

TRANSPORT MEMO: FAST TRACK ACT (2024) REFERRAL

Subject: Ashbourne, Station Road, Matamata

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Reviewed By: Leo Hills

Date: 11 December 2024

1 INTRODUCTION

Unity Developments engaged Commute Transportation Consultants to provide transport services for the master planning, consenting and design of Ashbourne. Ashbourne is located approximately 1.8 kilometres south-west of the centre of Matamata in the Waikato and comprises a total area of 125 hectares. Ashbourne is a multi-use development that includes four key precincts:

- (1) A new residential community, comprising circa 520 new residential units with a variety of densities, a green space and a commercial node;
- (2) 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;
- (3) A retirement living core, comprising circa 218 units, an aged care service and supporting facilities that will be provided across a staged development; and
- (4) Two solar farms which will provide a sustainable energy resource onsite, with the potential to integrate into the wider electricity network to generate energy outside of the immediate development.

This three-stage development, with each of the four key precincts having their own sub-stages, will ensure demand is met over the short, medium and long term.

The 42-hectare residential community is underpinned by a series of design principles, which focus on creating a well-connected, legible and diverse community on the edge of Matamata.

The eight-stage residential development is framed around a central spine road which runs from Station Road to the north of the site, down to the eastern boundary. Intersecting this is a secondary spine road connection to link the wider residential precinct to the commercial node, green space and greenway. This transport network, supported by local roads, pedestrian and cycle connections, enables a legible grid structure in the residential area. A range of housing typologies and densities are proposed to meet the growing and changing needs of the housing market to ensure there are options for future residents.

The commercial node located in the heart of the development, includes a number of amenities and services to support the Ashbourne development, wider community and local economy, such as local shops, a childcare facility and a café. The commercial node comprises an area of 0.75 hectares in the centre of the Ashbourne development, that includes a number of commercial properties, café, childcare facility and superette. This element of the proposal has been scaled to support the density proposed in the residential and retirement village components to ensure it does not threaten the primary purpose of the town centre of Matamata.

The multi-functional greenway links the commercial node and open spaces of the Ashbourne development area. This corridor interconnects infrastructure, cultural narrative, ecological wellbeing, 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.

To support the growing demand for retirement living in Matamata, Ashbourne is anticipated to deliver circa 218 retirement living units, as well as the supporting healthcare and community facilities across an area of 19 hectares. A staged approach is proposed, from north to south, to establish a high-quality development overlooking the greenway.

Two solar farms are proposed to produce energy for over 7,000 homes per year, with the ability of powering not only Ashbourne but the wider community. The northern solar farm has an area of 12.7 hectares, while the southern solar farm is twice the size with an area of 24 hectares. An underpinning design principle of the 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.

1.1 PURPOSE OF THIS MEMO

This memo has been prepared to support a referral for assessment to be completed under the Fast Track Approvals Act (2024). This memo provides a high-level summary of the transportation matters related to the proposal to develop a range of activities as described above.

To support the referral, this memo provides a high-level review of the transport aspects of the proposal, including:

- Summary of the proposal and site description;
- High level analysis of traffic impacts;
- Proposed additional assessment to support application
- Conclusion.

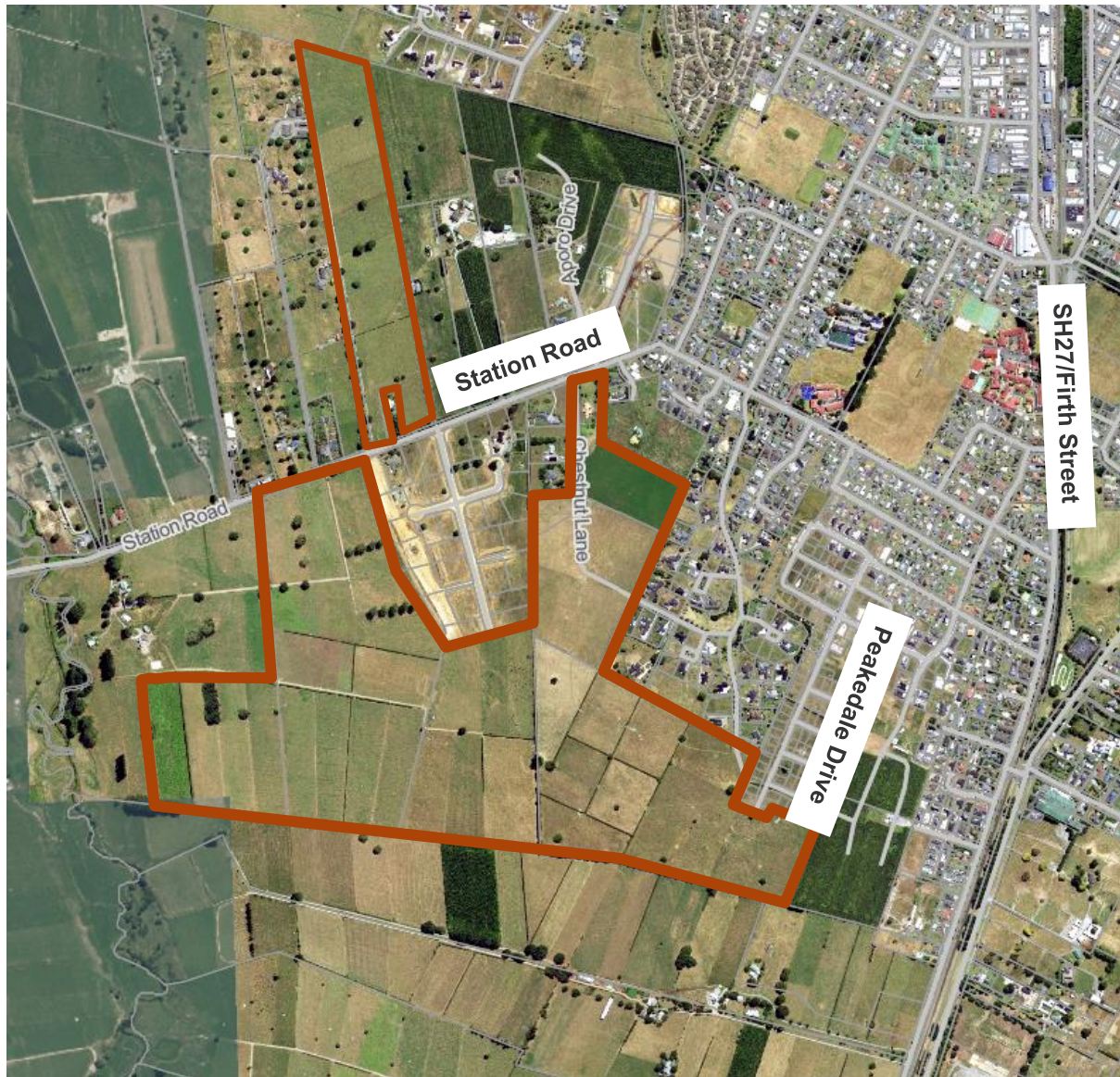
2 SITE DESCRIPTION AND PROPOSAL

2.1 SITE DESCRIPTION

Matamata is located in the Waikato, within the Matamata-Piako District. It is centrally located within the Waikato, and is approximately two hours from Auckland, 55 mins from Hamilton, 45 mins from Tauranga and 55 mins from Rotorua.

Within Matamata, the site is located 2.5km from the town centre (as a straight line, from the centre of the site), and is located adjacent to Station Road. The site connects to recently completed subdivisions in the south at Peakedale Road.

Figure 2-1: Site Location



2.2 ADJACENT ROAD NETWORK

Station Road is classified as a Collector Road within the Matamata Piako District Plan (MPDP)¹. The road reserve is 20.0m wide, with a sealed width of 7.0m, accommodating one traffic lane in each direction. Adjacent to the site, there are no footpaths or cycle provisions on Station Road, which is commensurate with the existing rural nature of the corridor.

Station Road has a posted speed limit of 50 km per hour at the most eastern extent, increasing to 80km per hour at Odium Drive, and increasing further to 100km per hour at 200 Station Road. Station Road currently carries in region of 620² vehicles per day.

¹ Section 9.1.1

² Based on surveys completed week of 18/03/24

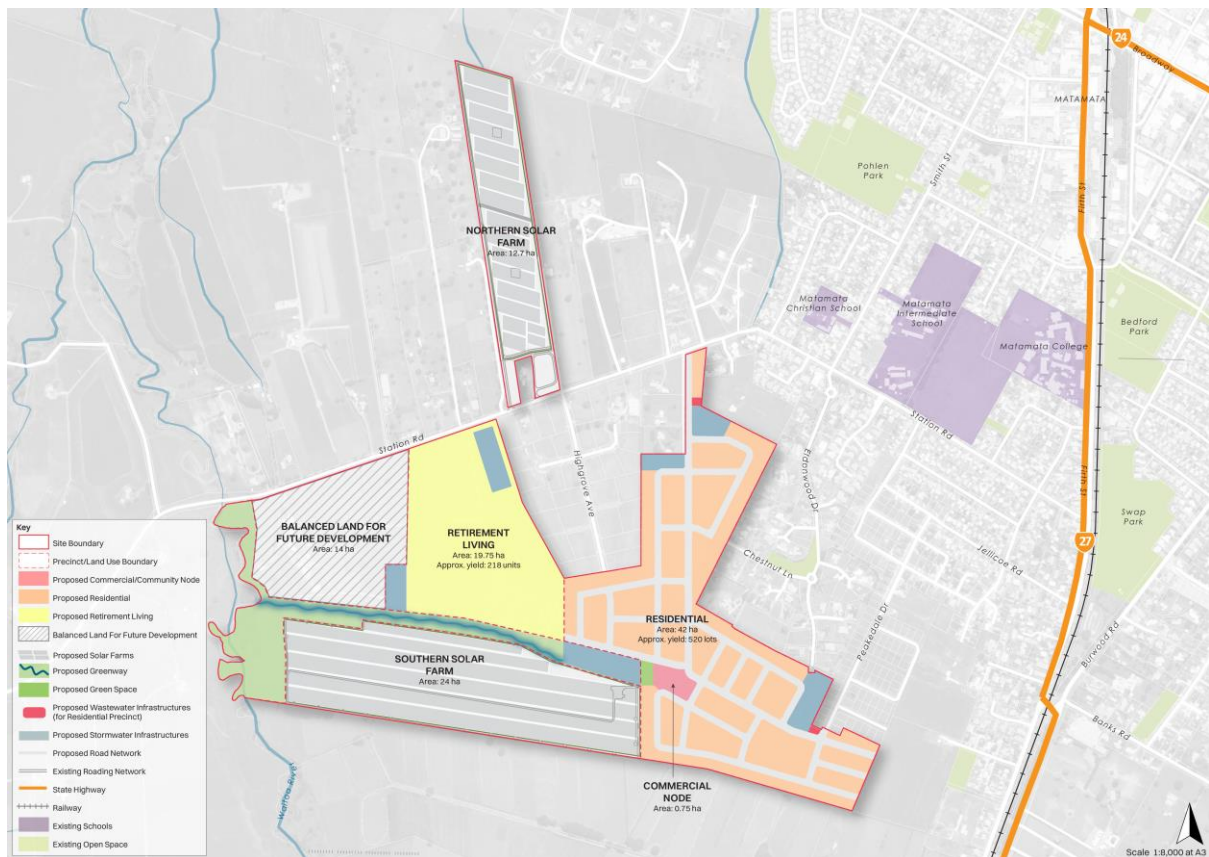
Peakedale Road, is not identified within the MPDP as an arterial or collector road and is therefore classified as a local road. This corridor is approximately 20m wide, with a sealed carriageway of approximately 10m. The road also provides for 1.5m wide footpaths on both sides.

2.3 ASHBOURNE PROPOSAL

The applicant is proposing to develop the site to provide for a mix of residential, retirement living and two areas of solar farm. The proposed development will involve the subdivision and construction of over 500 residential lots and dwellings, 218 retirement village units, a 12.7 ha solar farm to the north of Station Road, and a 24ha solar farm for the south of Station Road as well as all associated earthworks, construction works and structures.

The figure below shows the proposed development including its internal roading configuration and proposed connections to existing roads.

Figure 2-2: Plan of proposed development



As a large development, a staged approach to implementation has been proposed. As shown in Table 2-1 below, there are three stages proposed for the residential components of the development.

Table 2-1: Proposed Staging of the Development

Yield	Residential (approx.)	Retirement	Solar Farm (ha)	Lifestyle Block
Stage 1a	40	Stand-alone staging methodology		
Stage 1	170		12.7	
Stage 2	170		-	0.8ha (2 lots)
Stage 3	140	n/a	24.0	
Total Yield	520	218	36.7ha	1

3 HIGH LEVEL ANALYSIS OF TRAFFIC IMPACTS

3.1 PRIVATE VEHICLE

3.1.1 TRAFFIC GENERATION

In New Zealand, the RTA Guide is frequently used for assessing the traffic generating potential of residential developments. For residential dwellings such as those proposed, the RTA predicts 0.85 trips / dwelling for peak hour trips and 9.0 trips / dwelling for daily trips.

With regard to the solar farm component of the development, once operational, this is estimated to generate in the vicinity of 4 trips per day.

The total estimated traffic generation is summarised below in Table 3-1.

Table 3-1: Expected Traffic Generation

Activity	RTA Rate	Unit	PM Peak Hour trips
Proposed Plan Change – Residential	0.85 trips per dwelling for peak hour 9.0 trips per dwelling for daily trips	520 dwellings	442 trips
Solar Farm	2 trips per area in the peak hour	2 areas	4 trips
Retirement Village	0.2 trips per dwelling in the peak hour 2 trips per dwelling for daily trips	218	44 trips
	Childcare	500m ²	25 trips

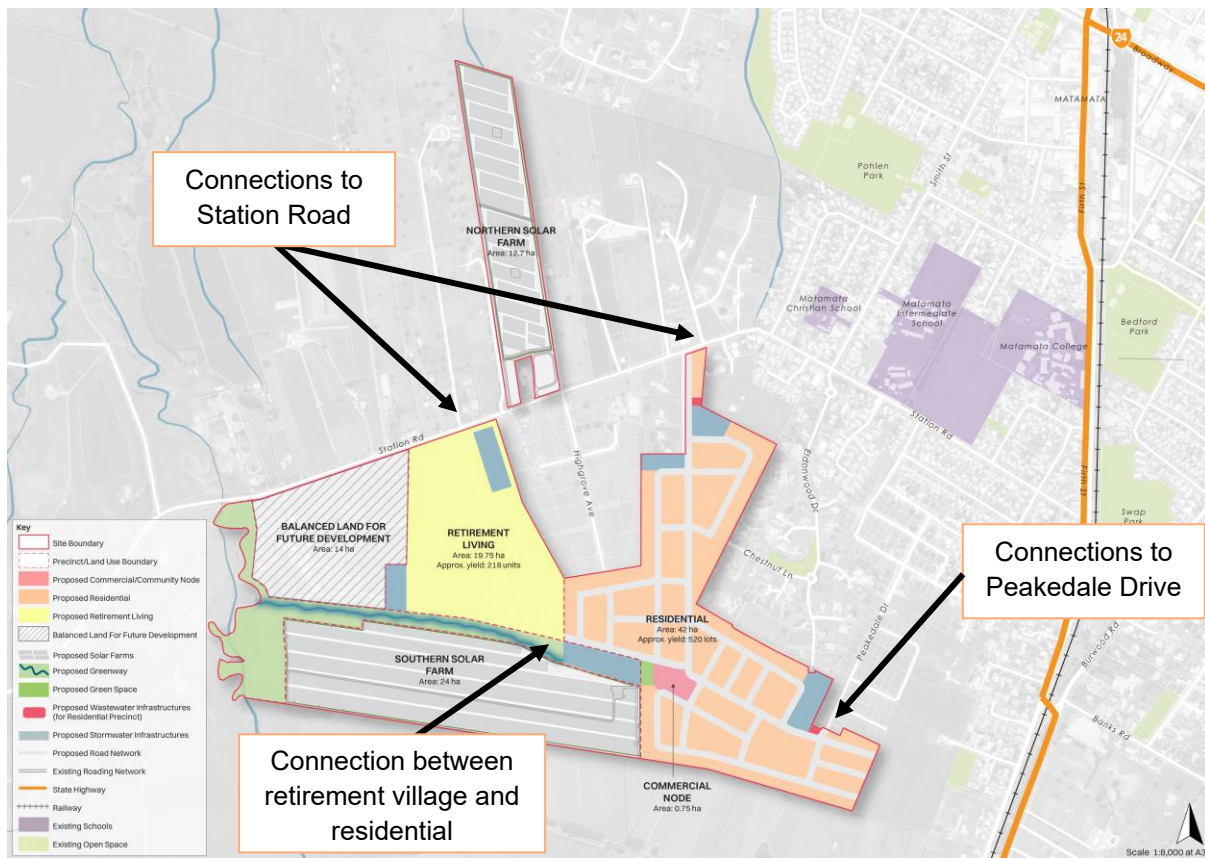
Commercial Activities	- 5 trips per 100m ²		
	Café/Restaurant	150m ²	11 trips
	- 7.6 trips per 100m ²		
	Convenience Store/Dairy	300m ²	Assume trips are all local – no external trips
	Retail	900m ²	50 trips
	- 5.6 trips per 100m ²		
Total			576 peak hour trips

3.1.2 NETWORK CONNECTIONS

The site is proposed to connect surrounding road network in several locations:

- Peakedale Drive - this connection is proposed to be a continuation of the existing road corridor and will include a 20m corridor with walking facilities on both sides of the road.
- Station Road at Chestnut Lane, an existing driveway on Station Road. This connection is proposed to be provided as part of Stage 3 works.
- A connection to Station Road to provide a dedicated access to the proposed Retirement Village. A secondary access to the Retirement Village will be provided at the south of the site, connecting to the new local network formed as part of Stage 2.

Figure 3-1 Proposed Transport Connections



3.1.3 NETWORK CAPACITY

High level intersection assessments utilising SIDRA, an intersection modelling tool, indicate that the two key intersections, specifically the intersections of Station Road and Firth Street, and Jellicoe Road and Firth Street, have sufficient capacity to accommodate the expected trip generation, and require no further mitigation.

Initial staging assessments also indicate that there is sufficient capacity within the existing network to accommodate the staged approach to development.

These intersection assessments will be further refined and considered within the Integrated Transport Assessment.

3.2 WALKING, CYCLING AND PUBLIC TRANSPORT

3.2.1 EXISTING WALKING, CYCLING AND PUBLIC TRANSPORT

The current walking and cycling environment adjacent to the site is limited. This is due to the rural nature of Station Road. Footpaths are provided on both sides of Peakedale Road and on both sides of Station Road from the edge of the residential land use. Connections for pedestrians through the Eldonwood development area have been provided for through the previous subdivision process.

There are limited dedicated cycle links within Matamata, and the majority of cycling occurs on road.

Public transport is currently regionally focussed with services connecting Matamata to Hamilton and other larger settlements.

3.2.2 PROPOSED WALKING, CYCLING AND PUBLIC TRANSPORT FACILITIES

The proposed walking, cycling and public transport includes:

- The provision of 1.5m footpaths on both sides of all new local and collector roads
- A 1.5m footpath on the eastern side of the spine road, and a 2.5m footpath/shared path on the western side of the spine road.
- Pedestrian access facilitated to all existing connection points with the Eldonwood subdivision area
- Upgrade to Station Road from the intersection of Station Road and the proposed spine road to the existing footpath on the southern side of Station Road.
- A rural path, consistent with adjacent landuse, provided between the new spine road intersection and the Retirement Village access on Station Road.
- Dedicated walking and cycling path alongside the greenway, enabling an off-road recreational path.
- There is no public transport proposed at this stage, but the corridor width is capable of providing for bus shelters if bus services are provided in the future

3.3 PROPOSED TRANSPORT MITIGATIONS

The below table summarises the recommended transport mitigations by development stage. Confirmation of the design elements of these mitigations will be included within the Integrated Transport Assessment.

Table 3-2: Proposed Transport Mitigation for Ashbourne Development by Stage

Stage	Activity	Proposed Mitigation
Stage 1a	Residential	No specific mitigation required on existing road network New roading corridor to provide connection for all modes including footpath and shared path
Stage 1	Residential	No specific mitigation required on existing road network New spine roading corridor to provide connection for all modes including footpath and shared path.
	Solar Farm	Upgraded access onto Station Road to be compliant with Matamata-Piako Council Development Manual 2010/Regional Infrastructure Technical Specifications.
	Retirement Village	New access to Station Road to be provided with the provision of a right turn bay. Rural Footpath to be provided on Station Road from new access with Retirement Village to proposed intersection on Station Road with new Spine Road on southern side of the corridor.
Stage 2	Residential	No specific mitigation required on existing road network New spine roading corridor to provide footpath and shared path, urban standard cross section.
	Lifestyle Block	Upgraded access onto Station Road to be compliant with Matamata-Piako Council Development Manual 2010/Regional Infrastructure Technical Specifications.
	Retirement Village	No specific mitigation required on existing road network. New connection to the Stage 2 residential block to be provided.
	Commercial	No specific mitigation required on existing road network New roading corridor to provide footpaths, urban standard cross section.
Stage 3	Solar Farm	Access to Solar Farm to be facilitated via existing new road network
	Residential	New road intersection at Chestnut Road to be provided, in accordance with Matamata-Piako Council Development Manual 2010/Regional Infrastructure Technical Specifications. Subject to further assessment this is proposed to be a provide a right turn bay.

Stage	Activity	Proposed Mitigation
	Retirement Village	No specific mitigation required on existing road network

4 PROPOSED FURTHER ASSESSMENT

Following on from this high-level assessment, further detailed analysis will be undertaken to confirm these initial findings.

Traffic Modelling

Refined intersection modelling will be undertaken for the key interfaces between the development and the existing road network. This will include the intersections of

- SH27 and Station Road
- SH27 and Jellicoe Road
- Station Road and Hampton Terrace
- Station Road and proposed new corridor
- Station Road and proposed retirement village access

Given that there is limited area traffic modelling available for the Matamata region, the methodology proposed to complete this will utilise existing counts, that are then subsequently factored to reflect background traffic growth. The expected traffic generation of the site will then be distributed across the network based on likely destinations and existing census data. This traffic modelling will be undertaken using intersection modelling software (SIDRA). Additionally midblock capacity will also be considered to ensure that sufficient network capacity remains available.

This traffic modelling will also be completed to reconfirm the proposed mitigations by staging, to ensure that the identified mitigations are linked to the appropriate stage.

Vehicle Tracking

Given that the development will provide for a number of new roads and new intersections, and a new commercial hub vehicle tracking will be completed to confirm that all relevant development standards will be met.

Broad Integrated Transport Assessment

A Broad Integrated Transport Assessment will be developed as required under Matamata Piako District Plan Rule 9.1.6. This assessment is required for all development proposals that generate more than 250 vehicles per day. The ITA will include the following key assessments areas:

- **Background:** A description of the proposed activity, purpose and intended use of ITA.
- **Existing Land Data:** A description of location, site layout, existing use, adjacent and surrounding land use.
- **Existing Transport Data:** Description of access arrangements, onsite car parking, surrounding road network (including hierarchy, traffic volumes and crash analysis). Comment on public transport, walking and cycling networks.
- **Committed environmental changes:** Consideration other development and land use in the immediate vicinity.

- **Existing travel characteristics:** Trip generation of existing use.
- **Proposal details:** Description of the proposal (site layout, vehicle access, on site car parking, internal vehicle circulation, end of journey facilities).
- **Predicted travel data:** Trip generation of the proposal including consideration of other modes.
- **Appraisal of transportation effects:** Assessment of safety, efficiency and environmental effects.
- **Avoiding or mitigating actions:** Details of any mitigating measures and revised effects.
- **Compliance with policy and other frameworks:** Matamata Piako District Plan objectives, policies and rules.
- **Discussion and conclusions:** Assessment of effects and conclusion of effects.

5 PROJECT TEAM

Commute has significant experience working with public and private organisations including large residential developments, commercial developments and providing advice to Auckland Transport, NZTA, the Ministry of Education and other government agencies.

Leo Hills is a Director at Commute Transportation. Leo has over 25 years' experience in traffic and transportation engineering, including intersection design, traffic safety engineering and design of passenger transport routes and facilities. His work has included projects that focussed on strategic assessment of roading and passenger transport routes through to detailed design tasks of transport schemes.

Michelle Seymour is a Principal Transport Planner with Commute Transportation. Michelle has over 15 years of practical traffic engineering and transport planning experience. Having experience in both the private and public sector, Michelle delivers a keen understanding project drivers and provides a pragmatic solution-based approach. She has a wide range of experience including Integrated Transport Assessments for large scale plan changes, notice of requirements, and resource consent applications.

6 PREVIOUS EXPERIENCE

Commute have provided transport advice on a wide range of developments, below are two similar developments where we have provided transport planning and traffic engineering advice.

Auranga Town Centre, Drury, Auckland

Commute were responsible for transport inputs into the town centre development of Auranga in Drury, Auckland. This development included a Plan Change and subsequent resource consents for the rezoning and development of 33.65ha from Future Urban Zone to a mix of Residential and Business zonings. Commute undertook a range of transport assessments including network modelling, intersection modelling and provided design advice including network access plans to determine the internal roading networks and proposed cross sections to support a multimodal outcome. This development was approved and is currently under construction.

River Road, Retirement Village, Hamilton

Commute were responsible for the transport inputs into a large retirement village located in Flagstaff, Hamilton. The village provided 120 care beds, in addition to 211 apartments for independent living. Commute undertook a transport assessment to understand the transport implications of the proposal,

including proposed accesses onto River Road, on site parking and servicing, pedestrian connectivity throughout the site and connectivity to the wider network and the overall internal site design. This development was approved, constructed and currently occupied.

7 CONCLUSION

Based on our experience and information received to date, it is concluded that there are no transport related reasons why the development as described above could not proceed under a fast-track application process.

We acknowledge that further assessment will be undertaken as part of the Broad Transport Assessment, however at this stage we have not identified any significant transport effects that would preclude this development from occurring.

We trust this meets your requirements. Please do not hesitate to contact us if you have any questions or require any additional information.



Michelle Seymour

Principal Transport Planner

Commute Transportation Consultants