

**BEFORE AN EXPERT CONSENTING PANEL**

**IN THE MATTER** of the Fast-track Approvals Act 2024 (the **FTAA**)

**AND**

**IN THE MATTER** of Ashbourne (FTAA-2507-1087)

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**STATEMENT OF EVIDENCE OF SUSANNE KAMPSHOF ON BEHALF OF THE  
MATAMATA-PIAKO DISTRICT COUNCIL**

**Infrastructure Funding**

**Dated: 11 November 2025**

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## 1. SUMMARY OF EVIDENCE

- 1.1 The Matamata-Piako District Council (**Council**) can generally support the proposed approach for water and transport, subject to further investigation into a potential water booster pump and into external roading upgrades.
- 1.2 Council is open to transparent development contribution (**DC**) offsets for works undertaken on Council's behalf that provide wider community benefits, provided overall funding remains aligned with Council budgets and policies.
- 1.3 Council is prepared to co-fund:
  - (a) 33% of additional storage at the Eldonwood Pump Station; and
  - (b) the renewal portion of the Burwood Road gravity main wastewater pipe based on remaining asset life if replaced early, including a finance cost to cover the early renewal.

## 2. INTRODUCTION

- 2.1 My full name is Susanne Kampshof.
- 2.2 I have prepared this evidence to assist the Panel in relation to Ashbourne's proposal to enable an additional 518 residential lots in Matamata and the associated infrastructure funding and delivery approach. My evidence addresses water, transport and wastewater implications, with particular focus on wastewater infrastructure and funding.

## 3. QUALIFICATIONS AND EXPERIENCE

- 3.1 I am the Asset and Projects Manager for Council. In this role I am responsible for asset planning and project delivery for three-waters and transport infrastructure. I have held this position for one year, and prior to that have been Council's Asset Manager for 15 years. I have the qualifications and experience set out in Appendix 1.

## 4. CODE OF CONDUCT

- 4.1 Although this matter is not before the Environment Court, I confirm that I have read the Code of Conduct for Expert Witnesses outlined in the Environment Court's Practice Note (2023) (**Code**) and have complied with it in preparing this statement of evidence. If a hearing is held, I also agree to follow the Code when presenting evidence to the Panel.

- 4.2 I confirm that the issues addressed in this brief of evidence are within my area of expertise, except where I state that I rely upon the evidence of other expert witnesses. I also confirm that I have not omitted to consider material facts known to me that might alter or detract from my opinions.

## 5. BACKGROUND AND SCOPE

- 5.1 Ashbourne has proposed a staged development of 518 lots, with infrastructure upgrades aligned to stages and effects.
- 5.2 The proposal seeks to address water, transport and wastewater, and includes developer delivery of certain wastewater upgrades (Eldonwood Pump Station and Burwood Road wastewater pipeline).
- 5.3 The development is not currently identified in Council's Long-Term Plan (**LTP**) or DC Policy, so funding alignment and equitable cost allocation are key issues.
- 5.4 Ashbourne's proposal includes a staged development approach, with infrastructure upgrades planned to coincide with each stage as impacts are realised. The latest proposal includes the following commitments:
- (a) **Water:** Payment of DCs and any additional upgrade works identified.
  - (b) **Transport:** Payment of DCs and any additional upgrade works identified.
  - (c) **Wastewater:** payment of DCs and external network upgrades. The key items are upgrades to the Eldonwood Pump Station, a new rising main and the upsizing of an existing 150mm gravity main wastewater line on Burwood Road. The Ashbourne developer (**developer**) has suggested that elements of these upgrades provide wider community benefits and has requested that Council consider offsetting DCs accordingly.

## 6. PLANNING AND FUNDING FRAMEWORK

- 6.1 Council's infrastructure funding decisions for the next ten years are reflected in the Water Services Delivery Plan submitted to the Department of Internal Affairs; modelling is based on projected growth and upgrades are incorporated into network planning.

- 6.2 DC fees are set on 2024 figures and must be updated to 2025/26, with a further policy revision expected for 2026/27; ideally each development stage aligns with the prevailing DC policy at the time of implementation.
- 6.3 Council can offset DCs for developer-delivered works, but DCs and wider community benefits must be assessed separately to ensure overall funding sufficiency and consistency with budget forecasts.

## 7. GROWTH PROJECTIONS RELEVANT TO WASTEWATER AND TRANSPORT

- 7.1 Growth figures have been confirmed by Property Economics and are reflected in the current DC policy. For Matamata, the projected number of new residential dwellings requiring wastewater connections over the 30-year Long-Term Plan period is 1,799 (Wise High Projection).
- 7.2 The wastewater upgrades in Matamata are partially funded by growth, as outlined in the DC policy. Therefore, DCs must be paid in full, as the upgrades will benefit all developments connected to the wastewater network, including Ashbourne's 518 lots.

<b>WASTEWATER</b>	
<b>MATAMATA WASTEWATER DEVELOPMENT CONTRIBUTIONS</b>	
As per Matamata-Piako District Council Current Policy	
Current DC for Wastewater per lot	\$11,620
<b>MATAMATA DEVELOPMENTS CONTRIBUTION STAGE 1</b>	
Lot numbers for stage(s)	68
DC total existing	\$790,176
Total upgrade cost	\$150,000 borne by developer
Our proposed DC minus upgrade costs for the PDA per lot	\$9,414
<b>MATAMATA DEVELOPMENTS CONTRIBUTION STAGE 2</b>	
Lot numbers for stage(s)	77
DC total existing	\$894,758
Total upgrade cost	\$150,000 borne by developer
Our proposed DC minus upgrade costs for the PDA per lot	\$9,672
<b>MATAMATA DEVELOPMENTS CONTRIBUTION STAGE 3-7</b>	
Lot numbers for stage(s)	306
DC total existing	\$3,555,793
Total upgrade cost	\$3,055,000 borne by developer
Total upgrade cost 50% discount	\$1,527,500 Goodwill by developer
Our proposed DC minus upgrade costs for the PDA per lot	\$6,628 PDA DC with goodwill
<b>MATAMATA DEVELOPMENTS CONTRIBUTION STAGE 8</b>	
Lot numbers for stage(s)	67
DC total existing	\$778,556
Total upgrade cost	\$0 borne by developer
Our proposed DC minus upgrade costs for the PDA per lot	\$11,620
<b>MATAMATA DEVELOPMENTS CONTRIBUTION TOTAL</b>	
Lot numbers for stage(s)	518
DC total existing	\$6,019,284
Total upgrade cost	\$3,355,000 borne by developer
Total upgrade cost 50% discount	\$1,677,500 Goodwill by developer
Our proposed DC minus upgrade costs for the PDA per lot	\$8,382 Average PDA DC with goodwill

- 7.3 For transport, Council supports enabling growth through well-planned and sustainable infrastructure. Development Contributions must be applied in

accordance with the current policy to ensure costs are equitably shared across the Matamata catchment. Council is open to considering DC offsets where developers deliver infrastructure that benefits the wider community, provided this is done transparently and aligns with Council's funding framework.

## **8. SPECIFIC INFRASTRUCTURE COMPONENTS WHERE COUNCIL WILL LOOK TO CONTRIBUTE**

### **Eldonwood Pump Station**

- 8.1 There is a wider community benefit in increasing storage capacity at the Eldonwood Pump Station. Council's standard for new pump stations is nine-hours of dry weather flow storage to allow sufficient response time for operational issues. Most of our old pump stations don't have this storage available. The proposed 20m<sup>3</sup> storage addition would provide approximately nine hours of current dry weather flow storage, which is a significant improvement.
- 8.2 The Council is prepared to fund 33% of the additional storage costs, reflecting a fair share based on the number of lots and the area serviced. Funding for pump station upgrades is included in the Water Services Delivery Plan for 2029/30, and Council may consider bringing this forward but would need to seek approval from Waikato Waters Limited for this.

### **150mm gravity main wastewater line on Burwood Road**

- 8.3 The existing 150mm pipe is sufficient for current demand and is expected to remain adequate for the next 40 years. Minor manhole surcharges occur during wet weather but do not result in overflows. However, the pipe cannot accommodate the additional dry weather flow from the Ashbourne development, necessitating an upgrade to a 225mm pipe.
- 8.4 The pipe is approximately 55 years old, with an expected base life of 80 years. If replaced earlier than planned, Council must account for the loss of asset life.
- 8.5 Council is willing to fund the renewal portion of the 150mm pipe at the time of upgrade, based on the remaining asset life. For example, if replaced 25 years early, Council would contribute 55/80 of the renewal cost. Renewal funding is available in the Long-Term Plan and can be redirected accordingly.

- 8.6 Financial costs of bringing this work forward and deferring other work that has been programmed will also need to be borne by the developer.

### **FIRTH STREET CONNECTION**

- 8.7 The Structure Plan identifies a strategic 400m road link to Firth Street, essential to mitigate traffic impacts on the local network and avoid temporary construction access via Station Road.
- 8.8 Council supports the designation of this route and will undertake the statutory process to secure it.
- 8.9 Ashbourne will need to fund the construction of the link. Development Contribution (DC) credits will be applied to the Firth Street–Station Road allocation in our DC model, reflecting Ashbourne’s contribution. The rest of the Rooding DCs will be upheld.

## **9. CONCLUSIONS**

- 9.1 Council acknowledges the importance of supporting growth while ensuring infrastructure costs are fairly and sustainably managed. The proposal from Ashbourne has been reviewed in detail, and Council is broadly supportive of the water and transport components, subject to further investigation into specific elements such as the booster pump and external rooding upgrades.
- 9.2 Regarding wastewater, Council’s position is that development contributions must be upheld in accordance with the current policy, as the infrastructure upgrades will benefit all future developments in Matamata. Council is open to considering offsets where developers undertake works that provide wider community benefits, but this must be done transparently and without compromising Council’s overall funding position.
- 9.3 Specifically:
- (a) Council is prepared to co-fund the additional storage at the Eldonwood Pump Station, with a 33% contribution deemed fair based on the scale of the development and existing service area.
  - (b) Council is also willing to contribute to the renewal of the 150mm gravity main wastewater pipe on Burwood Road that is required to be upgraded, proportionate to the remaining asset life, ensuring that early replacement does not result in undue financial loss.

- (c) Other network upgrades will need to be borne and completed by the developer.
- 9.4 These positions reflect Council's commitment to enabling growth while safeguarding the interests of the wider community. Further engagement with Waikato Waters Limited will be required to confirm funding arrangements and ensure alignment with Council's Long-Term Plan and Water Services Delivery Plan. Initial discussions have commenced, and Council will continue to work collaboratively to progress this matter.
- 9.5 Council staff and consultants have been in discussions with the developer concerning how to make provision for infrastructure matters which fall outside Council's Development Contributions Policy. Considerable progress has been made about the proposal's impacts on water, wastewater and transport. We are close to reaching in principle agreement, which will enable three Private Developer Agreements (PDAs) to be drafted covering the Day-0 Subdivision, the Retirement Village and the Staged Residential Development. All PDAs will of course be conditional on approvals being granted by the Expert Panel.

**Susanne Kampshof**

**11.11.2025**

## APPENDIX 1

### QUALIFICATIONS AND EXPERIENCE

#### BACHELOR OF ENGINEERING (HONS)

#### GRADUATE DIPLOMA IN HIGHWAY ENGINEERING

1. My name is Susanne Kampshof. I hold a Bachelor of Engineering (Science) from Waikato University (with Hons) and Graduate Diploma in Highway Engineering from NZIHT.
2. I have over 20 years' experience in civil engineering and over 18 years' working at Matamata-Piako District Council.
3. Since July 2024, I have worked as Assets and Projects Manager at Matamata Piako District Council (MPDC), leading the Assets and Projects team at Council.
4. From October 2012 to July 2024, I worked as Assets Strategy and Policy Manager at MPDC. I led the Asset Management and Strategic Planning at Council for all infrastructure assets, including developing and administering the Development Contributions Policy.
5. Prior to that I worked as Roading Manager at MPDC. From 2008 – 2012.
6. My experience covers:
  - Strategic infrastructure planning;
  - Asset management,
  - Developing Council's Infrastructure Strategy and Development Contributions Policy.
7. In my current role at MPDC, I have been involved in the following activities:
  - Advice on development and subdivision applications for all infrastructure assets,
  - Advice on plan changes for all infrastructure assets,
  - Development of Long-Term Plan documents around infrastructure planning and funding,
  - Providing planning and technical inputs into various MPDC documents and submissions.

**APPENDIX 2: DRAFT PDA MEMORANDUM**

# Memo



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**Date:** 11 November 2025

**From:** Susanne Kampshof,  
Asset and Projects Manager

**Our File Ref:**

**Description:** DRAFT - Ashbourne PDA comments – Infrastructure

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## **Background**

Ashbourne has submitted a proposal outlining their approach to funding infrastructure upgrades to support an additional 518 residential lots in Matamata. This memo provides Council's assessment of the proposal and outlines key feedback. Based on their recommendation and costings provided on the 8<sup>th</sup> August 2025, Council has a responsibility to ensure that infrastructure costs associated with growth are appropriately funded by developers, thereby avoiding financial impacts on existing ratepayers. The proposed development is not currently identified in Council's Long-Term Plan or Development Contributions (DC) Policy, and therefore any infrastructure upgrades must be carefully considered to ensure alignment with Council's strategic planning and funding frameworks.

Ashbourne's proposal includes a staged development approach, with infrastructure upgrades planned to coincide with each stage as impacts are realised.

The latest proposal includes the following commitments:

- **Water:** Payment of DCs and any additional upgrade works identified.
- **Transport:** Payment of DCs and any additional upgrade works identified.
- **Wastewater:** Upgrades to the Eldonwood Pump Station and network wastewater upgrades, including upsizing the 150mm gravity main along Burwood Road. The developer has suggested that elements of these upgrades provide wider community benefits and has requested that Council consider offsetting DCs accordingly.

## WASTEWATER

### MATAMATA WASTEWATER DEVELOPMENT CONTRIBUTIONS

As per Matamata-Piako District Council Current Policy

Current DC for Wastewater per lot      \$11,620

### MATAMATA DEVELOPMENTS CONTRIBUTION STAGE 1

Lot numbers for stage(s)      68

DC total existing      \$790,176

Total upgrade cost      \$150,000 *borne by developer*

Our proposed DC minus upgrade costs for the PDA per lot      **\$9,414**

### MATAMATA DEVELOPMENTS CONTRIBUTION STAGE 2

Lot numbers for stage(s)      77

DC total existing      \$894,758

Total upgrade cost      \$150,000 *borne by developer*

Our proposed DC minus upgrade costs for the PDA per lot      **\$9,672**

### MATAMATA DEVELOPMENTS CONTRIBUTION STAGE 3-7

Lot numbers for stage(s)      306

DC total existing      \$3,555,793

Total upgrade cost      \$3,055,000 *borne by developer*

Total upgrade cost 50% discount      \$1,527,500 *Goodwill by developer*

Our proposed DC minus upgrade costs for the PDA per lot      **\$6,628** *PDA DC with goodwill*

### MATAMATA DEVELOPMENTS CONTRIBUTION STAGE 8

Lot numbers for stage(s)      67

DC total existing      \$778,556

Total upgrade cost      \$0 *borne by developer*

Our proposed DC minus upgrade costs for the PDA per lot      **\$11,620**

### MATAMATA DEVELOPMENTS CONTRIBUTION TOTAL

Lot numbers for stage(s)      518

DC total existing      \$6,019,284

Total upgrade cost      \$3,355,000 *borne by developer*

Total upgrade cost 50% discount      \$1,677,500 *Goodwill by developer*

Our proposed DC minus upgrade costs for the PDA per lot      **\$8,382** *Average PDA DC with goodwill*

## Issues/Discussion

### **Growth Projections and DC impacts**

Growth figures have been confirmed by Property Economics and are reflected in the current DC policy. For Matamata, the projected number of new residential dwellings requiring wastewater connections over the 30-year Long-Term Plan period is 1,799 (Wise High Projection). The wastewater upgrades in Matamata are partially funded by growth, as outlined in the DC policy. Therefore, DCs must be upheld, as the upgrades will benefit all developments connected to the wastewater network, including Ashbourne's 518 lots.

The current DC policy has some growth projects identified for Water, which are based on a catchment level. The DCs are proposed to be upheld for Water.

#### **Water**

Council generally supports the Water components of the proposal. The water infrastructure appears adequate, although further investigation is required regarding the need for a booster pump.

#### **Wastewater**

Council has reviewed the wastewater proposal and provides the following observations:

- Council's infrastructure funding decisions for the next 10 years are reflected in the Water Services Delivery Plan, which has been submitted to the Department of Internal Affairs. Modelling has been completed based on projected growth, and necessary upgrades have been incorporated into the network planning.
- The Development Contributions Policy sets DC fees based on 2024 figures, which must be updated to reflect 2025/26 rates. The policy is also expected to be revised for 2026/27. Each stage of the development needs to align with the DC policy in force at the time of s.224C) approval
- Council is open to offsetting DCs where developers undertake infrastructure works on Council's behalf. However, this must be done with assurance that overall funding remains sufficient and aligned with budget forecasts. Therefore, DCs and wider community benefits should be assessed separately.

## Specific Infrastructure Components

### Eldonwood Pump Station

There is a wider community benefit in increasing storage capacity at the Eldonwood Pump Station. Council's standard for new pump stations is 8 hours of dry weather flow storage to allow sufficient response time for operational issues. Most of our old pump stations don't have this storage available. The proposed 20m<sup>3</sup> storage addition would provide approximately 9 hours of current dry weather flow storage, which is a significant improvement.

- **Council Position:** Council is prepared to fund 33% of the additional storage costs, reflecting a fair share based on the number of lots and the area serviced. Funding for pump station upgrades is included in the Water Services Delivery Plan for 2029/30, and Council may consider bringing this forward but would need to seek approval for this from Waikato Waters Ltd who will be responsible for delivering water and wastewater services for Council from the 1 October 2026.

### Burwood Road Wastewater Line

The existing 150mm pipe is sufficient for current demand and is expected to remain adequate for the next 40 years. Minor manhole surcharges occur during wet weather but do not result in overflows. However, the pipe cannot accommodate the additional dry weather flow from the Ashbourne development, necessitating an upgrade to a 225mm pipe which falls on the developer to provide the pipe to be upsized.

The current 150mm gravity main is approximately 55 years old, with an expected base life of 80 years. If replaced earlier than planned, Council must account for the loss of the asset life.

- **Council Position:** Council is willing to fund the renewal portion of the 150mm gravity main that is being upsized to a 225mm gravity main at the time of upgrade, based on the remaining asset life. For example, if replaced 25 years early, Council would contribute 55/80 of the renewal cost. Renewal funding is available in the Long Term Plan and can be redirected accordingly. There shall also be allowance made for the financing cost, to bring forward the work.

The remaining network upgrades will lie with the Developer.

## Transport

Council has reviewed the transport proposal and considered feedback from our technical experts. The following high-level observations are provided:

### Council Position - Strategic Planning and Funding

- Council's infrastructure investment decisions for the next 10 years are outlined in the **Long Term Plan (LTP)**. These are based on growth projections and include necessary upgrades across the wider transport network.
- Funding is allocated in the LTP for **widening Station Road** within the urban area, as well as for upgrade works on the rural section of Station Road.

- The **Development Contributions (DC) Policy** currently reflects 2024 figures. These must be updated to align with 2025/26 rates, with a further revision anticipated for 2026/27. Each stage of development should align with the applicable DC policy at the time of implementation.
- Transport-related DCs are applied at a **catchment level**. For Matamata, roading upgrades identified in the DC policy support growth across the zoned areas and are not specific to individual developments.
- Council is open to **offsetting DCs** where developers undertake infrastructure works that benefit the wider community. Any such arrangement must ensure funding remains aligned with budget forecasts and overall infrastructure needs.

### Council Position - Specific Infrastructure requirements

#### Firth Street Connection

- A **400m strategic road link** is required to connect to Firth Street with an estimated cost of **\$700,000**. (this excludes property costs) This will eliminate the need for the developer to construct a temporary link to Station Road for construction traffic.
- Council supports **designation** of the route and will undertake the process to designate this link as per the structure plan.
- Funding arrangement -: Ashbourne to fund the works, with a DC credit applied for the Firth Street to Station Road link allocation. There are some wider benefits with the new link to Firth Street and basing this off the current development and direct benefits, a 50% discount is proposed for the specific DCs related to the Firth Street to Station Road capital costs in the DC Policy.
- The remaining cost is expected to be covered by the developer, as the growth generated by the Ashbourne development is the primary driver for this strategic link.
- **Timing** of delivery is prior to completion of Stage 3.
- The upgrade of the **Firth Street / SH27** intersection is currently estimated at approximately \$200,000; however, this figure is a preliminary high-level estimate and will require refinement through detailed design and consultation with NZTA. An Integrated Transport Assessment (ITA) will be required at the time of constructing the link road to confirm the scope of works which the developer will need to carry out. All upgrade requirements must be coordinated with NZTA, as they are the controlling authority for the State Highway network.

#### Station Road

- Urbanisation of Station Road is required up to **Chestnut Grove**, including a new intersection to support increased traffic volumes and connectivity and shared pathway. Stage 4.
- The **internal road connection** to Station Road must be completed prior to the completion of Stage 7 or Stage 8, subject to the Firth Street connection being constructed at Stage 3.

### Council Position - Existing residential area enhancements

An ITA to be completed at the end of Stages 3, 4 and 5 to identify additional work required to support integration with the existing network and improve safety and amenity. The following upgrades are to be considered:

- Roundabout at Jellicoe Road / Hampton Terrace to:
  - Improve safety and facilitates turning movements.
  - Reduce vehicle speeds along Jellicoe Road.
- Traffic calming on Hampton Terrace and Archford Street:
  - Aims to discourage rat-running and redirect traffic to Firth Street and Station Road.
  - Treatments may include speed cushions, kerb build-outs, raised platforms, or chicanes.

### Council Position - Pedestrian provision

To support active transport and accessibility, the following pedestrian infrastructure is required:

- **Sealed 3m shared path** from the development to the Retirement Village entrance (may be reduced in constrained areas). → Stage 4
- **Refuge island** at the Smith Road / Station Road intersection (Smith Street approach). → Stage 4.

- **Refuge island on Station Road (located between Sheffield and Smith Streets) → Stage 4.**
- **Footpath upgrades** on Jellicoe Street and Hampton Terrace where there is no footpath. → Stage 1.

### **Conclusion:**

Council acknowledges the importance of supporting growth while ensuring infrastructure costs are fairly and sustainably managed. The proposal from Ashbourne has been reviewed in detail, and Council is broadly in support of the Water aspect, subject to further investigation into specific elements such as the booster pump.

With regard to **Wastewater**, Council maintains that development contributions must be upheld in accordance with the current policy, as the infrastructure upgrades will benefit all future developments in Matamata. Council is open to considering offsets where developers undertake works that provide wider community benefits, but this must be done transparently and without compromising Council's overall funding position.

Specifically:

- Council is prepared to co-fund the additional storage at the Eldonwood Pump Station, with a 33% contribution deemed fair based on the scale of the development and existing service area.
- Council is also willing to contribute to the renewal of the Burwood Road 150mm gravity main wastewater pipe that is required to be upgraded, proportionate to the remaining asset life, ensuring that early replacement does not result in undue financial loss.

With regard to **Transport**, Council supports enabling growth through well-planned and sustainable infrastructure. Development Contributions must be applied in accordance with the current policy to ensure costs are equitably shared across the Matamata catchment. Council is open to considering DC offsets where developers deliver infrastructure that benefits the wider community, provided this is done transparently and aligns with Council's funding framework.

Specifically:

- Council supports the strategic road link to Firth Street and is prepared to designate the route, with partial offsets applied under the DC policy for this specific Transport element (Firth Street to Station Road).
- Council expects Ashbourne to fund the remaining cost of the Firth Street connection, with a DC credit applied where appropriate.
- Council requires urbanisation of Station Road and traffic calming measures within the existing residential area to support safe and integrated transport outcomes.
- Pedestrian connectivity must be enhanced through shared paths, crossing facilities, and footpath upgrades to ensure safe and accessible movement between the development and the existing residential area.

These positions reflect Council's commitment to enabling growth while safeguarding the interests of the wider community. Further engagement with Waikato Waters Limited and the developer will be required to confirm funding arrangements, design details, and delivery timeframes. Initial discussions have commenced, and Council will continue to work collaboratively to progress this matter.



Author: Susanne Kampshof  
Asset and Projects Manager