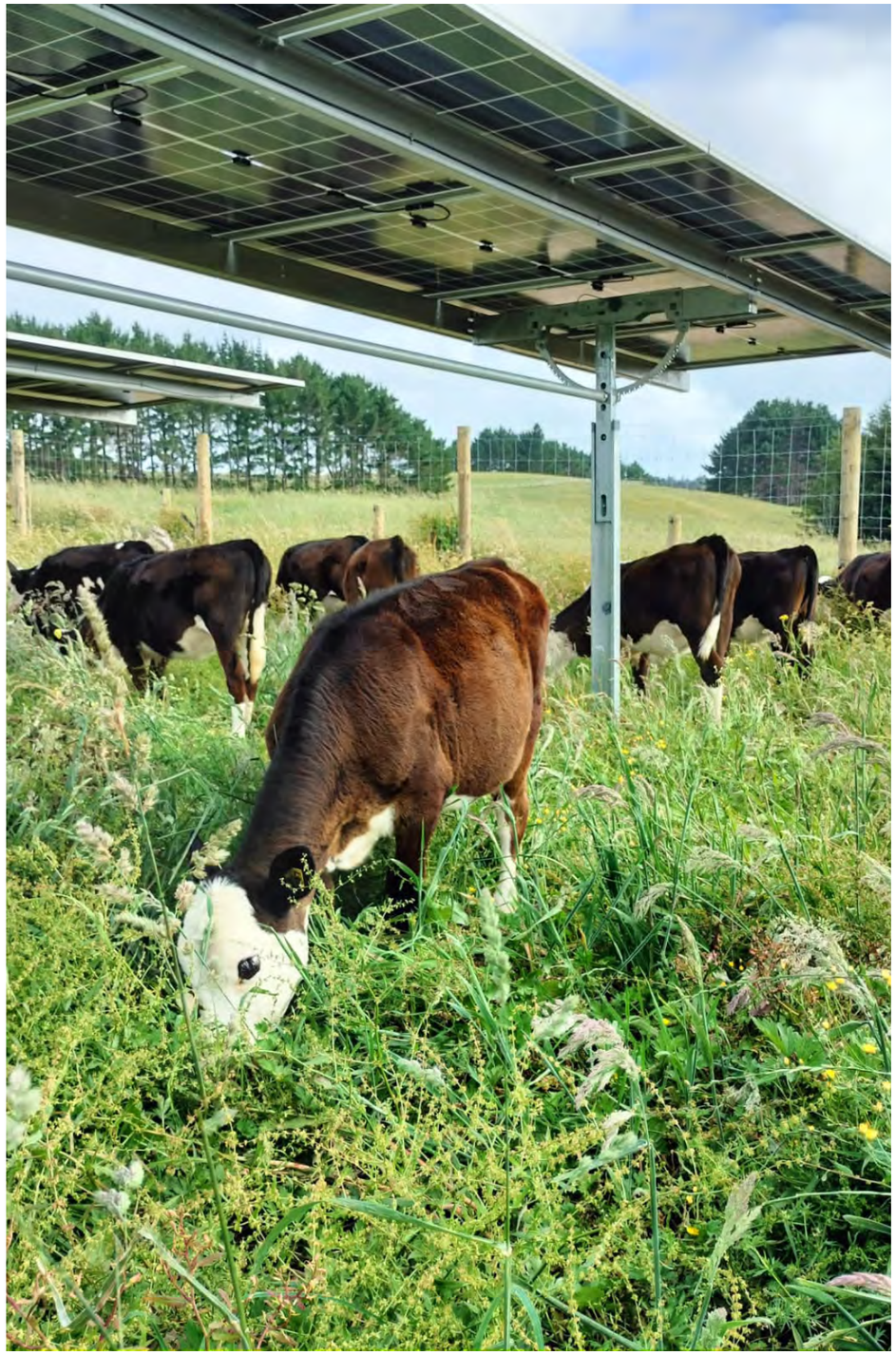
June 2025



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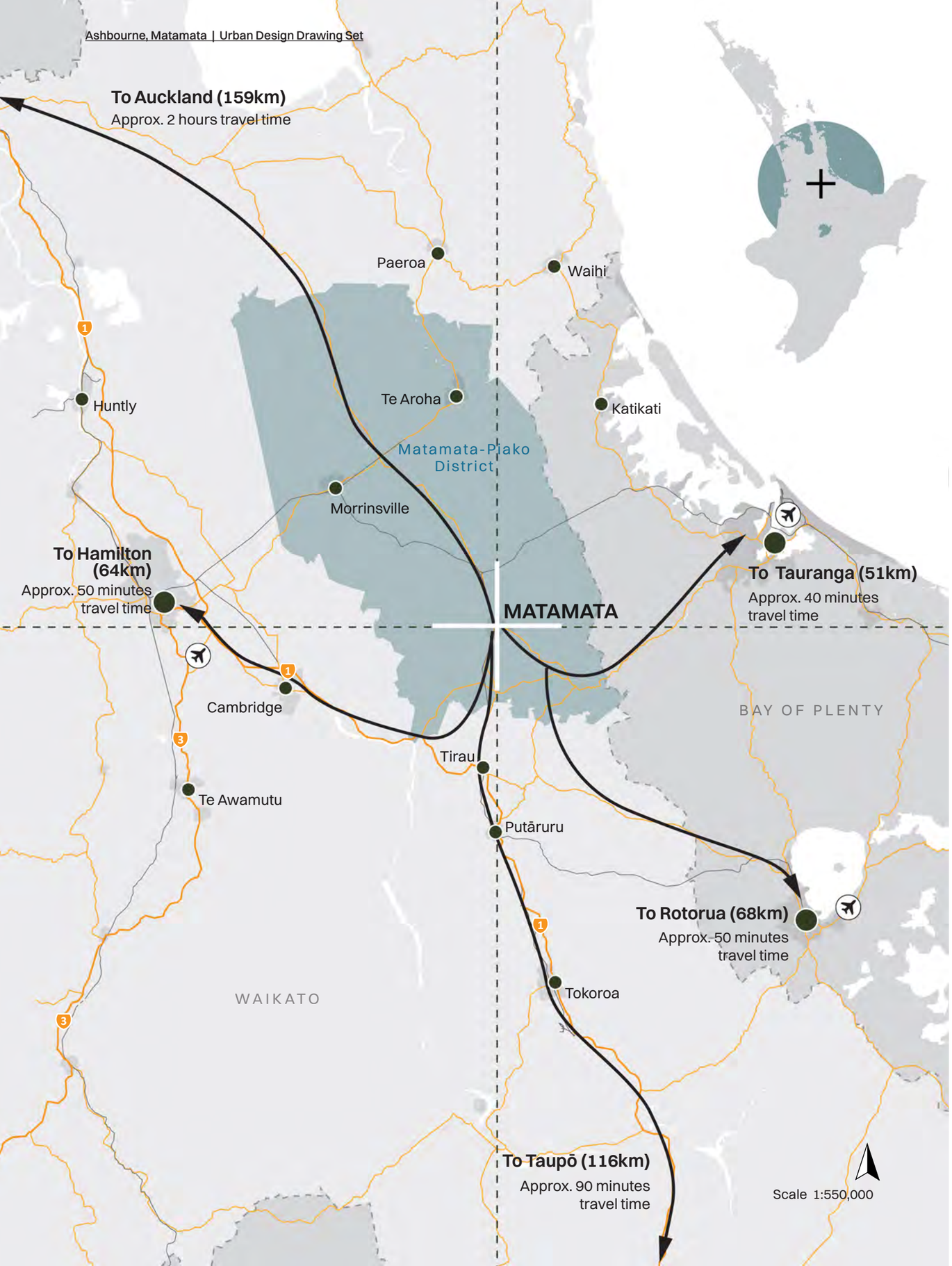
01
Introduction



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. It 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"

Ashbourne includes four key precincts:

- A new residential community, comprising circa 518 new residential units with a variety of densities, a green space and a commercial node;
- A multi-functional greenway that weaves from the neighbourhood centre and commercial node to the Waitoa River on the site's western boundary with an active-mode pathway along the length;
- A retirement living core, comprising circa 218 units, an aged care service and supporting facilities that will be provided across a staged development; and
- Two solar farms which will provide a sustainable energy resource for Matamata and the wider network, with proposed plans to integrate into PowerCo's electricity network.

This urban design drawing pack has been prepared to support the urban design memo for the Fast-Track Application Referral. It 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.

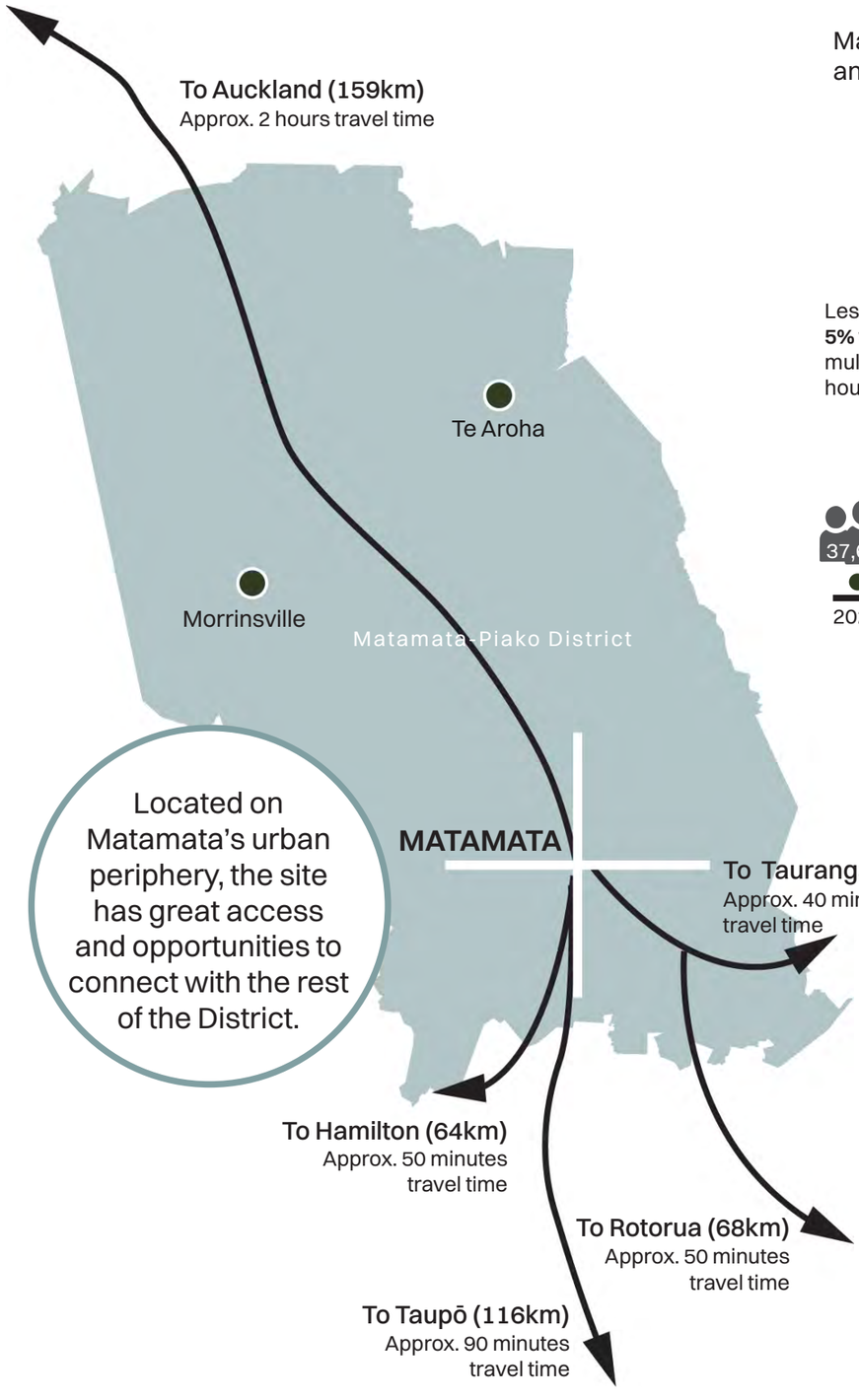
The district has a population of approximately 36,000 people, with over 60% living in one of the three main towns. The three towns and the rural area within Matamata-Piako District are projected to experience population and dwelling growth.

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 equestrianand racing community, and has produced many thoroughbred horses currently racing internationally.

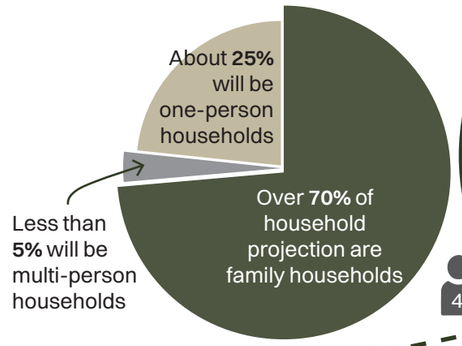
Figure 1 Matamata-Piako Regional Context

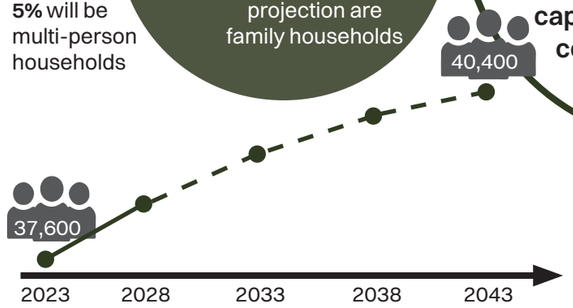
1.3 Snapshot of Matamata-Piako District



Located on Matamata's urban periphery, the site has great access and opportunities to connect with the rest of the District.

Matamata-Piako 2043 projected population and household types indicates...





ASHBOURNE'S RESPONSE

- Provides **different housing typologies, sizes and designs** to accommodate the growth as well as various needs.
- Provides **extra housing capacities** to ensure **a continuous housing supply** in Matamata.

ASHBOURNE'S RESPONSE

- Provides **smaller sections** than the current residential sections available at Matamata to improve **housing affordability** and **housing diversity**.

Matamata-Piako District has a **smaller average household size (2.5 ppl/hh)** than the wider Waikato region and New Zealand.

The District's average household size is likely to further reduce to **2.4 ppl/hh** by 2043.

Matamata-Piako District has a **greater population proportion of age of 65 and above (27%)** than the wider Waikato region by 2048.

High-level research indicates a **significant unmet demand (over 1,200 units)** retirement living.

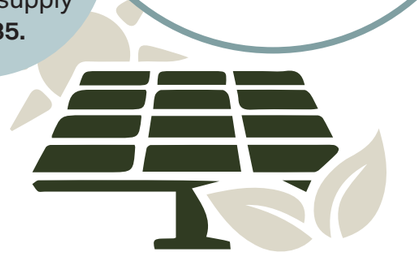
ASHBOURNE'S RESPONSE

- Provides **over 500 retirement living units**.
- Introduces opportunities for **supporting healthcare and community facilities** for increasing aging population.

Forecasts suggest solar PV could make up **6%** of New Zealand electricity supply **by 2035.**

ASHBOURNE'S RESPONSE

- Introduces agrivoltaic farming by **integrating production farming and solar generation**.
- Generates energy for **over 7,500 homes per year** through solar farms, to resolve the sustainability equation.



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 Ngati 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

Scale 1:10,000

1.5 Cultural Narrative Opportunities

The Ashbourne Development aims to explore and recognises 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

Scale 1:10,000

2.1 Overall Masterplan

Ashbourne includes 4 key precincts:

- A new residential community, comprising circa 518 new residential units with a variety of densities, a green space and a commercial node;
- A multi-functional greenway that weaves from the neighbourhood centre and commercial node to the Waitoa River on the site's western boundary with an active-mode pathway along the length;
- A retirement living core, comprising circa 218 units, an aged care service and supporting facilities that will be provided across a staged development; and
- Two solar farms which will provide a sustainable energy resource for Matamata and the wider network, with proposed plans to integrate into PowerCo's electricity network.

Key

- Site Boundary
- Precinct/Land Use Boundary
- Proposed Commercial/Community Node
- Proposed Residential
- Proposed Retirement Living
- Balanced Land for Future Development
- Proposed Solar Farms
- Proposed Greenway
- Proposed Green Space
- Proposed Stormwater Infrastructures
- Proposed Road Network
- Existing Roading Network
- State Highway
- Railway
- Existing Schools
- Existing Open Space

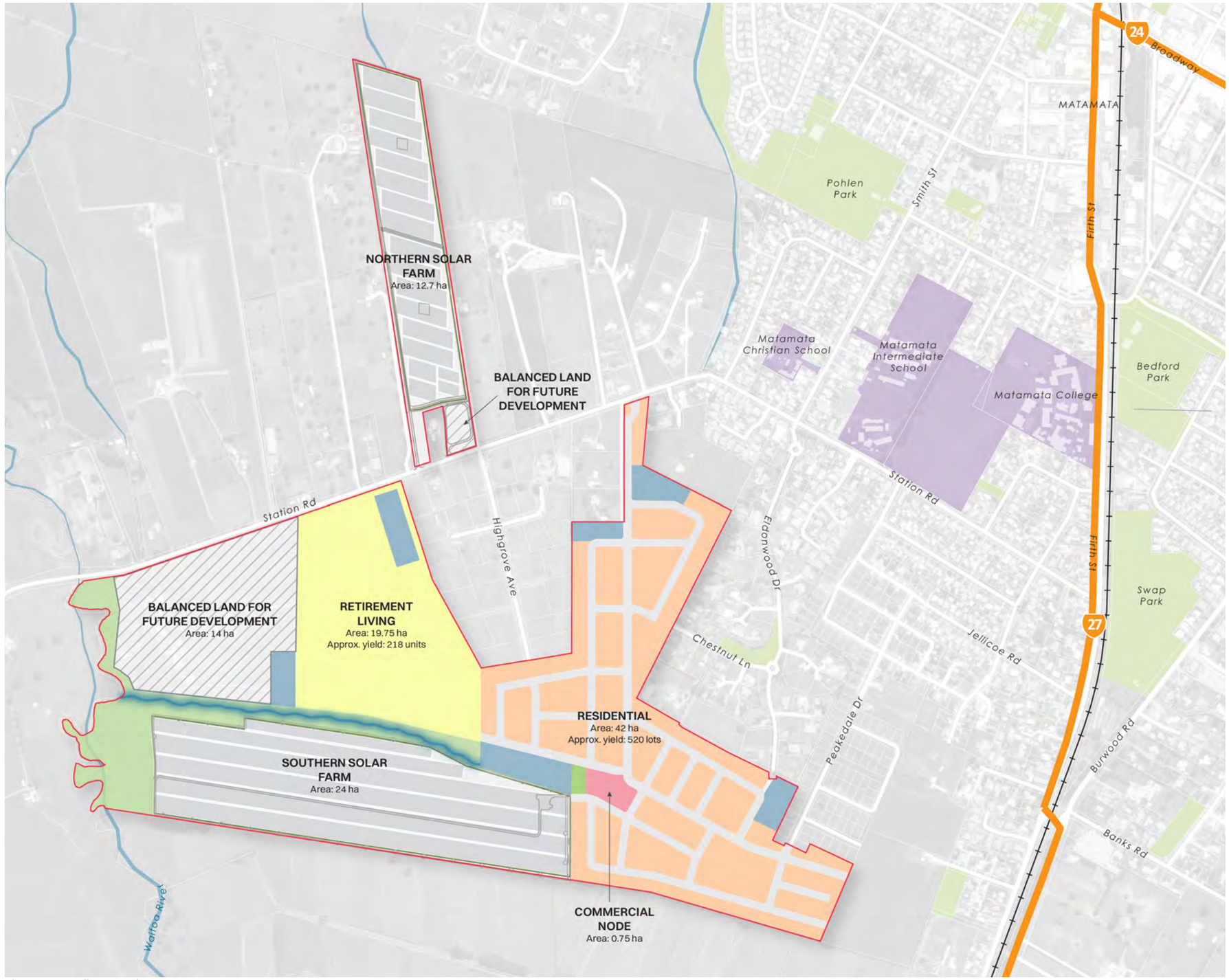


Figure 5 Overall Masterplan

03

Site Context Analysis

Scale 1:15,000

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.

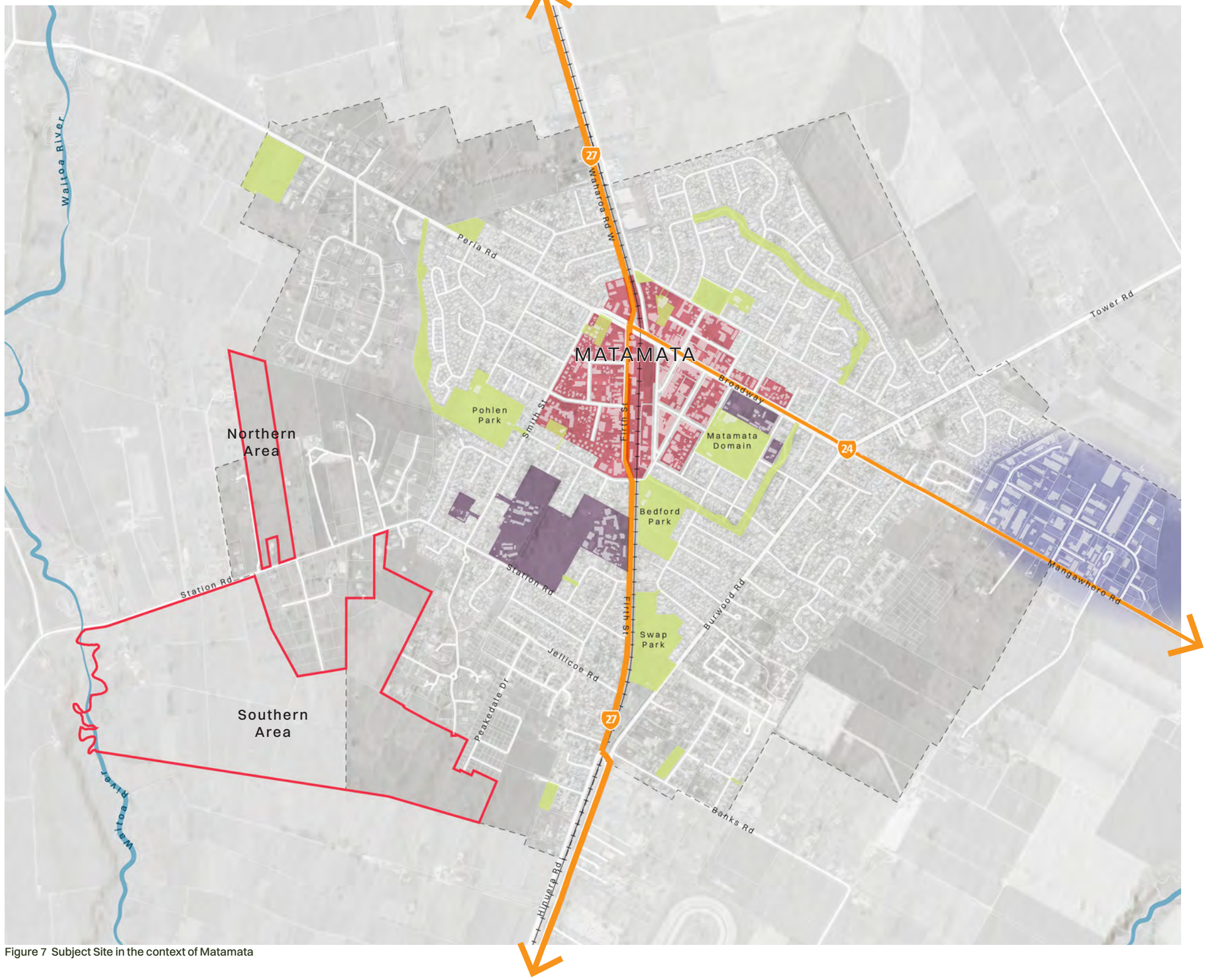


Figure 7 Subject Site in the context of Matamata

Key

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

Scale 1:15,000

3.2 Accessibility Analysis

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)

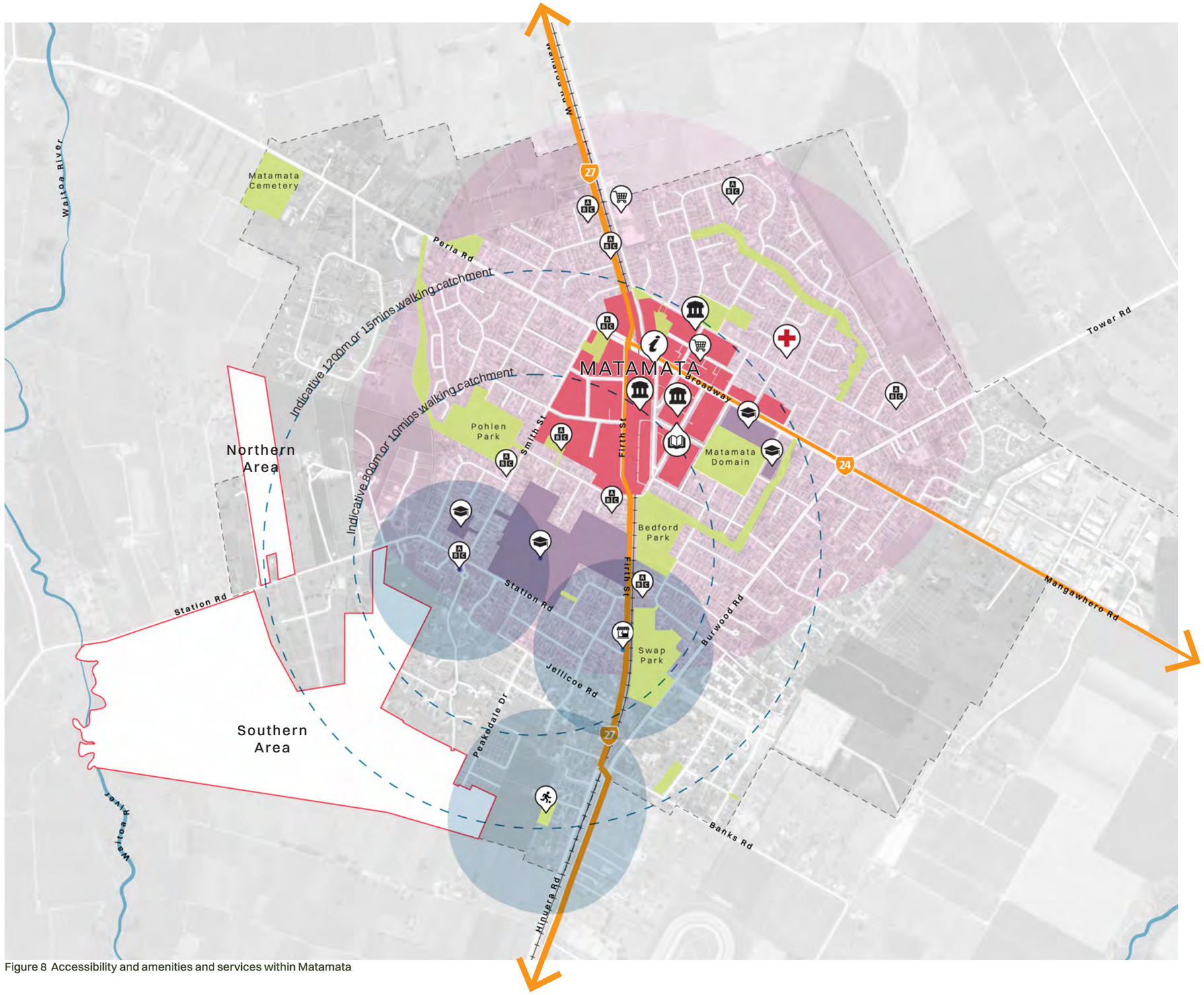


Figure 8 Accessibility and amenities and services within Matamata

Scale 1:15,000

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

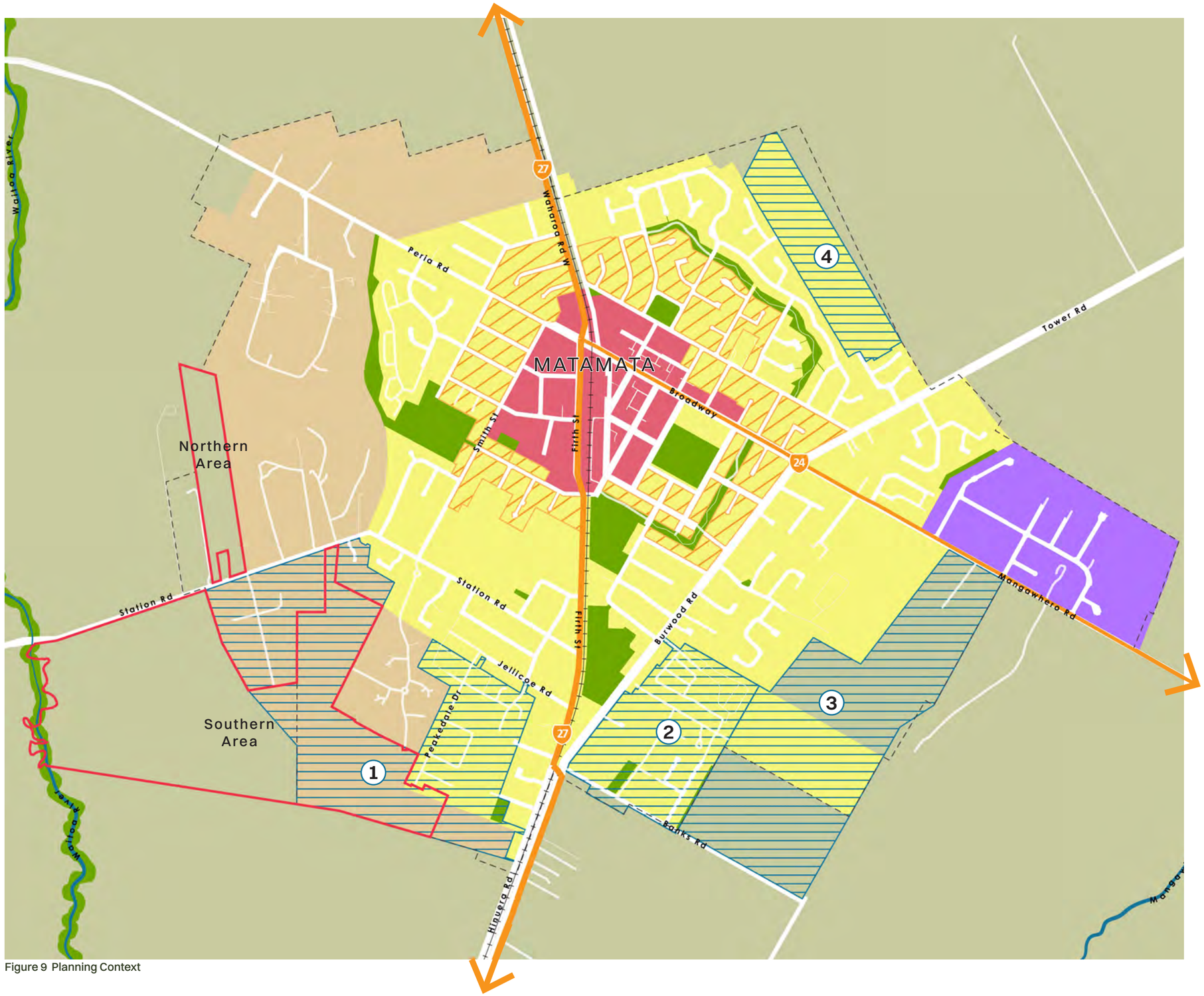


Figure 9 Planning Context

Scale 1:10,000

3.4 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.

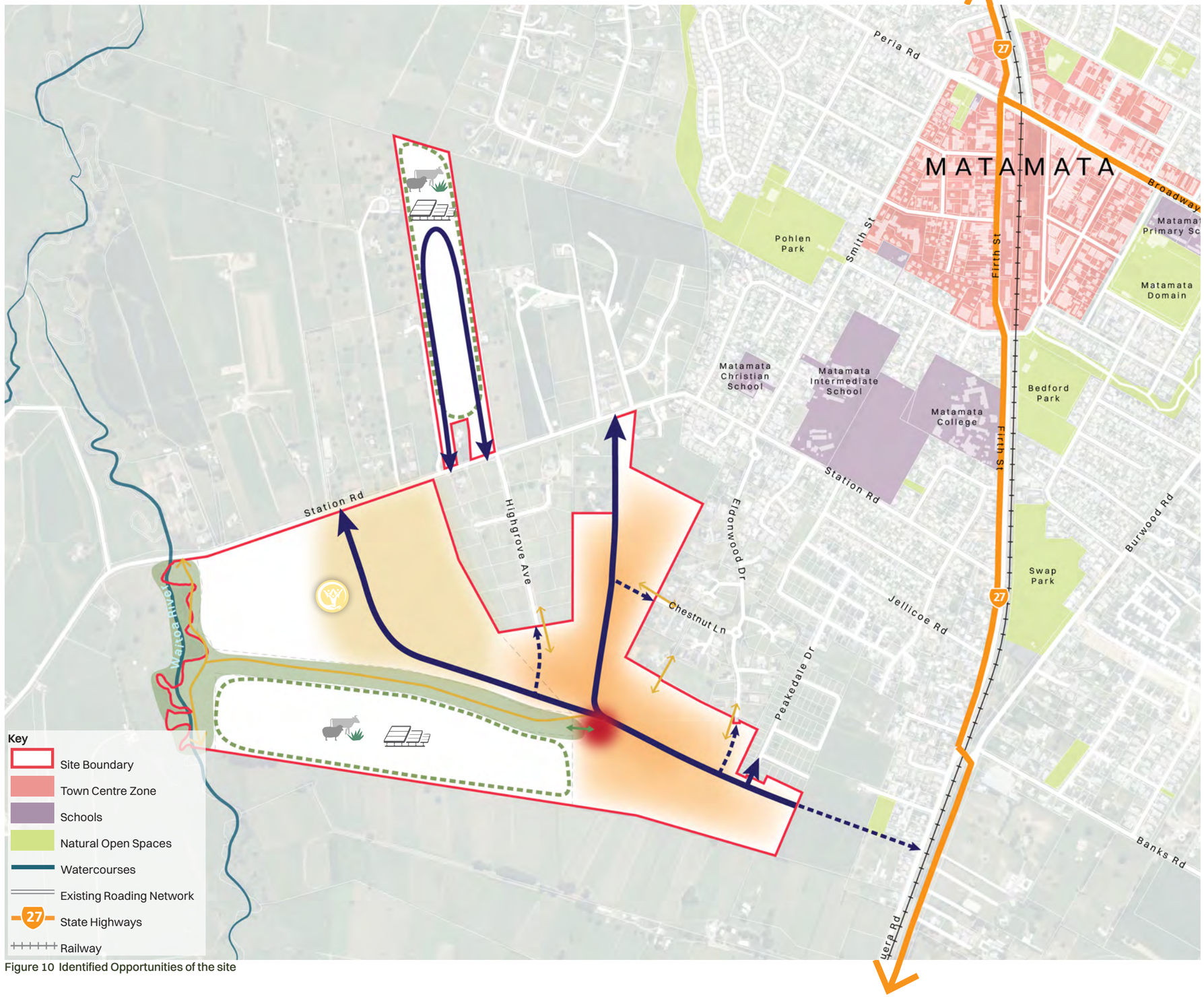


Figure 10 Identified Opportunities of the site

Scale 1:10,000

3.5 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.

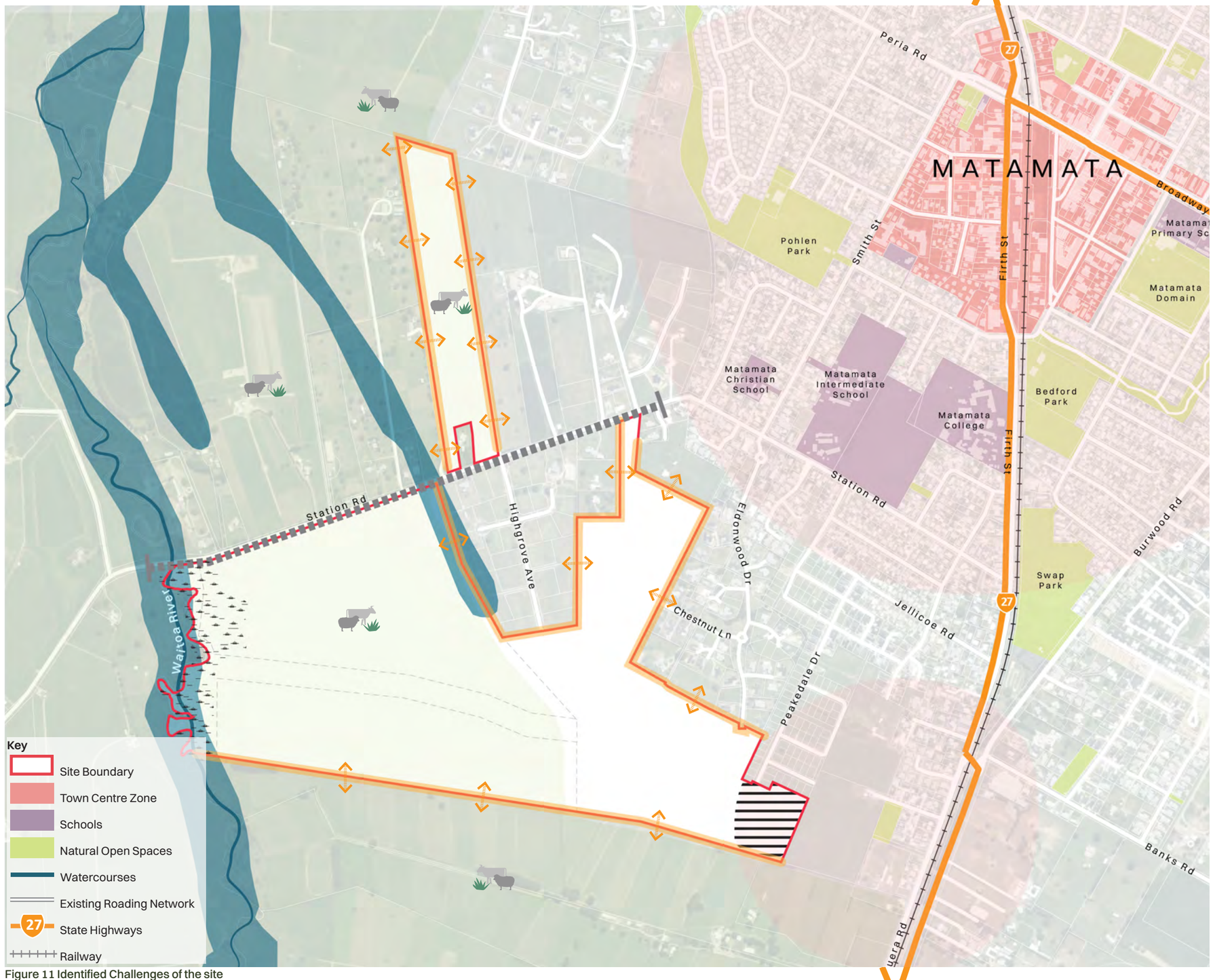


Figure 11 Identified Challenges of the site

04
Residential Precinct

Scale 1:6,000

4.1 Residential Masterplan

The Residential Precinct of Ashbourne will create a community comprising of approximately 518 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.

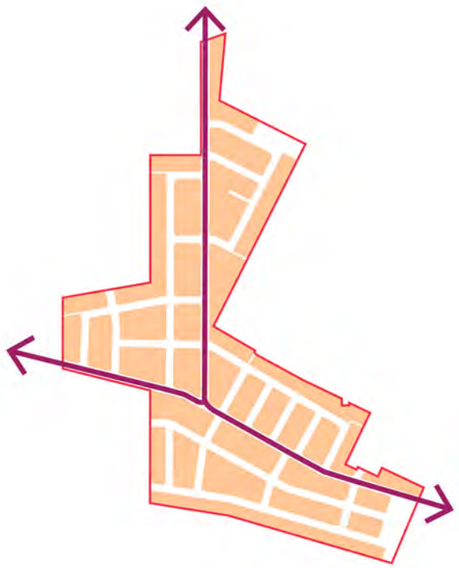
Key

- Residential Precinct Area
- Wider Masterplan Area
- Residential Lots
- Commercial Node
- Green Space
- Wastewater Infrastructures
- Stormwater Infrastructures
- Greenway
- Spine Road
- Proposed Roads
- Existing Roads
- Existing Schools
- Existing Open Space

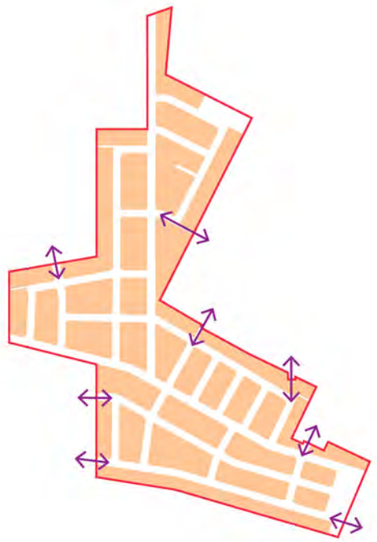
Figure 12 Residential Precinct Masterplan

Scale 1:15,000

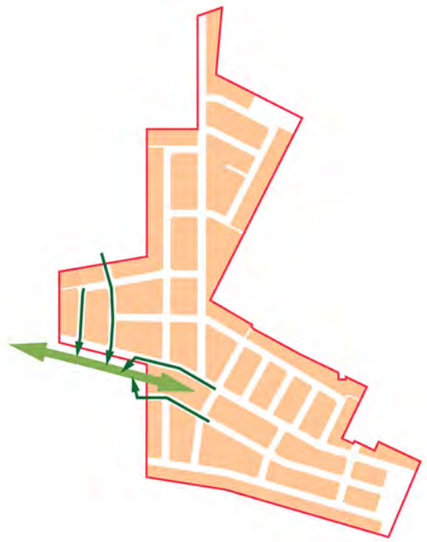
4.2 Residential Masterplan Design Principles



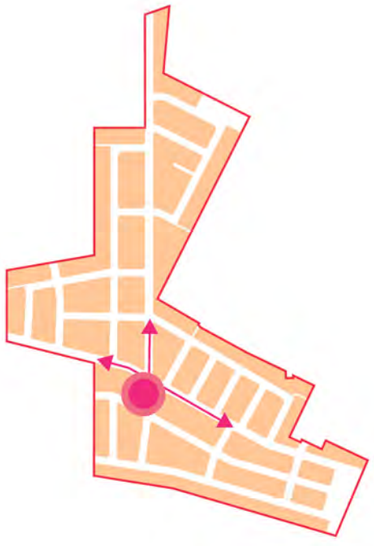
Design Principle One:
The design was formed around the development of two key spine roads connecting the sites to the east and west of the Residential Masterplan Site, as well as Station Road to the North.



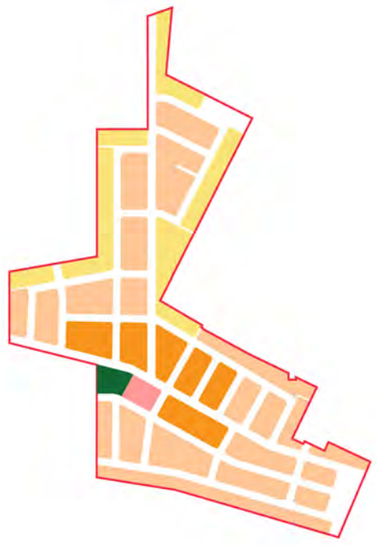
Design Principle Two:
The design maintains additional opportunities to connect to the residential areas to the north the remainder of the site to the west and future development to the east.



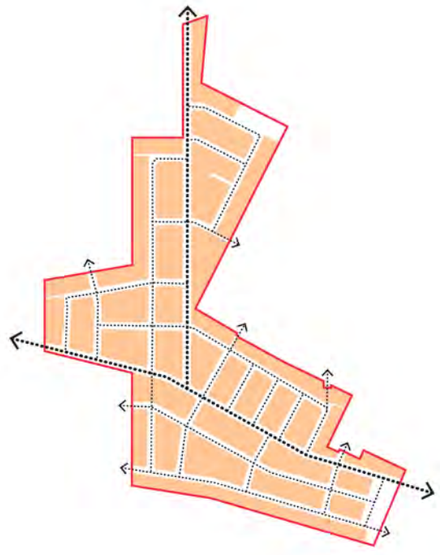
Design Principle Three:
Connection to the proposed greenway to link all parts of the site as well as provide amenity to future residents.



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

4.3 Residential Masterplan Metrics

Total Land Area (m²)		419,595m²
Development Percentage		63.5%
Average Lot Size (m²)		574m²
Lot Size Summary	Number	%
400m² and less	86	16.3%
401m² - 450m²	84	37.8%
451m² - 700m²	273	27.5%
Greater than 700m²	75	3.9%
TOTAL (approx.)	**518**	**100%**

Key

- Residential Precinct Area
- Approx. Lot Size 400m² and below
- Approx. Lot Size 400m² - 499m²
- Approx. Lot Size 500m² - 699m²
- Approx. Lot Size 700m² and above
- Commercial Node
- Green Space
- Stormwater Reserve
- Wastewater Pump Station
- Greenway
- Spine Road
- Proposed Roads
- Existing Roads
- Existing Schools
- Existing Open Space

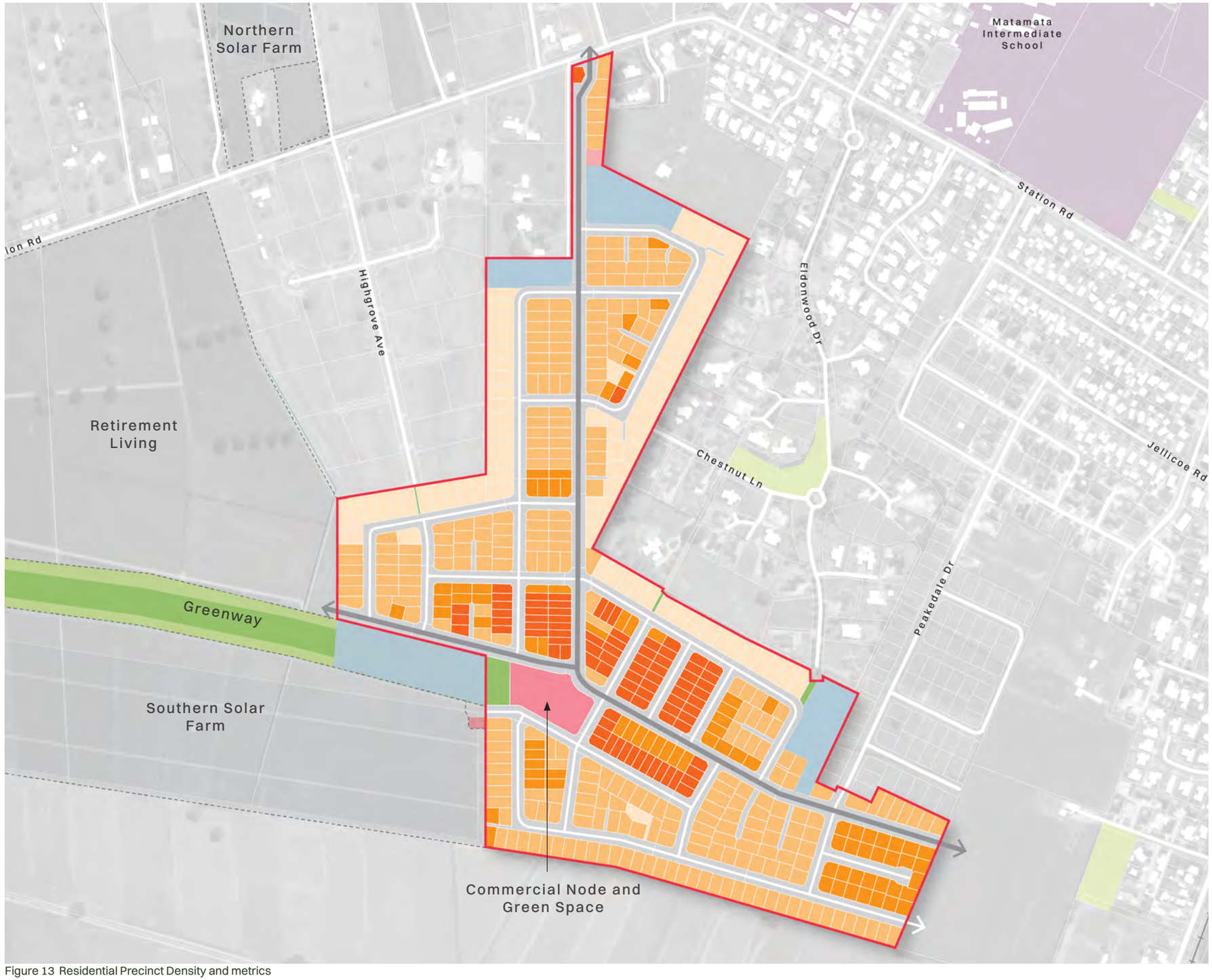


Figure 13 Residential Precinct Density and metrics

Scale 1:6,000

4.4 Three Waters Servicing

Figure 14 spatially demonstrates the key three waters infrastructures to service the development within the Residential Precinct. An infrastructure memo has been prepared with detailed assessment. A brief summary is as following:

Stormwater:

- **Catchment A**: Onsite soakage to handles up to 10-year ARI; excess flows go to a dry basin south of Eldonwood Drive.
- **Catchment B**: Stormwater drains to a greenway connected to the Waitoa River, sized for 100-year ARI.
- **Catchment C**: Onsite soakage manages up to 10-year ARI; overflow goes to a northern dry basin
- **Catchment D**: Onsite soakage manages up to 10-year ARI; overflow goes to a northern dry basin via the road corridor.

Wastewater:

Preferred Option 1 – Connecting to Existing Network:

- Catchment A: Stage 1 wastewater flows to existing Eldonwood wastewater pump station. Wastewater also flows to existing MPDC network on Peakdale Drive. Wastewater rising main to discharge to PR WWMH on Burwood Road.
- Catchment B: Wastewater flows to the new pump station at the Southern Solar Farm, then pumped to a receiving manhole in Catchment C, where it is gravity-fed to Catchment C's pump station.
- Catchment C: Wastewater flows to a new pump station.

Option 2 – Decentralised Wastewater Treatment:

- If the public network can't support demand, a new treatment plant is built at the Southern Solar Farm site. If capacity allows, wastewater from Catchments A and C is connected to the public network; otherwise, wastewater is pumped to an upstream manhole in Catchment B, then gravity-fed to the onsite plant for treatment.

Water Supply:

- **Preferred Option** – Connecting to the existing MPDC network.
- Altenative Option - Bore water supply.

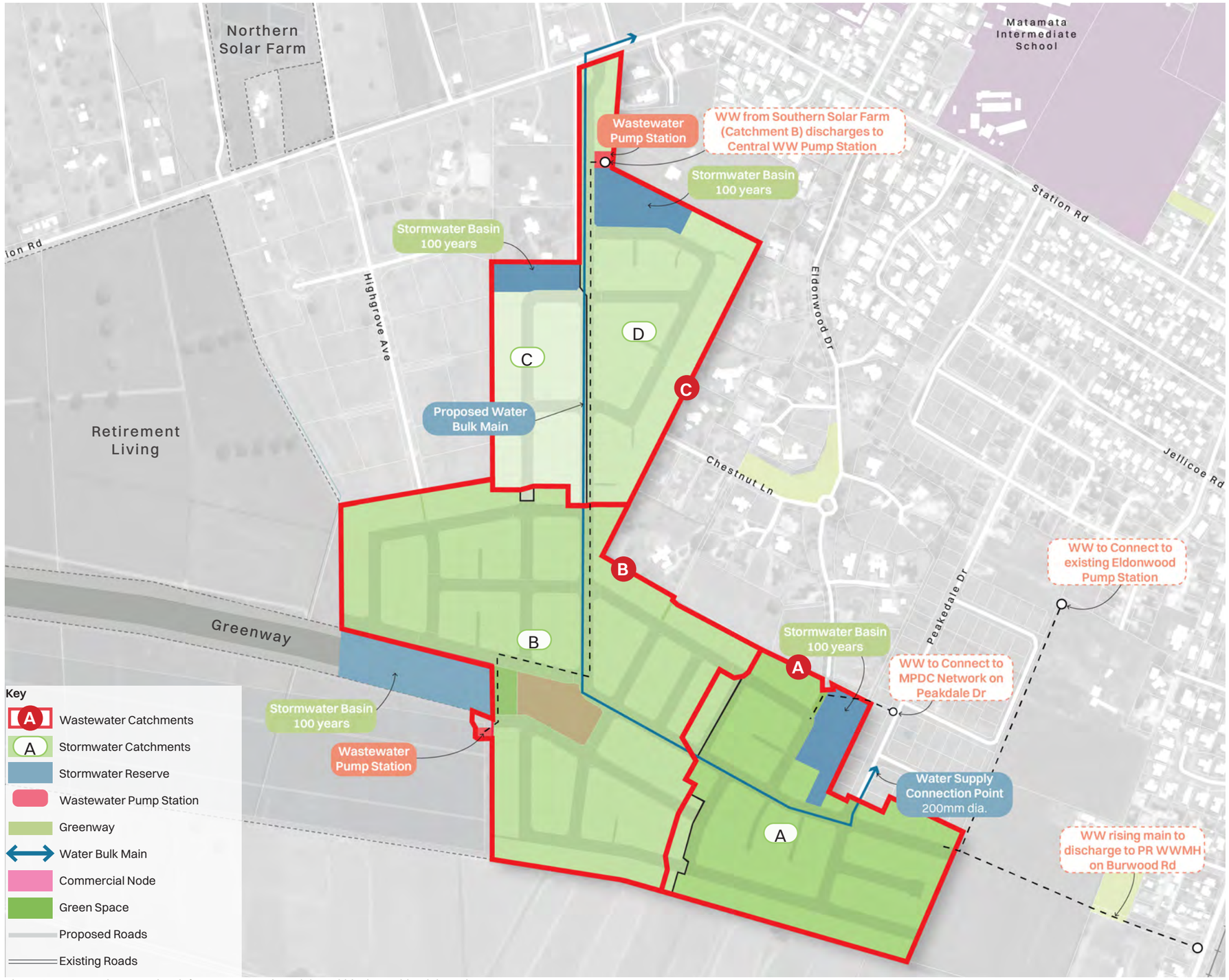


Figure 14 Proposed approach to infrastructure and servicing within the residential precinct

Scale 1:6,000

4.5 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
- Stormwater Reserve
- Wastewater Pump Station
- 20m Proposed Spine Road
- Future Spine Road eastern connection
- 18m Proposed Local Roads
- Proposed ROW / JOAL's
- Proposed Pedestrian & Cycle Connections
- Connection to established transport network and/or neighbouring properties
- Pedestrian & Cycle Connections
- State Highway
- Railway Line
- Existing Roads
- Existing Open Space

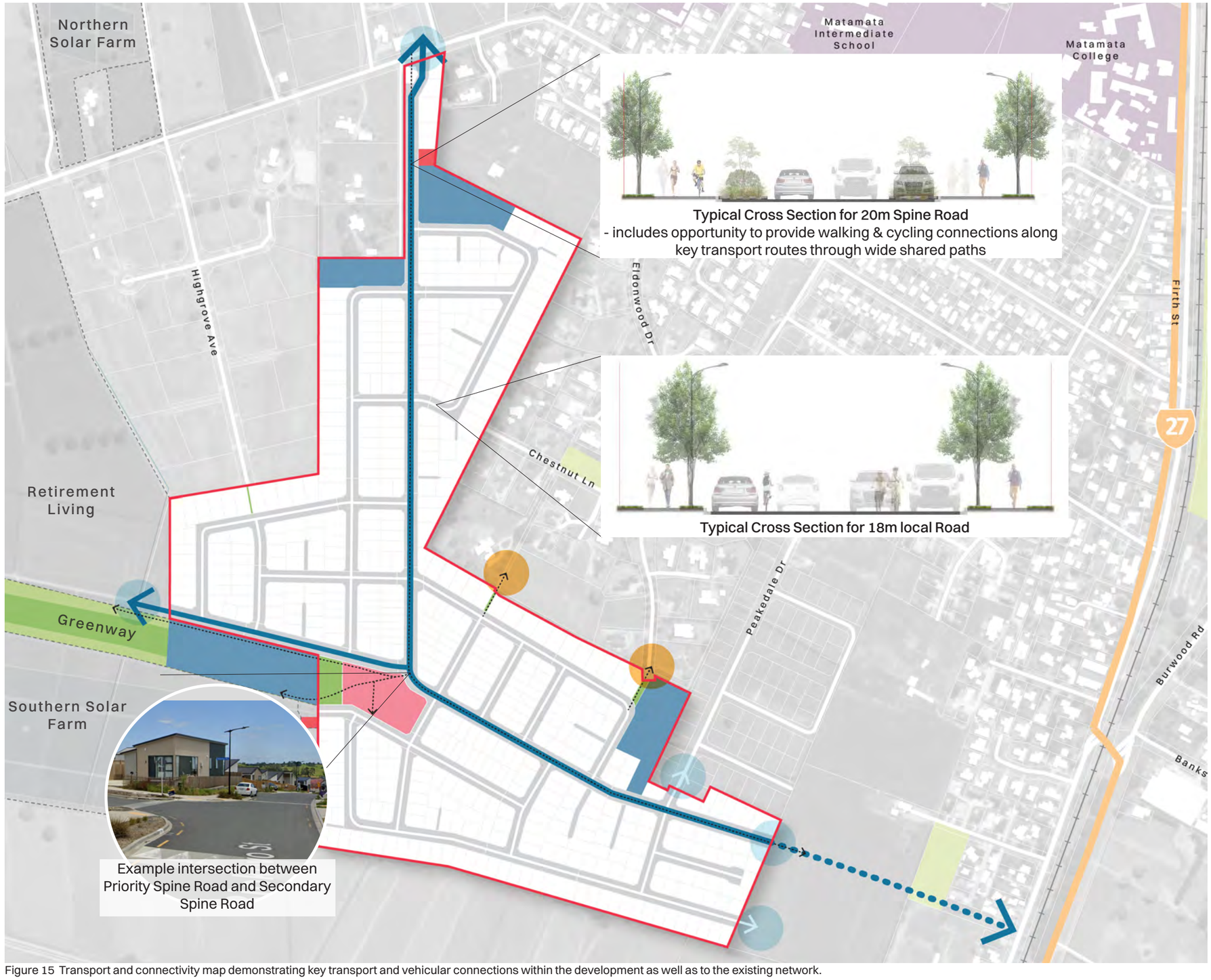


Figure 15 Transport and connectivity map demonstrating key transport and vehicular connections within the development as well as to the existing network.

4.6 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 (Note: The cross-section shown is for visual illustrative purpose only. It is not for proposed Ashbourne greenway.)

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

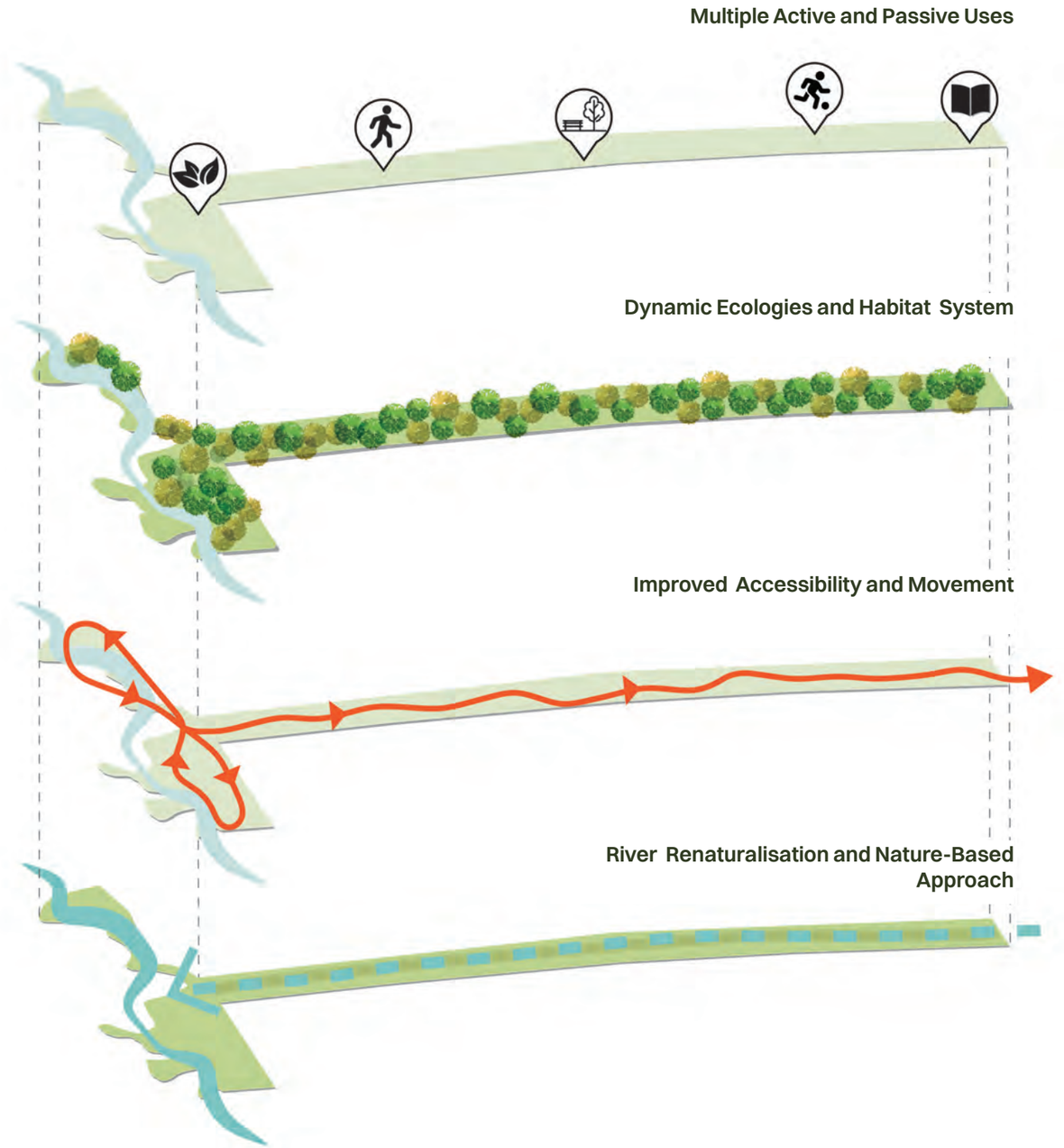


Figure 16 Integrated Multiple Layers Approach for Greenway

Scale 1:3,000

4.7 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.

Total Land Area (m^2)	10,015m^2	
Commercial Block	**Area**	**GFA**
Green Space / Play Area	2,345m^2	
Childcare facility & Carparking		510m^2
Café / Restaurant (excl . car parks)		161m^2
Grocer / Convenience Store / Dairy		300m^2
Commercial Premises x 4 Use TBC (Food & beverage, service, hospitality, small-scale office and retails)		905m^2
Hardstand Areas Carparking / Access / Internal Paths	3,819m^2	
Permeable Area (outside of Green Space)	1,975m^2	
TOTAL (Approx.)	**8,139**m^2	**1,876**m^2

Key

- Residential Precinct Area
- Residential Lots
- Commercial Node
- Green Space
- Greenway
- Stormwater Reserve
- Wastewater Pump Station
- Proposed Pedestrian & Cycle Connections
- Proposed Spine Roads
- Proposed Local Roads
- Existing Schools
- Existing Open Space

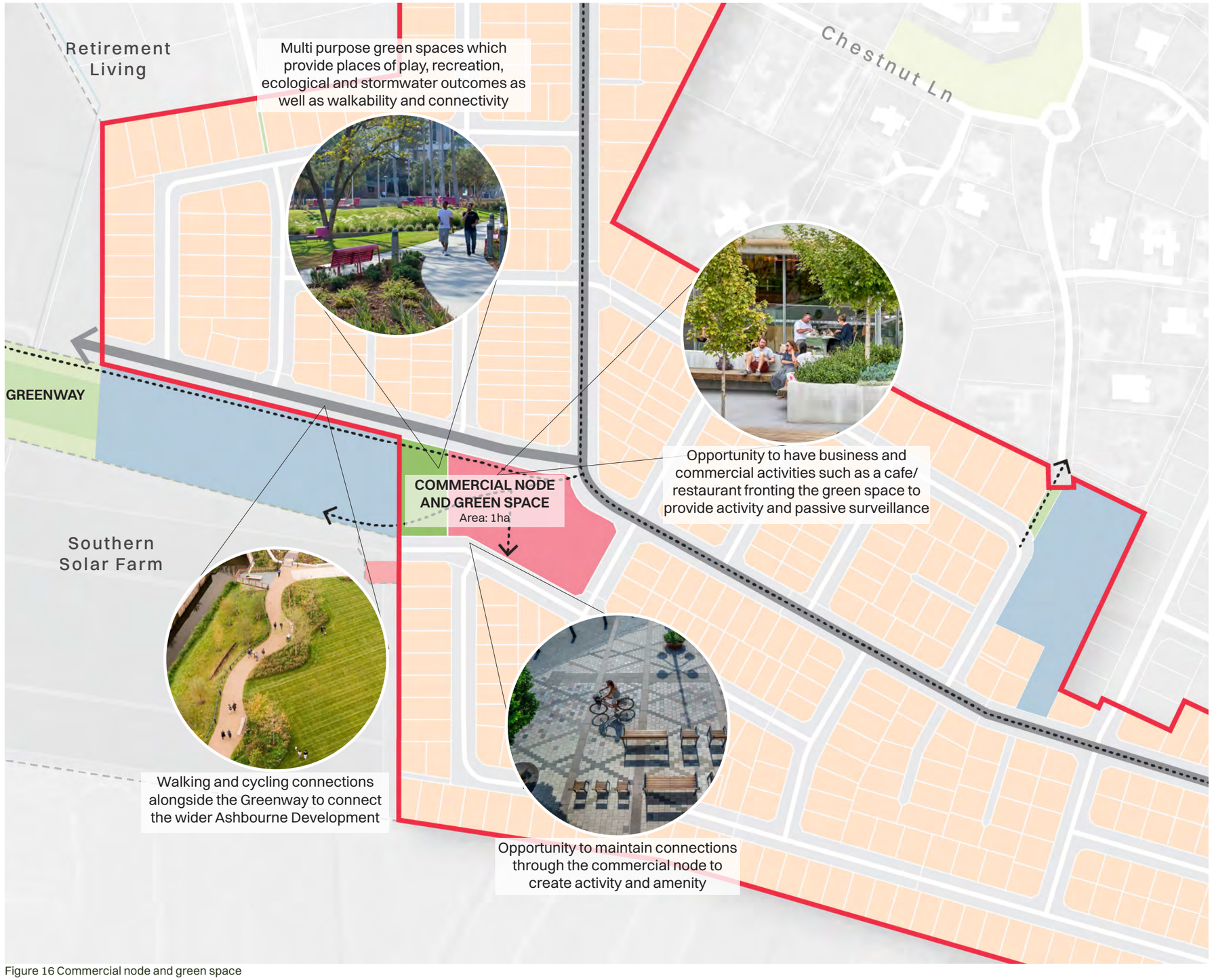


Figure 16 Commercial node and green space

Scale 1:6,000

4.8 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: 68 Lots
- Stage 2: 77 Lots
- Stage 3: 72 Lots
- Stage 4: 60 Lots
- Stage 5: 60 Lots
- Stage 6: 52 Lots
- Stage 7: 62 Lots
- Stage 8: 67 Lots

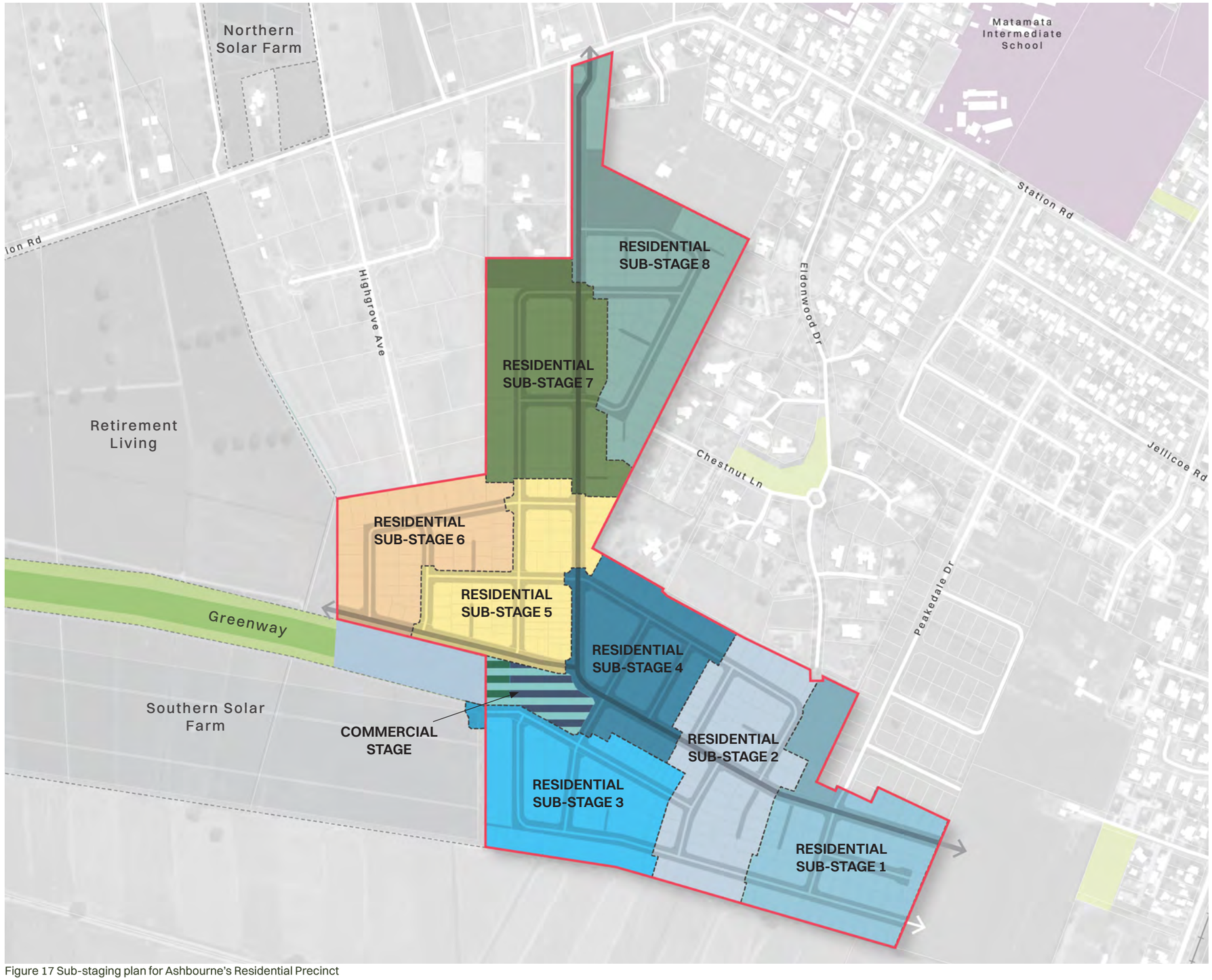


Figure 17 Sub-staging plan for Ashbourne's Residential Precinct

05
Retirement Living Precinct

Scale 1:5,000

5.1 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.

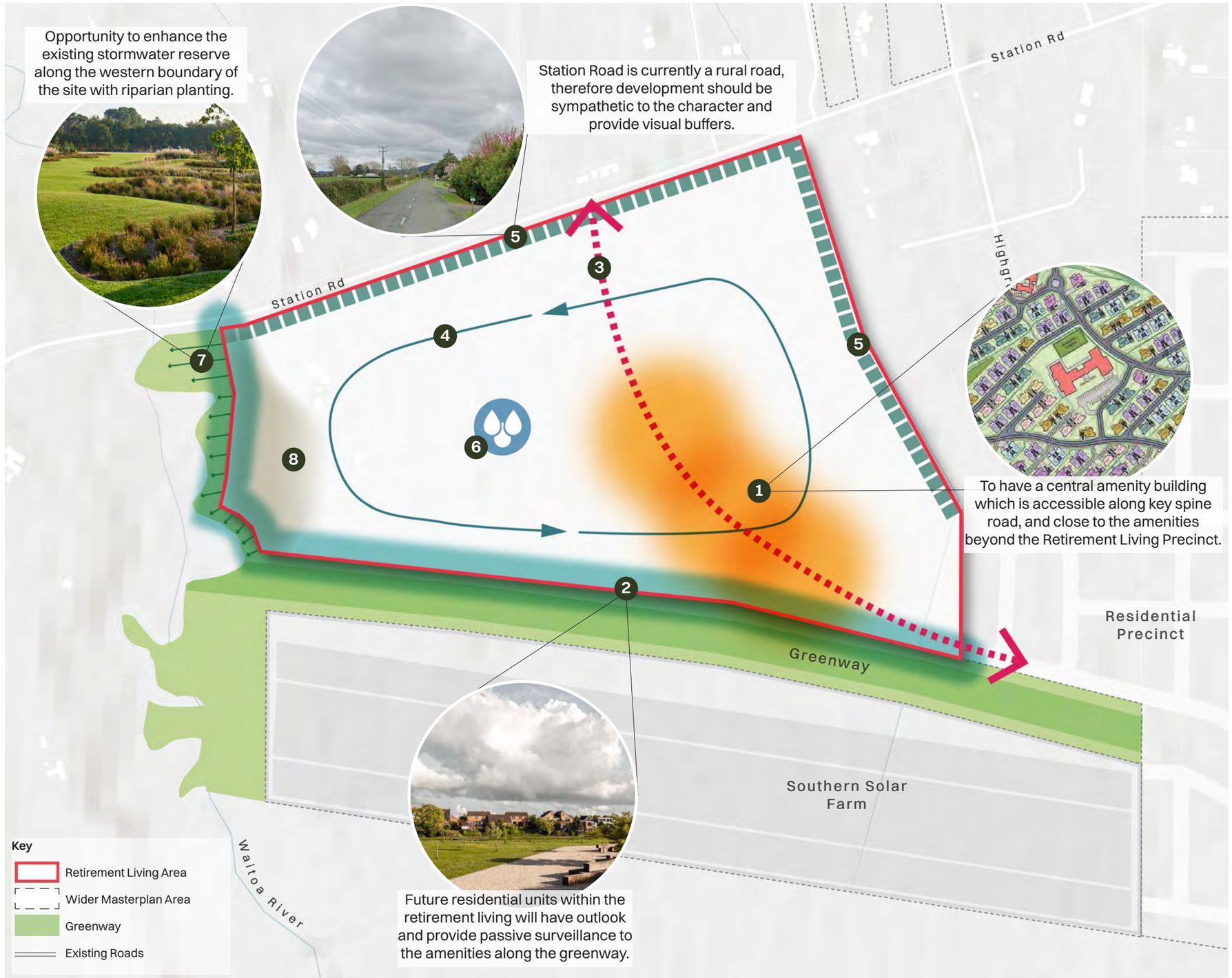


Figure 18 Design opportunities for the development of the Retirement Living Precinct

Scale 1:600

5.2 Retirement Living Masterplan

The proposed Retirement Village of Ashbourne is designed to accommodate the growing aging population of Matamata and surrounding areas, offering 218 residential villas with supporting healthcare and community facilities.

The village design revolves around a Central Spine Road that connects the community to the new commercial hub and Station Road. Residential clusters are thoughtfully arranged along this spine but with indirect access to the collector road, ensuring a tranquil, shared-space environment for residents.

A key feature is the centrally located Facilities Building, offering shared amenities for residents and their guests, further enhancing the sense of community. Completing the continuum of care, the proposed Aged Care Facility is situated near the greenway and adjacent to the newly developed commercial hub. Provision has also been made for nurses' accommodation in this area to attract high-quality nursing for improved resident care.

The village design retains a significant number of existing mature trees to provide an established, green environment from day one. A thoughtfully planned network of pathways, complementing the spine road's pedestrian walkway, connects residential clusters in a north-south orientation. This network integrates seamlessly with the greenway paths, linking residents to the community hub and surrounding green spaces.

Figure 19 High level development masterplan of the Retirement Living Precinct

Scale 1:600

5.3 Three Waters Servicing

Figure 20 with a breif summary below spatially demonstrate the key three waters infrastructures to service the development within the Retirement Living Precinct. An infrastructure memo has been prepared with detailed assessment.

Stormwater:

- **The buildings and units will provide onsite soakage to manage the stormwater for up to the 10-year storm events.**
- **Catchment A**: Drain to a new stormwater basin to provide the stormwater quality treatment, and it will manage the stormwater discharge into the road table drain.
- **Catchment B**: Drain to a new stormwater basin to provide the stormwater quality treatment and will manage up to the 10-year ARI storm events; storm events exceeding the 10-year ARI storm will be conveyed from the stormwater basin either the new green way or into the existing farm drain, that discharges into the Waitoa River.

Wastewater: Decentralised Wastewater Treatment Plant with onsite soakage

- **Preferred Option 1** – Pumping the site wastewater to the new wastewater treatment plant and the treatment greywater being directed to the Soakage Area A dripper field site for ground soakage.
- Option 2 - Pumping the site wastewater to the new wastewater treatment plant and the treatment greywater being directed to the Soakage Area B dripper field site located within the Southern Solar Farm site for ground soakage.

Water Supply:

- **Preferred Option** – Connecting to the existing MPDC network from the entrance of the development heading northeast towards Station Road and Smith Street.
- Altenative Option - Bore water supply.

Figure 20 High level indicative three waters servicing for retirement living precinct

Scale 1:600

5.4 Staging & Sequencing

The Retirement Living Precinct is anticipated to deliver approximately 218 retirement living units, as well as the supporting healthcare and community facilities. The staging and sequencing of the Retirement Living Precinct will start from Station Road and progress southwards.

In order to meet the projected demands for the retirement living in Matamata, the Retirement Living Precinct intends to develop in 10 stages over 10 years. The preliminary development capacity for each stage is as below:

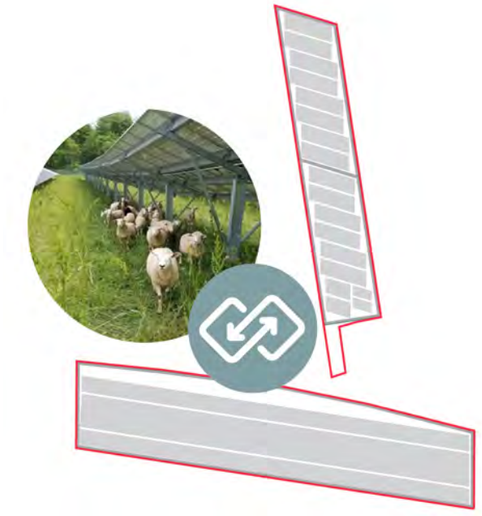
- Stage 1 = 26 units and facilities first stage
- Stage 2 = 27 units
- Stage 3 = 27 units and facilities second stage
- Stage 4 = 27 units
- Stage 5 = 26 units
- Stage 6 = 25 units
- Stage 7 = 24 units and facilities third stage
- Stage 8 = 25 units
- Stage 9 = 11 units
- Stage 10 = Supporting healthcare facilities with associated accommodations

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.

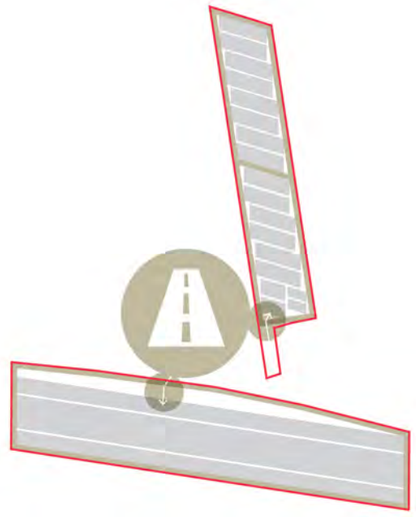
Figure 21 High level staging plan of the Retirement Living precinct

06
Solar Farms

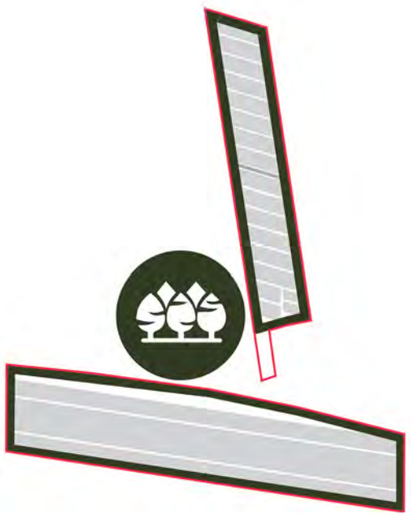
6.1 Key Design Principles



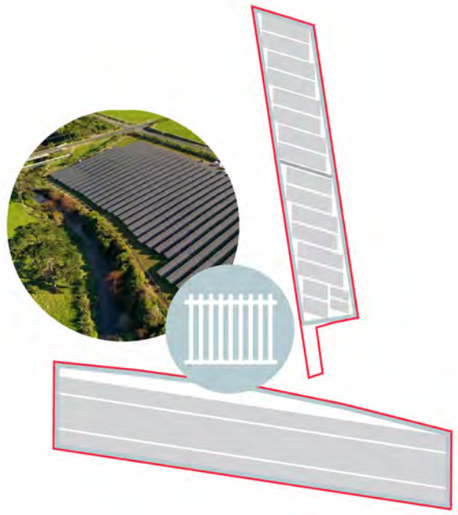
Design Principle One:
The project will be 'dual use,' or 'agrivoltaic. This is a facility that is designed to continue the agricultural use of the property at the same time as harvesting power via solar panels.



Design Principle Two:
Access to the site will need to be limited to ensure security. Internal access will be 5.5m wide rural access tracks with aggregate surface.



Design Principle Three:
Landscaping will be used to screen the infrastructure and enhance the site as viewed from its surrounding context. Landscaping will need to consider appropriate screening, security and access, as well as appropriate heights and maintenance.



Design Principle Four:
The project sites will be fenced with a 2.2m high security fence along the site boundaries, as well as entranceway gateways to match the security fencing. Fencing will be incorporated into the landscaping treatment around the boundaries of the site.

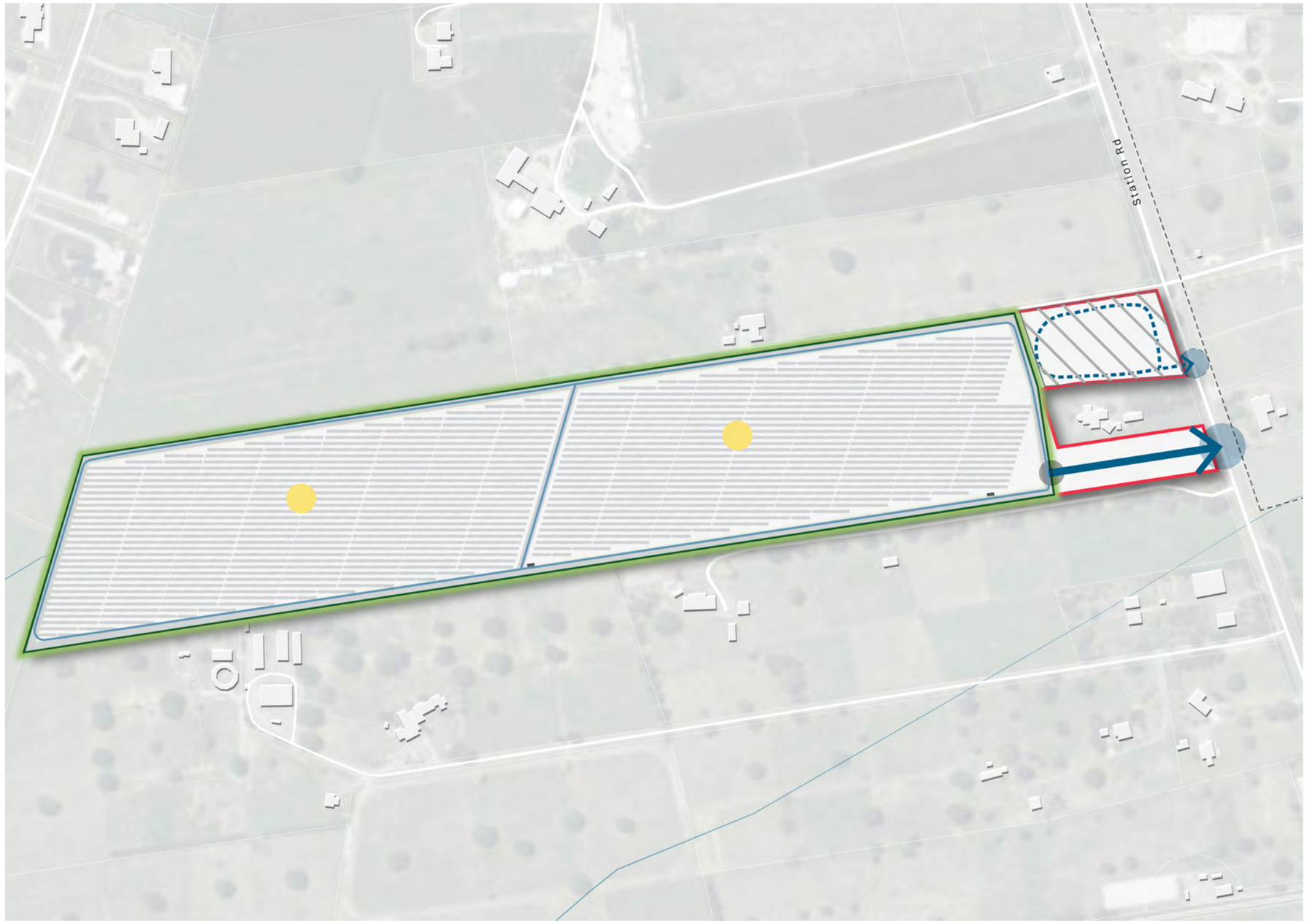
Scale 1:3,500

6.2
Northern Solar Farm Masterplan

The proposed Northern Solar Farm will obtain access directly off Station Road, with typical landscape planting buffer and security fences along the perimeter of the site.

It is anticipated this solar farm will produce energy of 18,380.72 MWh per year **(equivalent to approximately 2,600 homes per year)**. This will assist increasing the world's solar energy capacity will be a big part of solving the sustainability equation.

Agrivoltaic farming will be undertaken underneath solar panels as a mean to protect and preserve the identified highly productive land.



Key

- Northern Solar Farm Area
- Internal access roads (exclusive for solar farm use)
- Proposed accessway from Station Road
- Temporary access for construction uses
- Proposed landscaping buffer
- Proposed security fences and gate
- Potential entrance point
- Proposed solar panels
- Proposed onsite buildings
- Power Transformer (Location TBC)
- Existing buildings
- Balanced Land for Future Development

Figure 22 Northern Solar Farm Masterplan

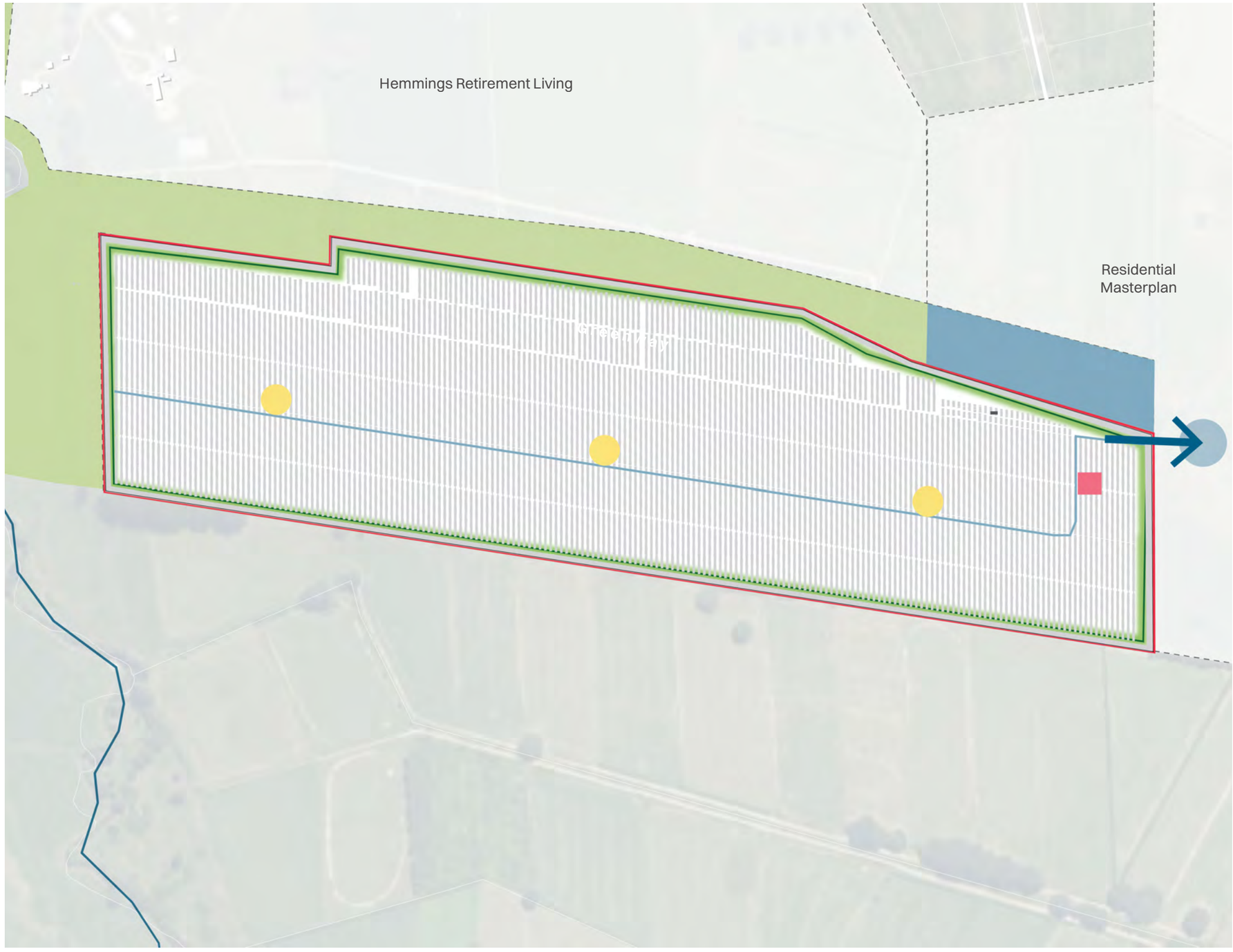
Scale 1:4,000

6.3 Southern Solar Farm Masterplan

The proposed Southern Solar Farm will obtain access directly off the established local roads within the Residential Precinct, with typical landscape planting buffer and security fences along the perimeter of the site.

It is anticipated this solar farm will produce energy of 35,264.47 MWh per year **(equivalent to approximately 5,000 homes per year)**. This will assist increasing the world's solar energy capacity will be a big part of solving the sustainability equation.

Agrivoltaic farming will be undertaken underneath solar panels as a mean to protect and preserve the identified highly productive land.



Key

- Northern Solar Farm Area
- Internal access roads (exclusive for solar farm use)
- Proposed accessway
- Potential connection to proposed transport network
- Proposed landscaping buffer
- Proposed security fences and gate
- Proposed solar panels
- Proposed onsite buildings
- Power Transformer (Location TBC)
- Onsite Wastewater Treatment Plant (Location TBC)
- Existing buildings

Figure 23 Southern Solar Farm Masterplan

Scale 1:10,000

6.4 Landscaping

Northern Solar Farm
Based on the wider landscape pattern on the northern side of Station Road, which includes shelter belt planting along the property boundaries, it is proposed that planting surrounding the northern solar farm will comprise of shelter belt planting which will provide visual and aural screening to neighbouring properties.

Southern Solar Farm
With the southern solar farm being surrounded by an existing stream environment and farmland, as well as the proposed greenway and residential development, it is proposed that screen planting will consist of an 'organically' laid-out native planting buffer and will be a requirement on all terrestrial boundaries to provide visual and aural screening to neighbouring properties.

Figure 21a Indicative typical landscape buffer at solar farm edge

Key

- Solar Farms
- Wider Masterplan Area
- Greenway
- Landscape buffer
- Existing Roads
- State Highway
- Railway

Figure 24 High level landscaping plan for the northern and southern solar farms

07

Site Analysis Study

Scale 1:15,000

7.1 Existing Infrastructure

Figure 23 shows the key existing infrastructure servicing Matamata. For stormwater, water is currently discharge towards the existing Waitoa River.

Future development of the site will need to take into account of any potential infrastructure related constraints, including to demonstrate how different precincts would be able to be serviced during initial stages as well as over the longer term.

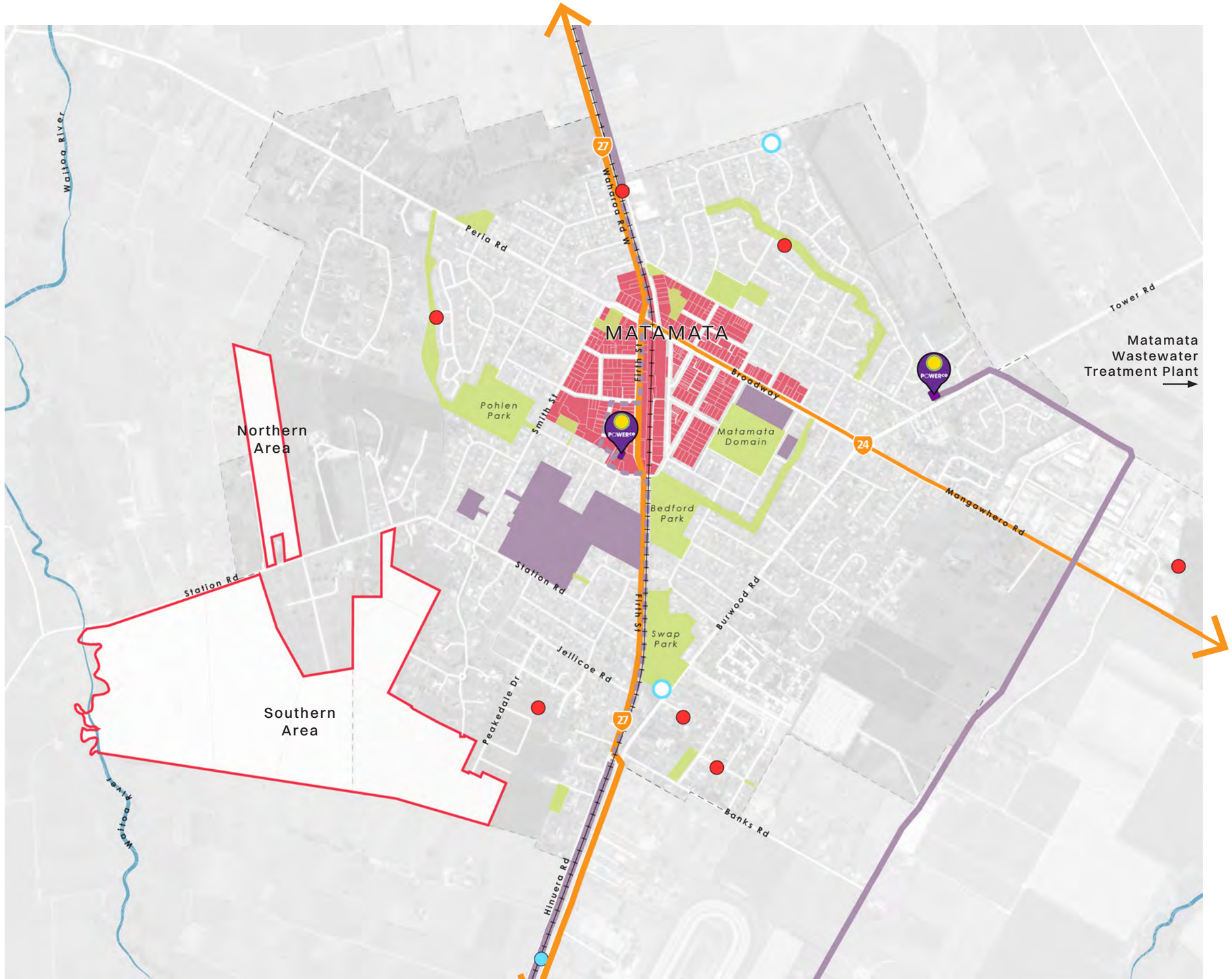


Figure 23 Existing physical and social infrastructure within Matamata

Scale 1:15,000

7.2 Movement & Connectivity

The site has access to the local road network of Matamata (**Figure 25**). The road network, including primary and secondary collector roads, provide opportunities to link the site to proximate social amenities including schools and parks.

Key opportunities to connect include:

- Station Road
- Highgrove Avenue
- Chestnut Lane
- Eldonwood Drive
- Peakedale Drive

The 22 Eastern Connector provides regional bus service travels between Morrinsville, Matamata, Te Aroha, Paeroa and Hamilton.

Matamata has flat topography making walking and cycling easy for all ages and abilities. **Figure 23** shows the existing walking tracks in Matamata.

Key

- Site Boundary
- Matamata Boundary
- Town Centre Zone
- Schools
- Public Open Spaces
- Regional Bus Terminal
- Regional Bus Route and Stops
- Primary and Secondary Collector Roads
- Arterial Roads (State Highways)
- Walking Tracks or Walking Paths
- Existing Roading Network
- Railway

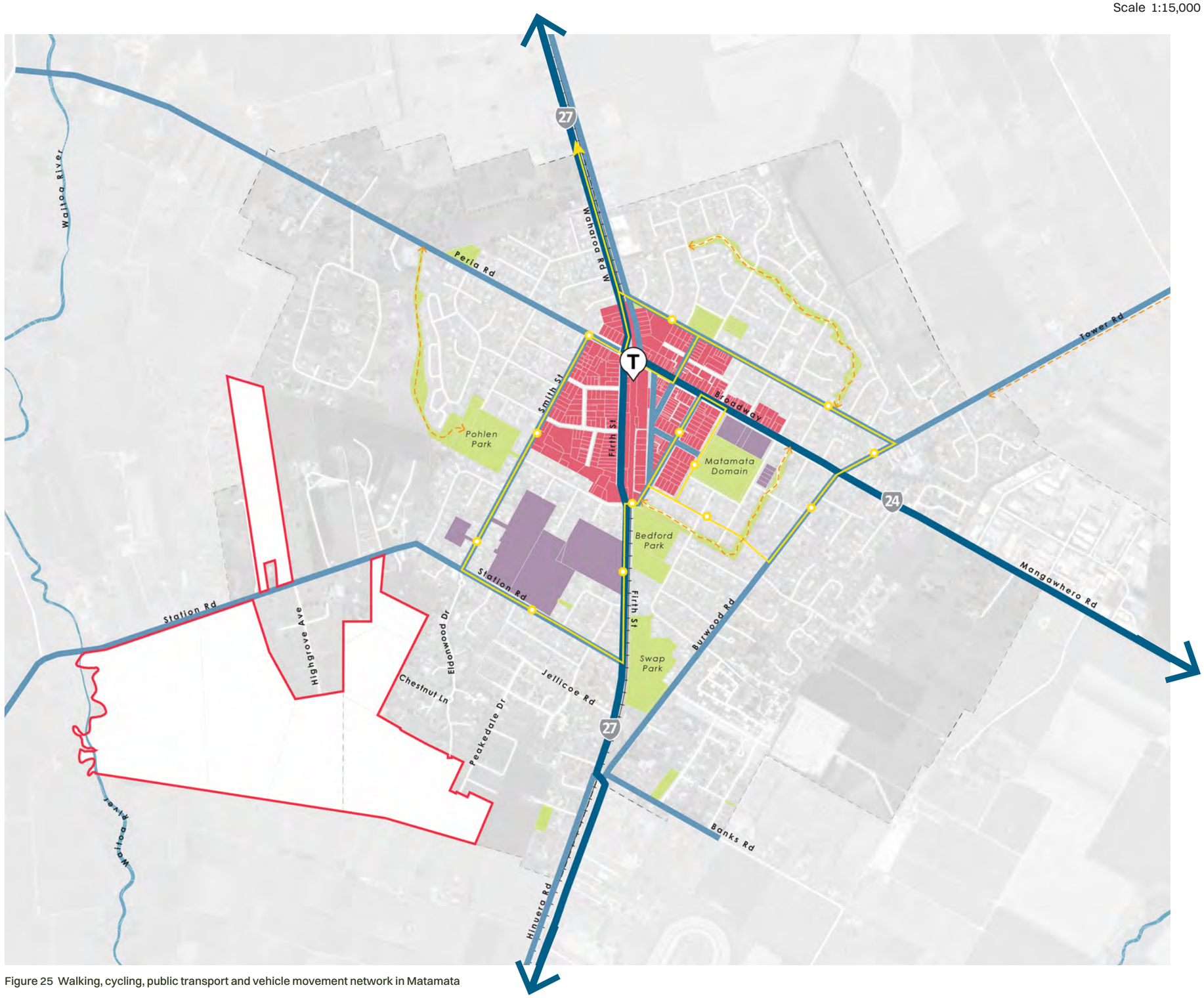


Figure 25 Walking, cycling, public transport and vehicle movement network in Matamata

Scale 1:15,000

7.3 Open Space Network

Using the data and information from the latest Open Space Strategy 2021 - 2051, it shows that the community and amenity parks are well below the benchmark in terms of park area per population. These parks in Matamata tend to be relatively small in area.

The Strategy acknowledges Matamata is growing and it is important to ensure that new residential areas will have adequate access to public parks and playgrounds. Additional parkland and playgrounds are likely to be required to cater for new residential subdivisions. In addition, there are opportunities to improve connectivity between parks and open spaces in Matamata, as well as connect these to the centre of town.

These connections can be achieved using a combination of linkage parks, wider footpaths or shared paths.

Key

- Site Boundary
- Matamata Boundary
- Town Centre Zone
- Special and School Playgrounds
- Community and Amenity Parks
- Linkage Parks
- Town Centre and Neighbourhood Parks
- Matamata Cemetery
- Existing Roading Network
- State Highways
- Railway

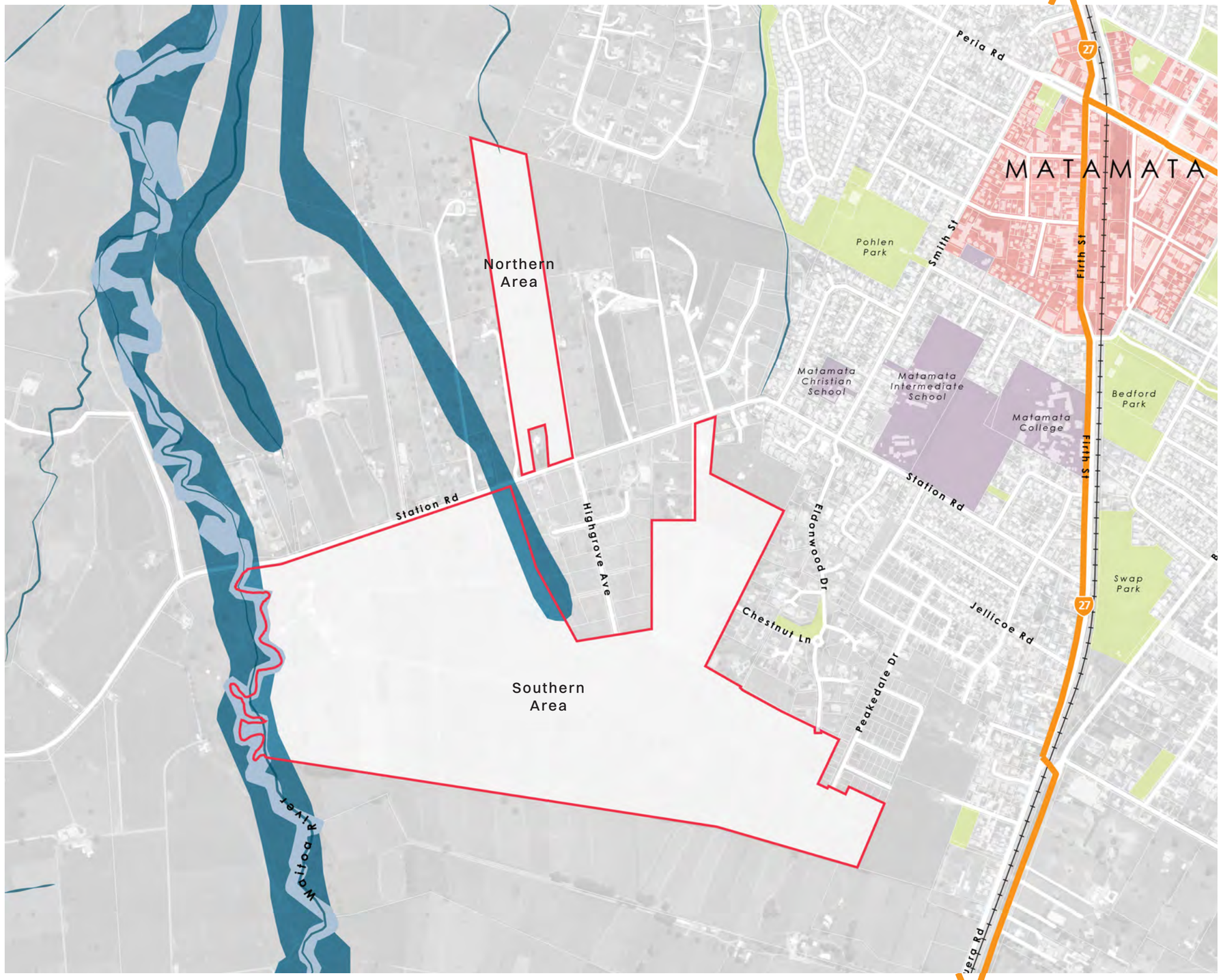
Figure 26 Open Space Network in Matamata

Scale 1:12,000

7.5 Flooding

Figure 27 identifies the areas of indicative pre-development flooding, under the Waikato Regional Flood Layers showing in darker blue and the identified Matamata District Plan Flood Layers showing in lighter blue.

Flood management and mitigations will be through a network of naturalised streams, greenway and stormwater treatment facilities.



Key

- Site Boundary
- Matamata Boundary
- Waikato Regional Flood Layers
- Matamata District Plan Flood Layers
- Town Centre
- Schools
- Public Open Spaces
- Rivers/Streams
- Existing Roading Network
- State Highways
- Railway

Figure 27 Flood Hazards

Scale 1:12,000

7.6 Soil

The National Policy Statement on Highly Productive Land (**NPS - HPL**) is relevant to the site as the majority of the site is classified LUC 2, as shown in **Figure 28**.

There is no LUC 1 land identified within the site.

It is our view that there is a policy pathway to develop of highly productive land for urban purposes, as stated in Section 3.6 of the NPS-HPL. This includes looking at the existing capacity and demonstrating that it is required to provide sufficient development capacity to meet expected demand for housing (in particular for retirement living in this instance).

The proposed solar farms will not prevent or stop the continuous primary production land uses (grazing).

Key

- Site Boundary
- Matamata Boundary

Land Use Classification - Highly Productive Land

- LUC 1 (Most productive)
- LUC 2 (Moderate productive)
- LUC 3 (Least productive)
- Urban/Residential Zoned Land
- Town Centre
- Schools
- Natural Open Spaces
- Existing Roading Network
- State Highways
- Railway

Figure 28 NPS-HPL soil classes (LUC) show that a large portion of the site is LUC-2, which is moderately productive land

UNITY DEVELOPMENTS

ASHBOURNE

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