Memorandum

B&A Urban & Environmental

To: Caleb Pearson – Unity Developments

From: Alicia Lawrie & Katherine Hu – Barker & Associates Limited

Date: 11 December 2024

Re: Urban Design Memorandum – Fast-Track Consenting Referral Application, Ashbourne

1.0 Introduction

Unity Developments proposes to lodge an application for a referral project under the Fast Track Approvals Act (2024) to utilise the fast-track consenting process via an expert consenting panel. This application, known as **Ashbourne**, relates to the subject site located at Station Road, Matamata (the '**Site**').

To support the referral application, this memorandum provides a high-level assessment of the urban design aspects of the development, including:

- Summary of the proposal and the Site's key characteristics;
- Preliminary assessment of the proposal against relevant policy documents;
- Summary of key urban design opportunities and design response;
- Potential effects to be considered and potential mitigations;
- Preliminary recommendations and conclusion.

This memorandum should be read in conjunction with **Appendix 1 - Urban Design Drawing Package**, prepared by Barker & Associates Limited and dated December 2024.

Should the project be successful in referring to the Fast-track EPA process, a full Urban Design Assessment will be prepared and lodged as part of the full resource consent application.

1.1 Project Description and Summary

Unity Developments engaged Barker & Associates ('**B&A**') to provide planning 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, 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.

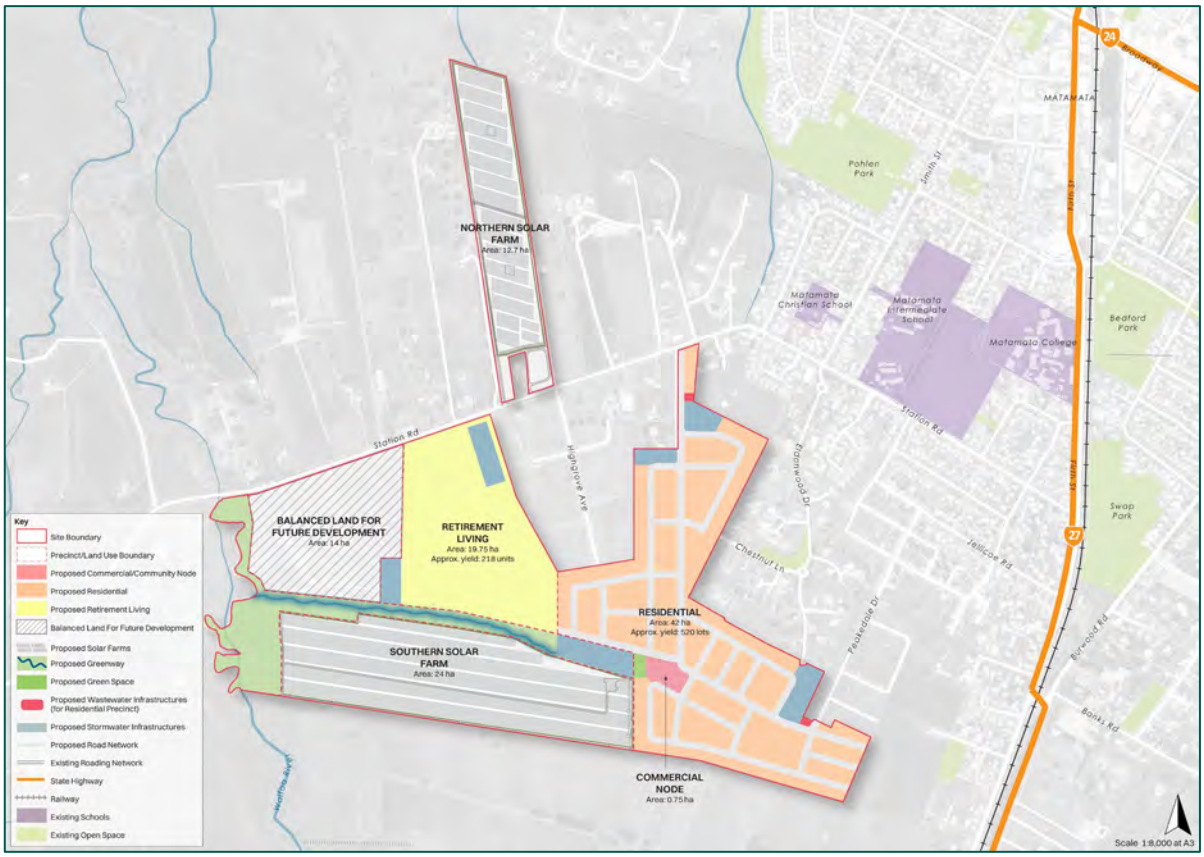

Figure 1: Overall Ashbourne Masterplan

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 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. Typical landscaping, planting and security will complement the solar farms to ensure their integration with the wider ***Ashbourne*** development.

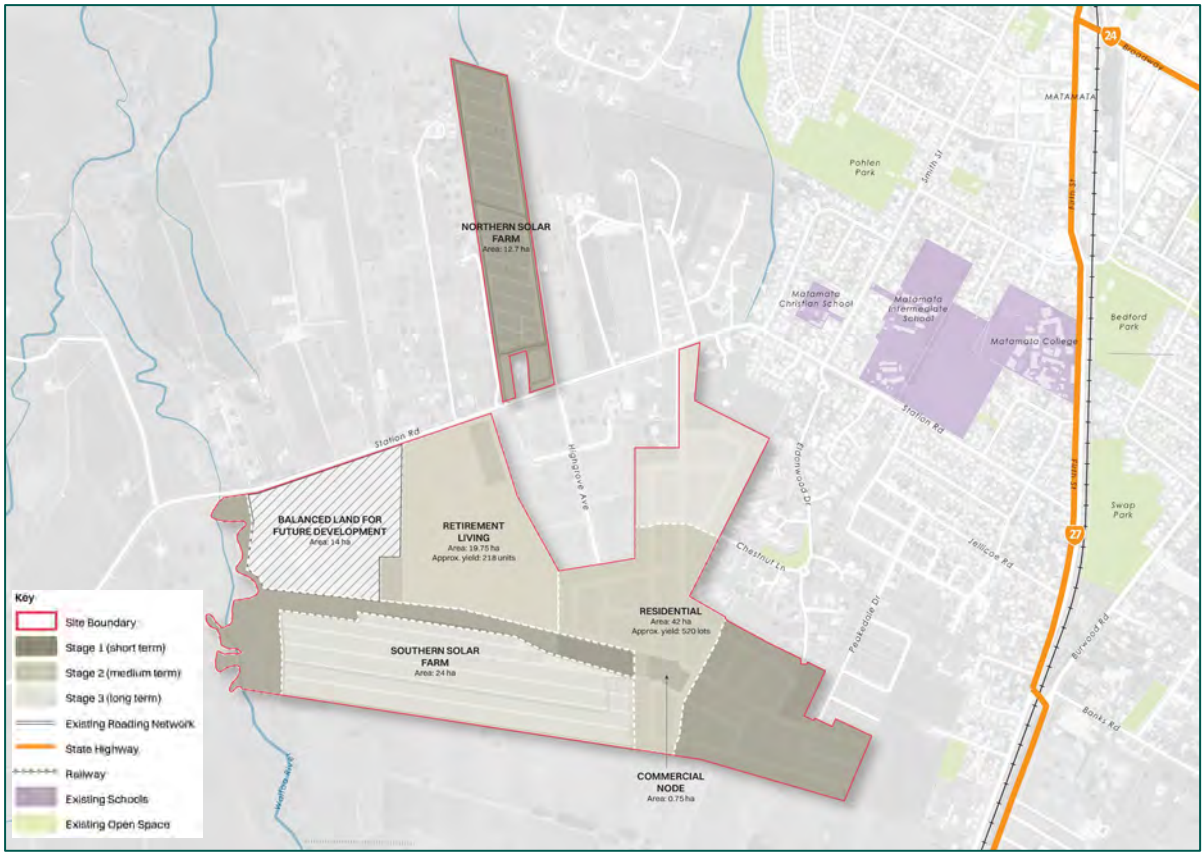

Figure 2: Overall Staging for Ashbourne Masterplan

2.0 Site and Context Analysis

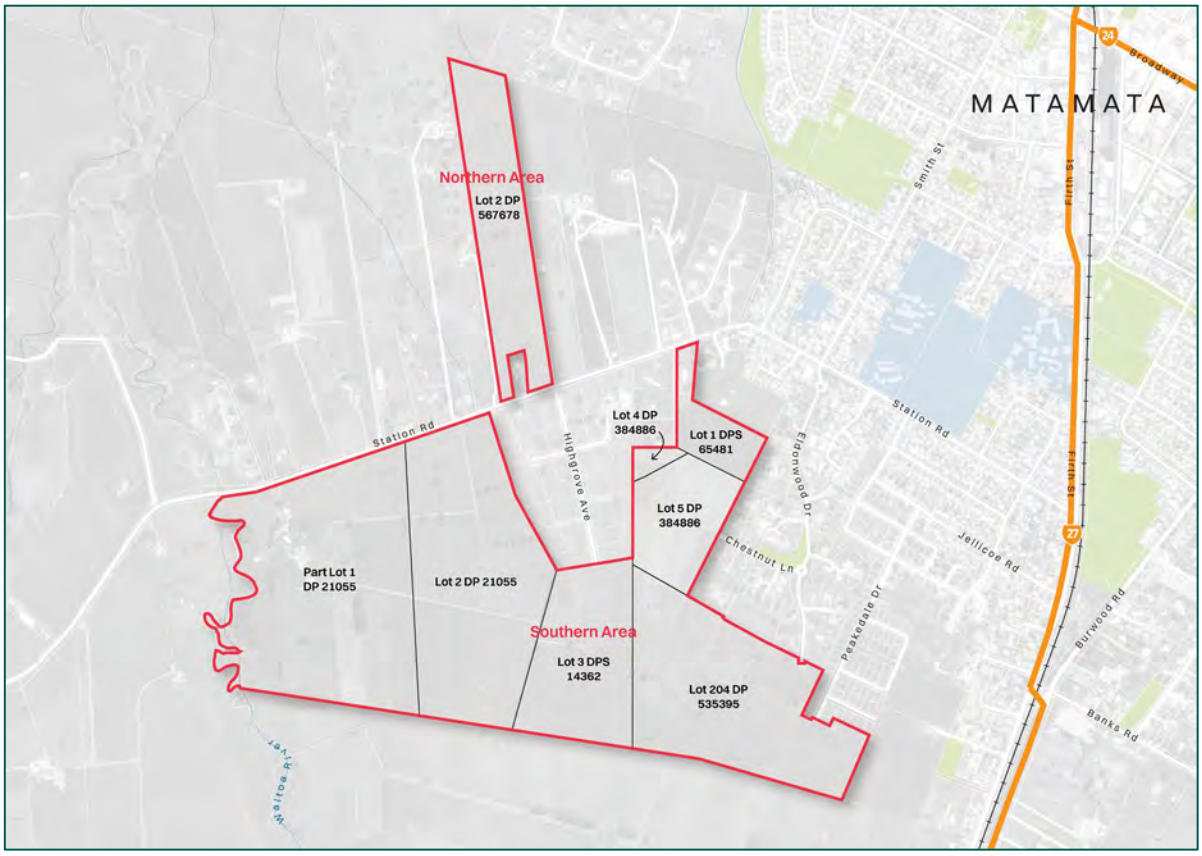

Figure 2: The proposed Ashbourne Masterplan Area (red outline).

The Site has an irregular shape and relatively flat. Station Road runs from east to west through the centre of the Site to define the northern and southern areas which comprise of eight existing lots:

- The northern area is made up of Lot 2 DP 567678. The lot is located to the north of Station Road and contains no existing buildings. The lot is approximately 13.5ha.
- The southern area is made up of the seven remain 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 mixed zoning, with the northern area and the majority of the southern area being located within the General Rural Zone. The eastern part of the southern area is located in the Rural Lifestyle Zone.

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.

The Waitoa River is located along the western boundary of the southern area which creates an irregular edge to the Site. The southern area 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 – 3,000m^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 north east, the residential properties transition to smaller residential lots within the General Residential Zone. 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 currently is used for pasture and agriculture. However, the 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, and primarily made up of flat pad docks.

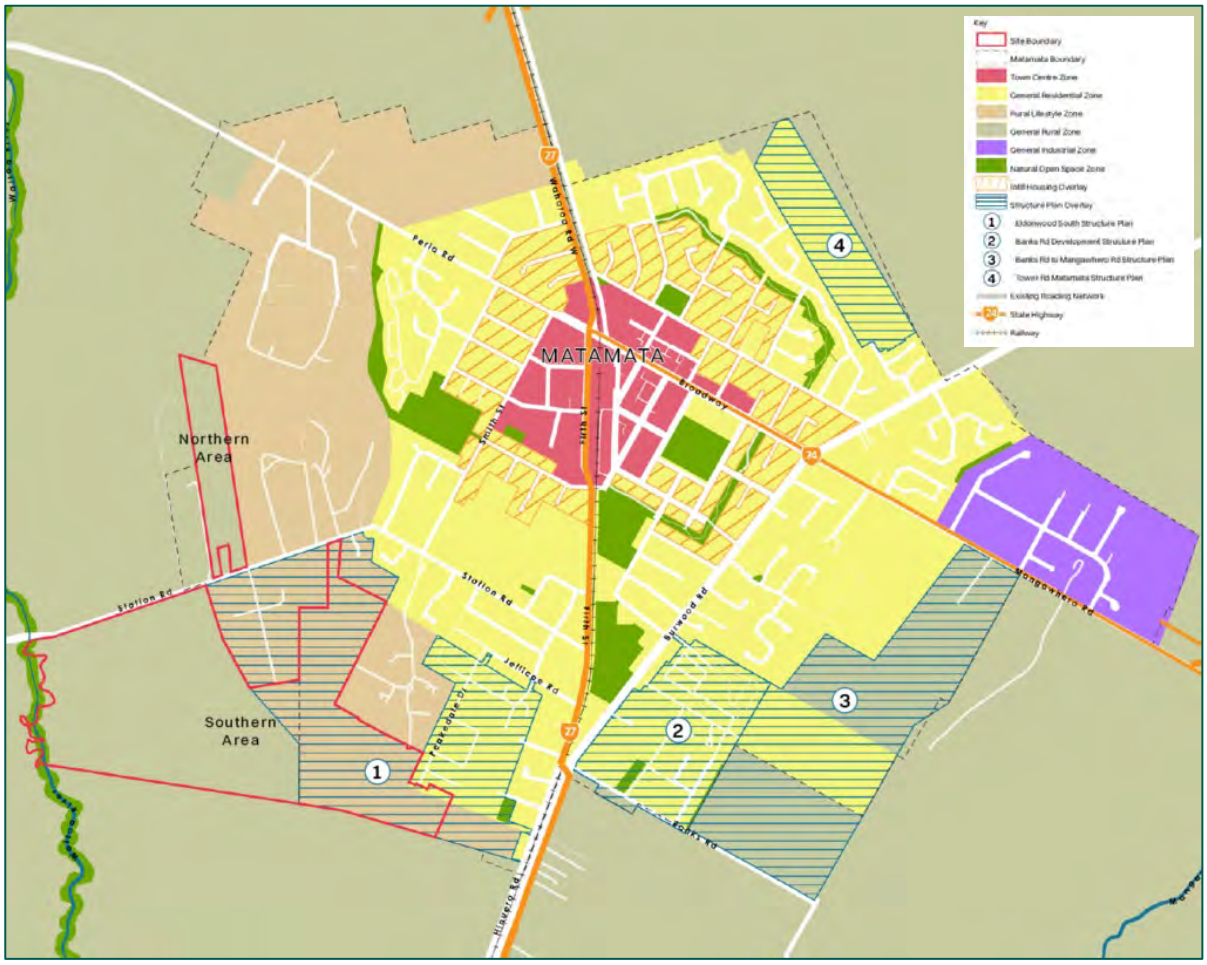

Figure 3: Overall zoning map for the Ashbourne Masterplan site and wider Matamata context.

3.0 Statutory Policy Documents

National direction from the central government supports and guides local decision-making under the Resource Management Act (**RMA**). Issued under the RMA, national policy statements (**NPS**) provide national direction for matters of national significance relevant to sustainable management. The RMA requires local authorities to give effect to an NPS by amending planning documents to meet the requirements. This section considers and addresses the key strategic considerations and national directions that are of relevant to Ashbourne.

3.1 National Policy Statement on Urban Development

The National Policy Statement Urban Development (**NPSUD**) identifies Matamata and their hinterlands within the definition of being urban areas putting Matamata Piako District as a Tier 3 territorial authority. This requires Council to take a strategic approach and determine future needs for the short, medium and long terms to meet the expected demand for housing and provide the development capacity to meet expected demand for business land.

This high-level Ashbourne Masterplan is generally consistent and in alignment with the NPSUD in the following ways:

- The Site is a large landholding on the edge of the existing Matamata urban area, where a holistic approach is being taken to deliver a well-functioning urban environment. It will enable people to provide for their social, economic, and cultural wellbeing now and into the future. In particular, the Site can assist with delivering a good level of development capacity to meet the demand for housing and business land. It is anticipated that the Site can deliver over 500 residential lots, 500 residential units and over 1,500m^2 gross floor area of business land.
- The solar farm precinct will be able to contribute to improving economic and employment outcomes, assist New Zealand's efforts to mitigate climate change and transition to a low greenhouse gas emission economy, and provide renewable energy for over 7,000 homes per year.
- Intensification outcomes are being enabled through the provision for higher density housing around the key movement routes, commercial nodes and public amenities. This is consistent with Objective 3 and Policy 3 of the NPSUD.
- The Site has good accessibility and connections with the existing urban fabric and roading network. It encourages and promotes active transport through a range of walking and cycling options to housing, jobs, community services, natural spaces and open spaces.
- The provision of infrastructure in terms of the development capacity that will be enabled has been considered. It is intended that infrastructure will be delivered through a staged approach and could be funded privately but also alongside and in conjunction with the territorial authority.

3.2 2024 Future Proof Strategy

The Future Proof Strategy is a 30-year growth management and implementation plan for the Hamilton, Waipā, Waikato and Matamata-Piako sub-regions. The Strategy is essential to managing growth in a staged and coordinated way while addressing complex planning issues. The Strategy incorporates seven transformational moves for change:

- Iwi aspirations;
- Waikato River at the heart;
- A comprehensive and fundamental evolution of our transport system;
- A vibrant metro core and lively metropolitan centres;
- A strong and productive economic corridor;
- Thriving communities and neighbourhoods; and
- Water-wise and water-sensitive communities.

The design principles and design process followed in the Ashbourne Masterplan will give effect to the relevant transformational moves. Enabling Ashbourne will achieve the vision of the Strategy by improving housing affordability and choices, improving access to employment, education and services, contributing to the low greenhouse gas emissions economy, providing resilience to natural environment and landscape, and enabling quality-built environments.

3.3 Matamata-Piako District Plan and Eldonwood South Structure Plan

The Site is currently zoned as Rural Residential, Rural Residential 2 and Rural Zone under the Matamata-Piako District Plan, with part of the Site also located with the Eldonwood South Structure Plan. While urban design assessment is informed by urban design principles and practice, urban design-related content in the District Plan provides a further frame of reference. Note that this memorandum does not systematically assess against the relevant objectives and a summary of key District Plan matters for consideration is outlined below.

- Providing for the re-zoning of Rural Residential Zone and Rural Zone land to urban development where it supports a quality compact urban form and a range of housing typologies.
- Enabling lower residential density around most of the residential precinct edges will provide an appropriate transition between the rural residential area to the Site while enabling higher levels of intensification and growth along public transport corridors and near open space.
- Subdivision and development respond to the physical characteristics and intrinsic qualities of the Site and achieve attractive and safe streets.
- Providing quality on-site amenities for residents and meeting their day-to-day needs by providing privacy, outlook, daylight, sunlight, and necessary amenities.
- Managing building height and bulk to maintain daylight access, and a reasonable level of privacy, and to minimise visual dominance effects to adjoining sites.
- Ensuring that infrastructure is in place or can be provided to support new development.
- Promotes the efficient use of land and enables a range of built forms to support choice for a diverse and growing population. Recognising that design quality is increasingly important as the scale of development increases.

4.0 Urban Design Opportunities and Design Response

B&A undertook a comprehensive site and accessibility analysis in July 2024, which has been included in Appendix 1. Key opportunities were also identified as part of the master planning process and have informed the overall design response of the Ashbourne Masterplan. These include:

- The introduction of solar farming as a way to protect highly productive soils and retain them for primary production is practical. The proposed solar farms will also generate sustainable energy for over 1,000 homes through the low-impact design.
- The provision of a legible and connected network throughout the Site, as well as connect to the existing street network in Matamata. This includes vehicular and active mode connections to the existing roading network, encouraging connectivity and accessibility.
- Access to Station Road is limited to two locations to service the residential precinct and the retirement village. The opportunity for a thorough connection to Firth Street, via the neighbouring property to the east is maintained. Additional opportunities to create active transport connections to the surrounding residential context are also maintained, generally aligning with the Eldonwood South Structure Plan.
- The provision of additional residential development to provide a range of housing choices through varying, sizes, arrangements and densities. The proposed residential precinct will create approximately 520 lots, which range from 350 – 800m^2 across the Site.
- Introduction of larger lots, landscape buffers and setbacks at the northern edges of the Site where it adjoins the rural residential lots and Station Road. This will assist in creating a transition between the different scales and densities proposed within the development and help the development to better fit in with the character of the wider neighbourhood context. This will also provide additional softening to the development when viewed from adjoining neighbours and the wider context.
- Housing to accommodate a growing aging population in Matamata through the provision of a retirement village. This will introduce a total of 218 residential villas with supporting healthcare and community facilities. Where the retirement village adjoins the greenway, the interface will be designed to maintain visual connectivity and passive surveillance through the dwelling orientation and arrangement, as well as the provision of low planting and fencing. 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.
- 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.
- Provision of a commercial node with a mix of activities and facilities, enabling access to goods and services locally. The commercial node and greenway are proposed to be separated from residential development by the proposed street network. This will reduce possible reverse sensitivity effects, and allow both the residential development and commercial development to provide activation and passive surveillance to the public realm within the development.

- The proposal will naturalise drains and streams to create green infrastructure. The proposed greenway and the existing Waitoa River will create public amenity spaces, enhanced ecological values and potential cultural narrative opportunities.
- The greenway as well as the proposed green space within the commercial node will provide additional amenity, connectivity and recreational outcomes.
- There are areas along the western boundary that have been identified as unsuitable for development due to the relevant topographic and ecological constraints. These areas have subsequently been allocated for communal space and stormwater management purposes.

5.0 Potential Urban Design Effects

Residential Precinct

- The transition in scale from the larger rural residential lots adjoining the Site to the north, to the smaller residential blocks proposed will create a visual change to the adjoining properties as well as the wider neighbourhood context.
- There are unavoidable effects created by the irregular shape of the Site which can lead to less legible and well-connected street and block arrangements. This also means the orientation of some lots cannot maximise sunlight access.
- The increase in residents within Matamata will put pressure on the existing amenities and services within the existing Matamata Town Centre.
- Potential reverse sensitivity effects of residential land uses being in close proximity to the proposed commercial node, and the solar farms.

Commercial Node and Public Open Space (including Greenway)

- The introduction of a commercial node could undermine the vitality and viability of the Matamata's Town Centre.
- Potential visual and amenity effects, including noise and lighting, to the adjoining proposed residential lots.
- Potential visual safety and amenity effects within the commercial node as well as the interfaces with the public realm (streets and open space), due to increase in vehicle activity and inappropriate carparking arrangements and vehicle crossing locations.
- Safety/CPTED issues created by a lack of visual and physical connections to the surrounding proposed land uses and activities.

Retirement Living Precinct

- Visual and character effects created by the transition between the existing larger rural residential lots and the proposed residential precinct to the proposed dwellings within the retirement village and the associated facilities (recreation centre and medical centre).
- The limited access and privacy associated with the proposed retirement village will limit access and visual connectivity to the wider development.

- Potential visual, amenity and reverse sensitivity effects created by the more intensive proposed residential lots adjoining the retirement village.
- Visual change and amenity effects created along Station Road where the proposed retirement village interfaces with the street.
- Visual and amenity effects for future residents due to close proximity of solar farm.

Solar Farm Precinct

- Reverse sensitivity and visual effects to the neighbouring rural, proposed residential and proposed retirement village.

6.0 Potential Mitigations

- The proposal has carefully distributed density across the Site. This includes locating larger lots where the proposal adjoins the existing rural residential areas of Eldonwood and Highgrove Drive. Smaller more intensive lots (350m^2) are purposefully located at the centre of the Site to internalise effects.
- Provisions and design guidance will be created as part of the proposal to manage the bulk, scale, form and quality of the future dwellings. They will also assist in ensuring good on-site amenity outcomes and mitigate potential reverse sensitivity effects.
- The proposal has been developed bases on a series of alternating grids centred around the proposed spine road. This allows for the creation of a more legible street network and an increase in regular shaped blocks, reducing the need for rear lots and right of ways.
- The proposal includes a mix of land uses, including a commercial node. This will provide additional services to the 500+ dwellings proposed as well as the wider residential context.
- The proposed commercial activities will be diverse and of an appropriate scale to encourage activity through-out the day and year. It will provide the future residents with choice while not undermining the vitality and viability of Matamata's Town Centre.
- The proposed commercial development has been arranged to minimise visual and amenity effects to the adjoining residential lots and public realm.
- The landscape, lighting and architectural responses will provide a design quality that will mitigate visual and amenity effects and provide good CPTED and connectivity outcomes.
- The proposed retirement village has been designed to provide both horizontal and vertical separation to the adjoining existing rural residential areas of Eldonwood and Highgrove Drive, Station Road and the proposed residential precinct.
- The proposed retirement village and solar farms have been designed to provide both horizontal and vertical separation to the adjoining existing rural residential areas of Eldonwood and Highgrove Drive, Station Road and the proposed residential precinct.

7.0 Preliminary Recommendations and Conclusion

Having undertaken a high-level urban design assessment, it is considered that the overall Ashbourne Masterplan is supported from an urban design perspective, and is subject to the recommendations outlined

below. These recommendations aim to achieve greater consistency and a more appropriate degree of streetscape, built form design quality.

- Proposed zoning provisions should allow for residential dwellings with a massing that can appropriately respond to the surrounding private and public realm, as well as to have an appropriate degree of residential amenity. Matters to be considered include overshadowing, outlook, passive surveillance, space functionality, solar orientation, privacy and indoor-outdoor connections.
- Develop a comprehensive design guide to ensure high-quality architectural and landscape design outcomes. The design guide should at the minimum include the consideration of visual massing, scale, façade, fencing and landscaping, and design responses to the frontages and streetscape interfaces. The design guide is to ensure that quality urban design and landscape outcomes are maintained during the development and lifetime of the subdivision.

In conclusion, it is considered that the Ashbourne Masterplan represents an appropriate urban design response to the opportunities and constraints of the Site. The development component capitalises on the Site's opportunities and represents an appropriate response to the characteristics of the Site and the wider area.

The residential and retirement living precincts have been designed and laid out logically and legibly to respond to the shape, orientation, and physical edges of the Site, as well as contributing to housing and age-care demands and needs for Matamata's community. The residential precinct will contribute to the most recent change already underway to the urban character of the surrounding area on the southern side of Matamata.

With the potential mitigations and preliminary recommendations in place, Ashbourne can achieve a built form able to positively contribute to the attractiveness and safety of the street and suitably manage potential adverse effects on the environment and relevant neighbours.

8.0 Qualifications and Experience

Alicia Lawrie and *Katherine Hu* are both Associate – Urban Designers at Barker & Associates. Barker & Associates is a specialist planning consultancy founded in 1997, with a team of more than 45 planning and urban design staff operating out of Kerikeri, Whangārei, Warkworth, Auckland, Tauranga, Hamilton, Cambridge, Napier, Wellington, Christchurch, Queenstown and Wānaka offices.

Alicia has had eight years of professional experience as an urban designer and strategic planner, where she has developed skills in leading and working collaboratively with multi-disciplinary teams. Alicia's experience includes design-led and integrated spatial planning for urban and rural environments, urban design review and development of key design documentation and urban design guidelines.

Katherine is a qualified planner and urban designer with over eight years of experience working in both the public and private sectors in New Zealand. Katherine has strong experience working on plan changes and resource consenting, spatial planning as well as non-statutory place-making projects and design guidelines. Katherine has experience working on a range of projects with multiple criteria analysis. Katherine has strong policy, analytical and communication skills, with a detail-orientated approach.

Appendix 1

Urban Design Drawing Package

B&A

Urban & Environmental

Ashbourne Masterplan

Appendix 1 - Urban Design Drawing Package | February 2025

UNITY DEVELOPMENTS

ASHBOURNE

B&A Urban & Environmental

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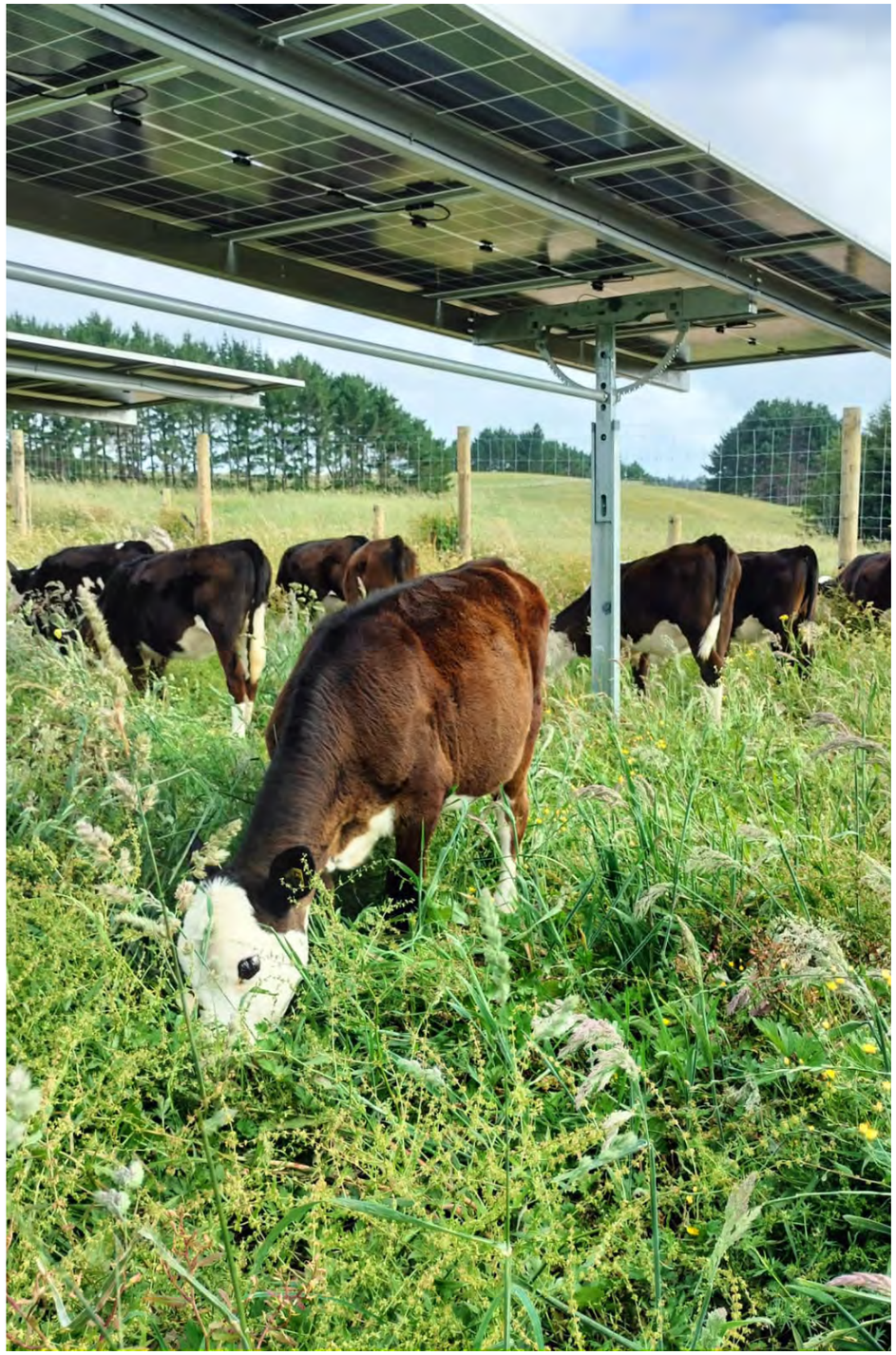
Prepared for:
Unity Developments

Prepared by:
Barker & Associates

Document for:
Fast Track Urban Design Memo

Document date:
February 2025



Barker & Associates Contacts

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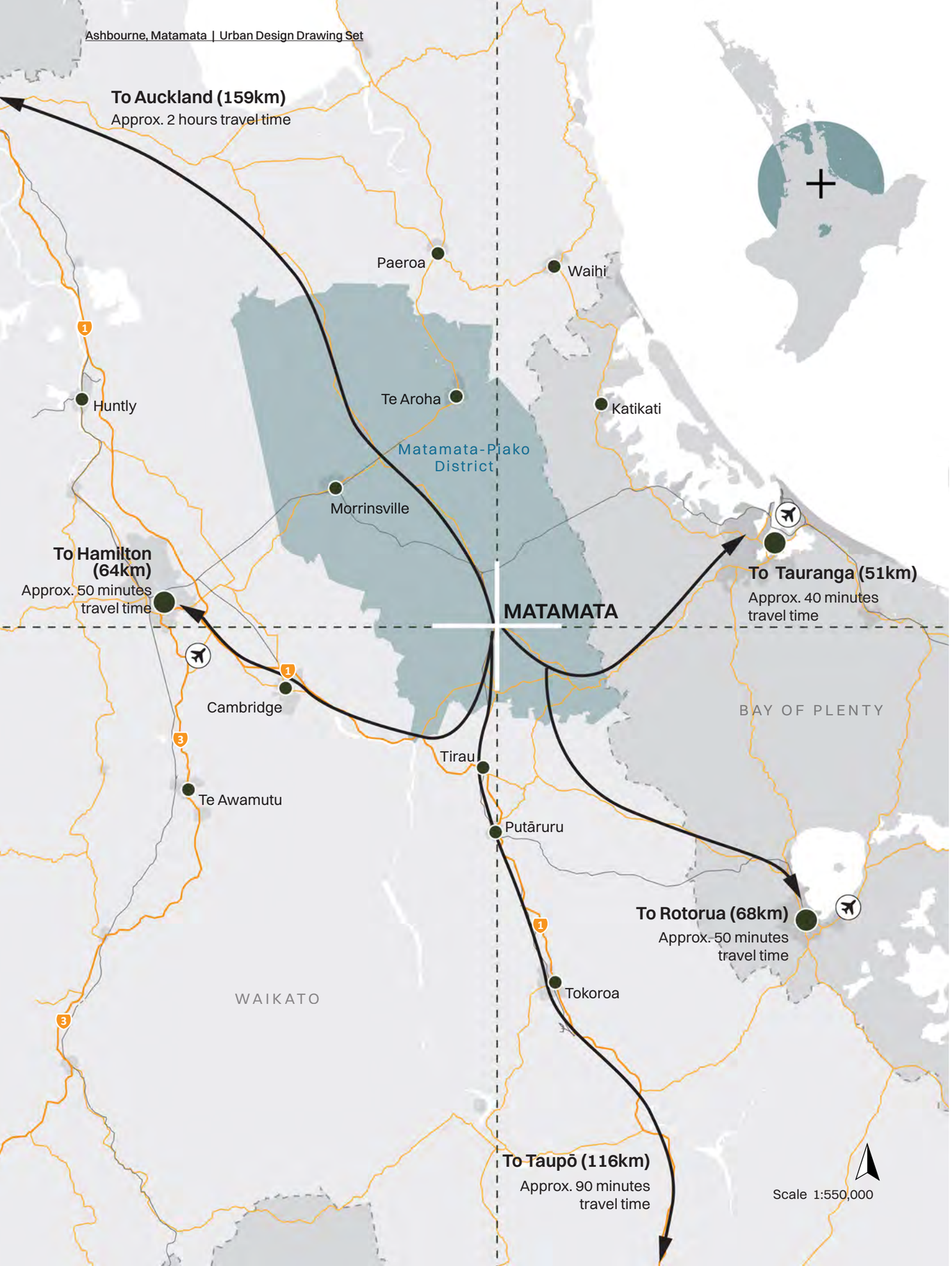
Introduction



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 520 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.

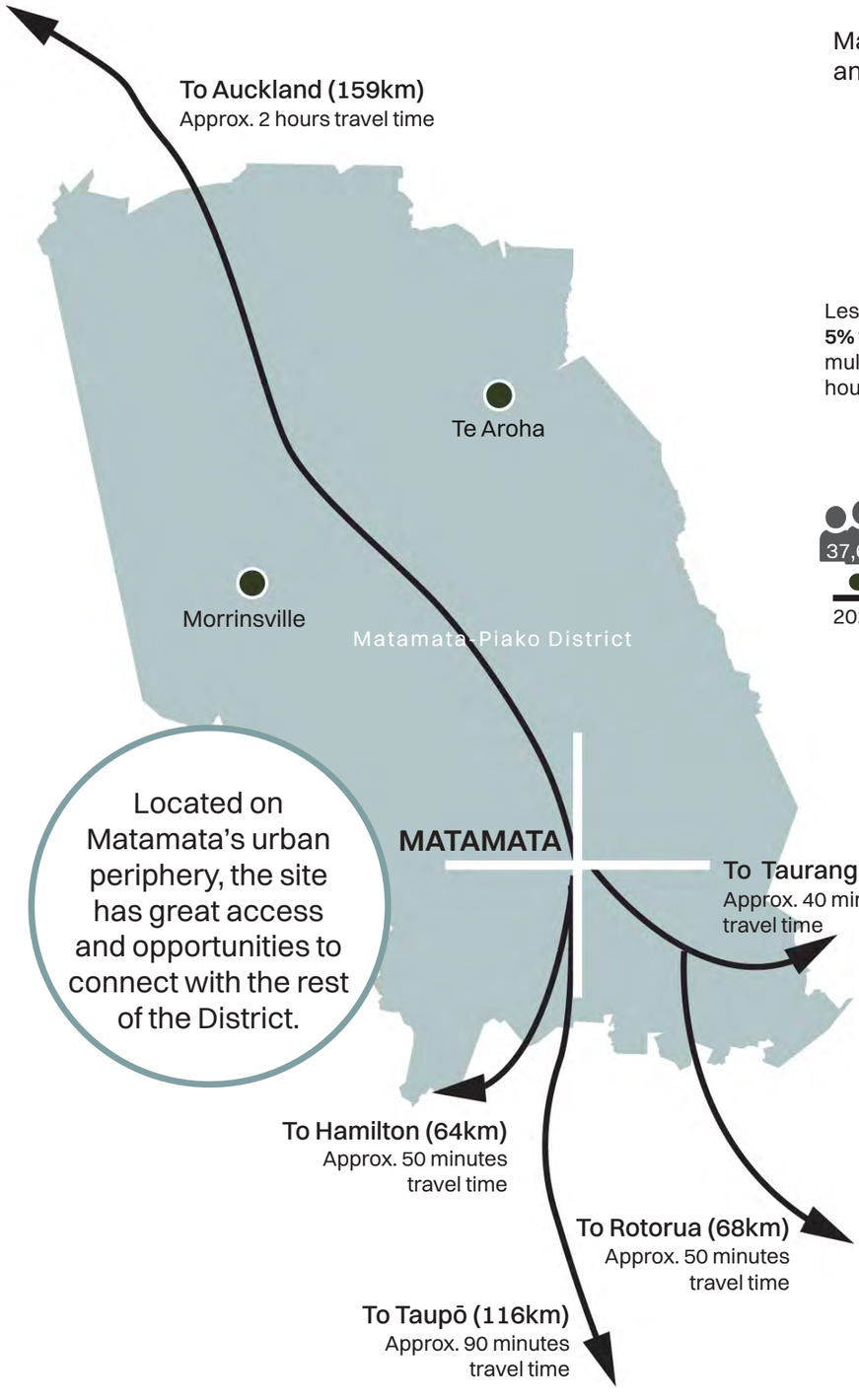
The district has a population of approximately 36,000 people, with over 60% living in one of the three main towns. The three towns and the rural area within Matamata-Piako District are projected to experience population and dwelling growth.

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.

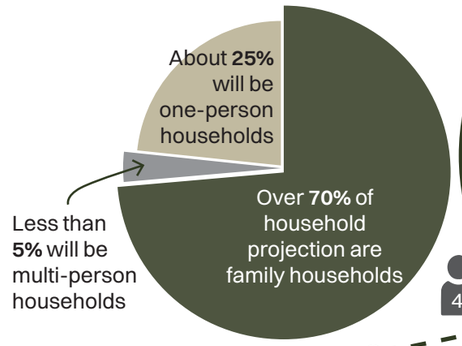
Figure 1 Matamata-Piako Regional Context

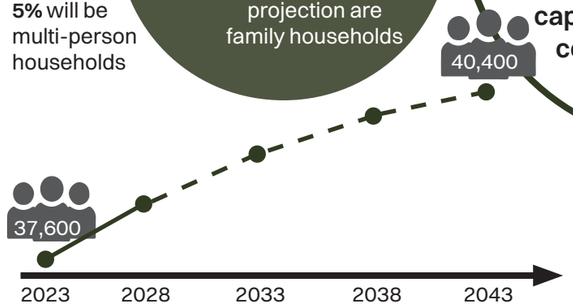
1.3 Snapshot of Matamata-Piako District



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.

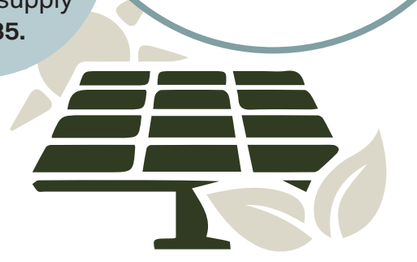
ASHBOURNE'S RESPONSE

- 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 Narratives 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 520 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 Wastewater Infrastructures (for Residential Precinct)
- Proposed Stormwater Infrastructures
- Proposed Road Network
- Existing Roading Network
- State Highway
- Railway
- Existing Schools
- Existing Open Space

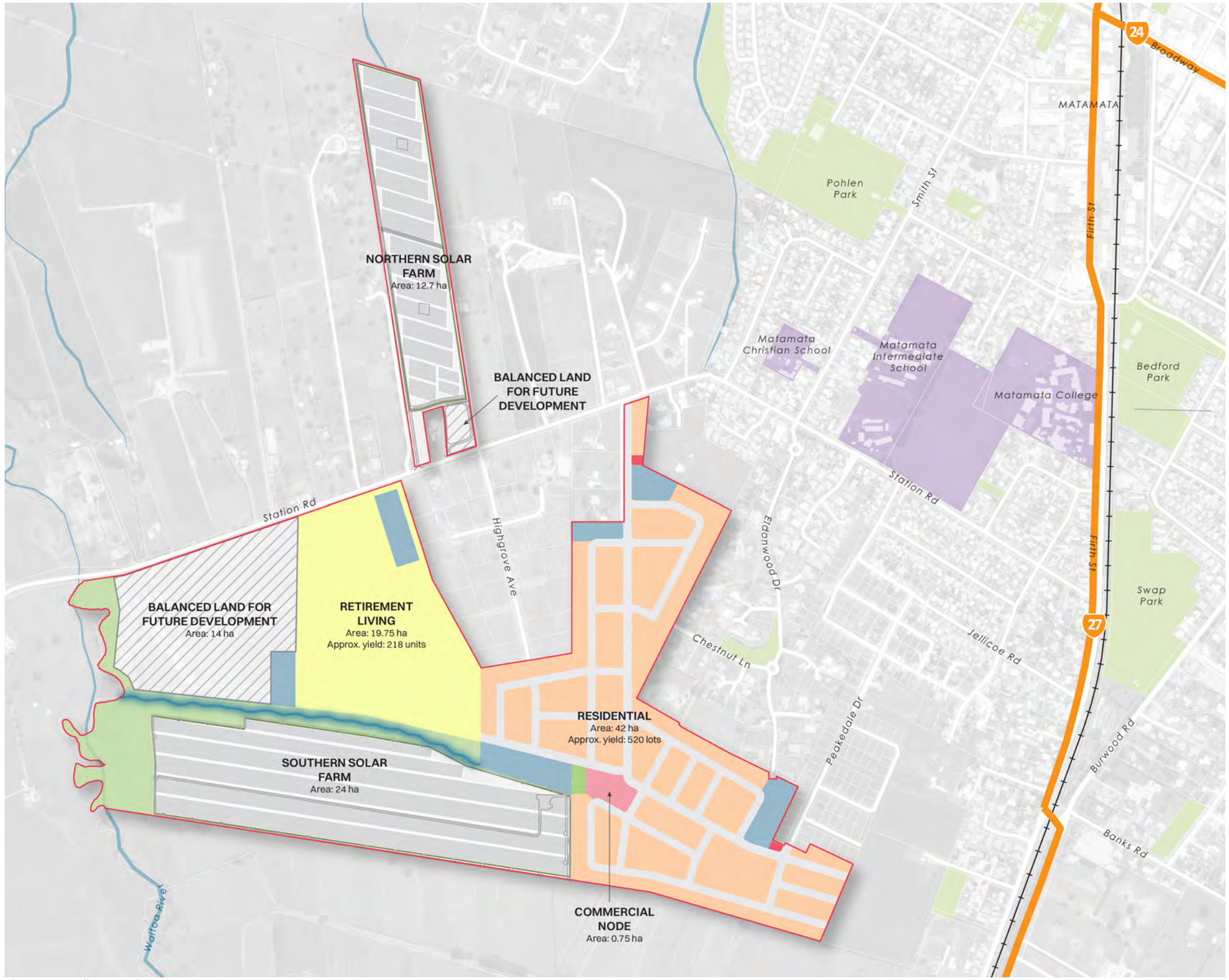


Figure 5 Overall Masterplan

Scale 1:10,000

2.2 Overall Staging Plan

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

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

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

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

An indicative sub-stages for the residential and retirement living precincts are also provided in Sections 4, 5 and 6.

Figure 6 Overall Staging Plan

Key

- Site Boundary
- Stage 1 (short term)
- Stage 2 (medium term)
- Stage 3 (long term)
- Existing Roading Network
- State Highway
- Railway
- Existing Schools
- Existing Open Space

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.

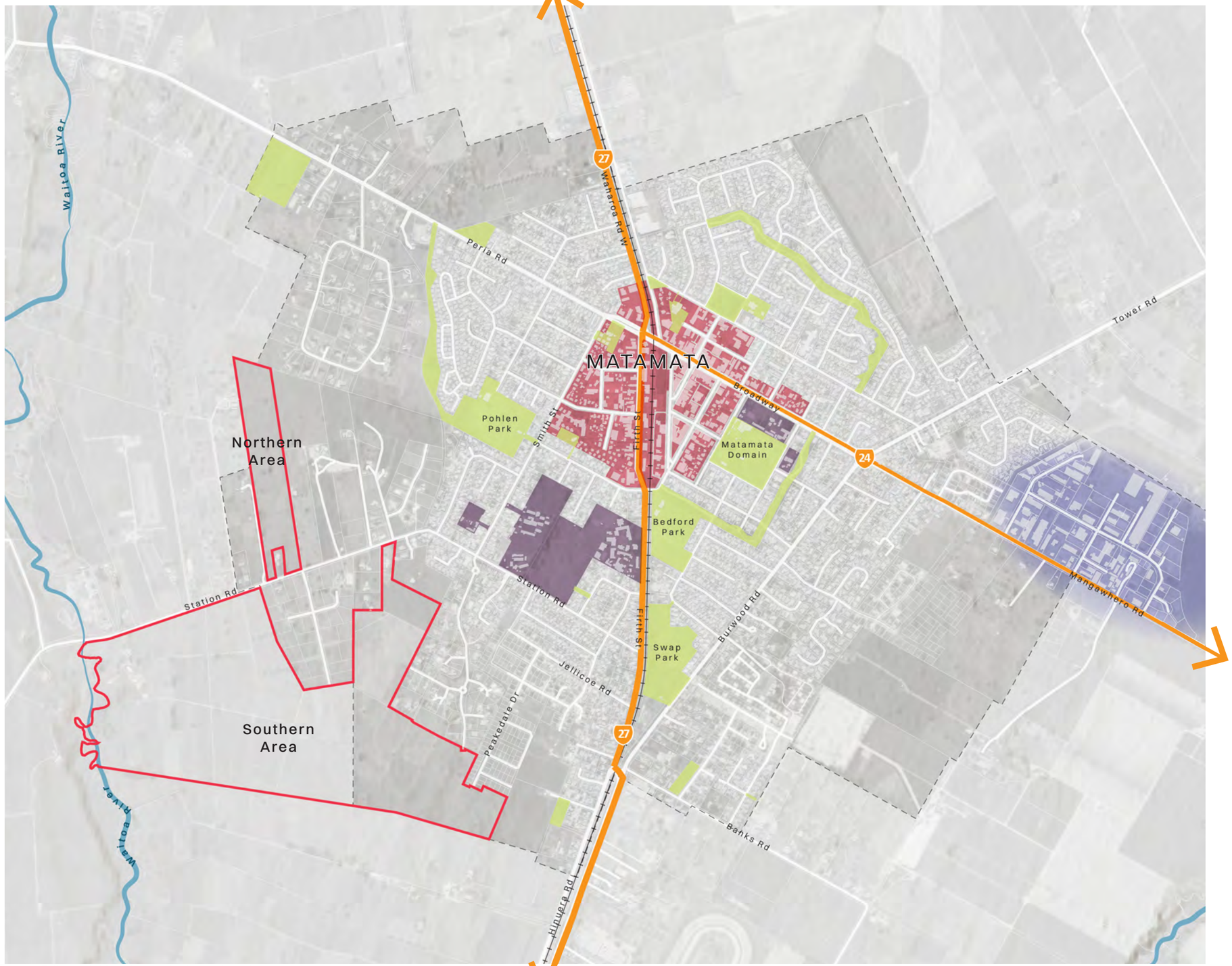


Figure 7 Subject Site in the context of Matamata

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

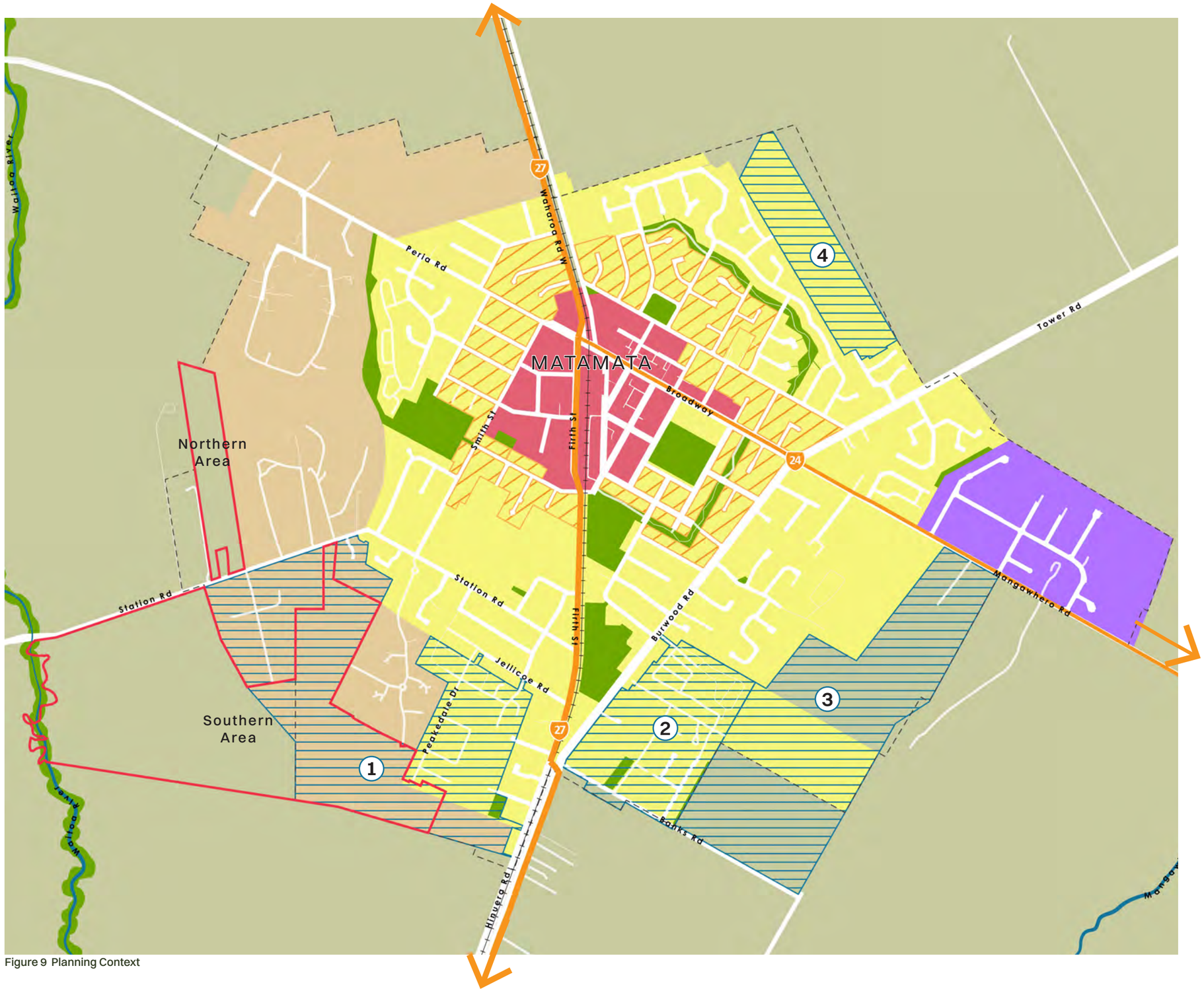


Figure 9 Planning Context

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.

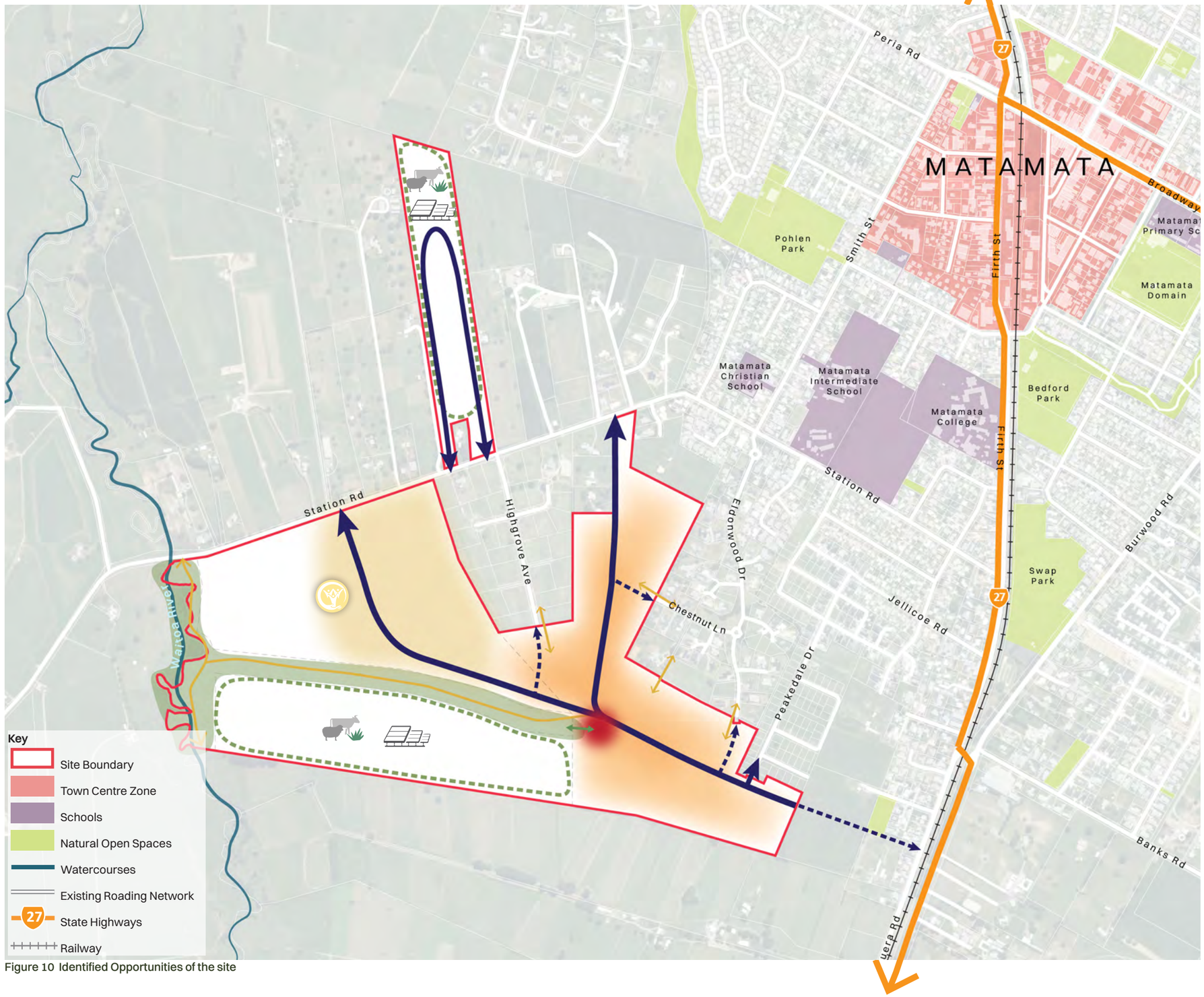


Figure 10 Identified Opportunities of the site

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.

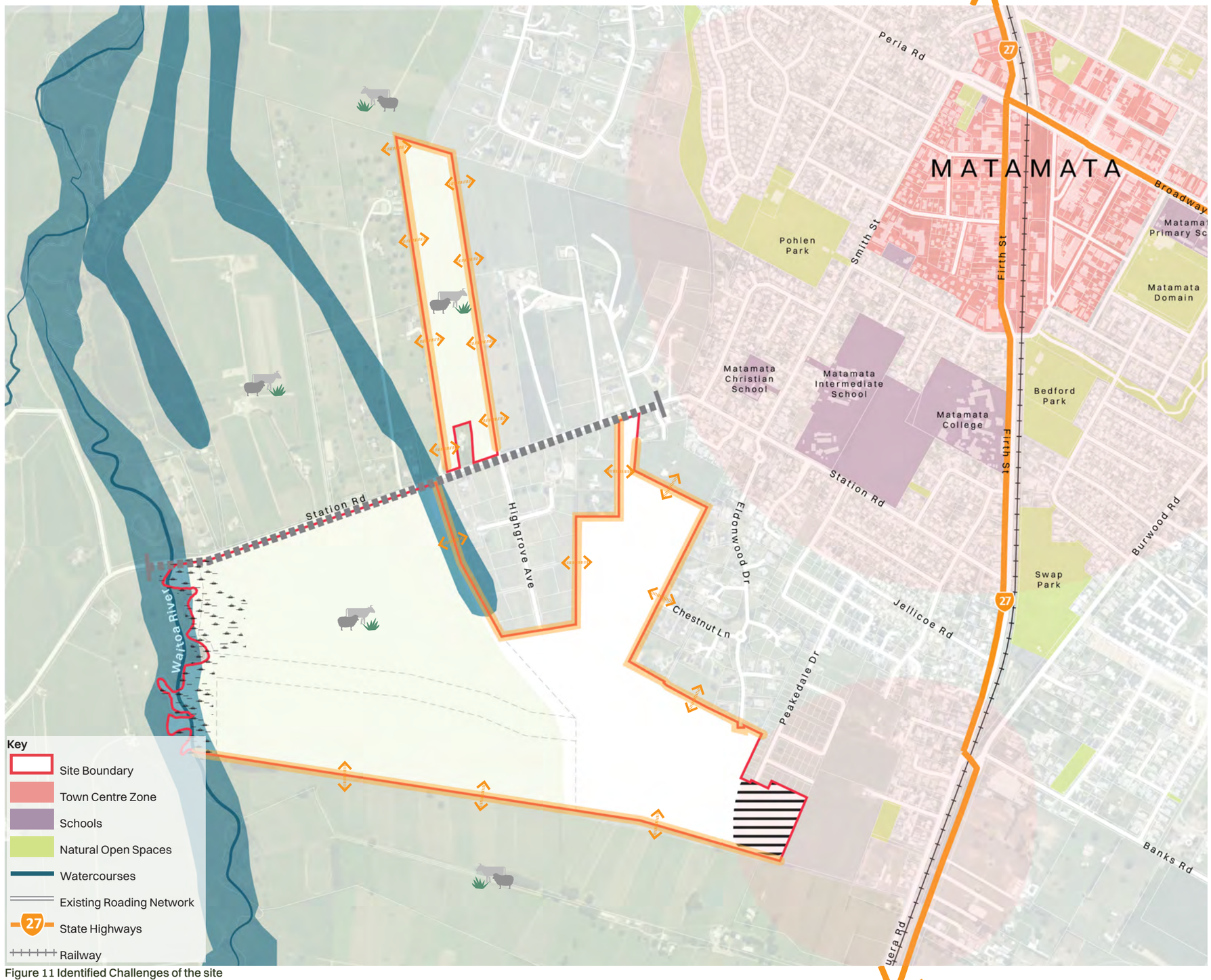


Figure 11 Identified Challenges of the site

04
Residential Precinct

Scale 1:6,000

4.1 Residential Masterplan

The Residential Precinct of Ashbourne will create a community comprising of approximately 520 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.

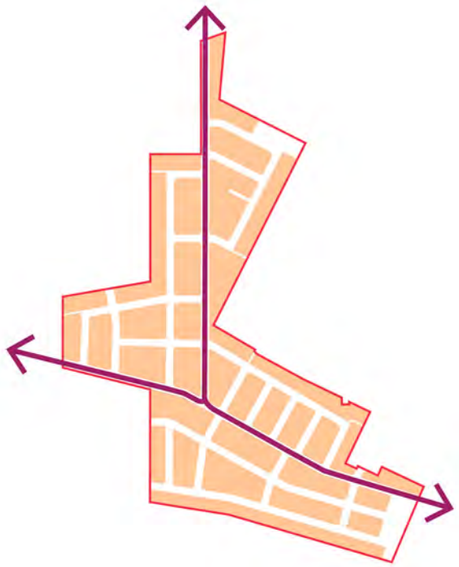
Key

- 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

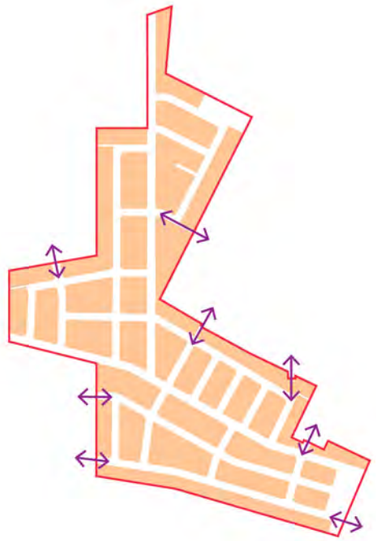
Figure 12 Residential Precinct Masterplan

Scale 1:15,000

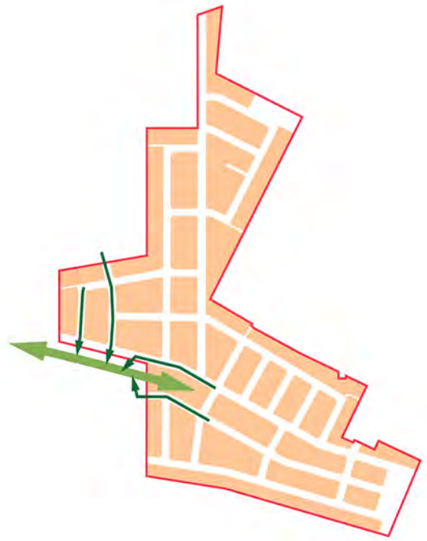
4.2 Residential Masterplan Design Principles



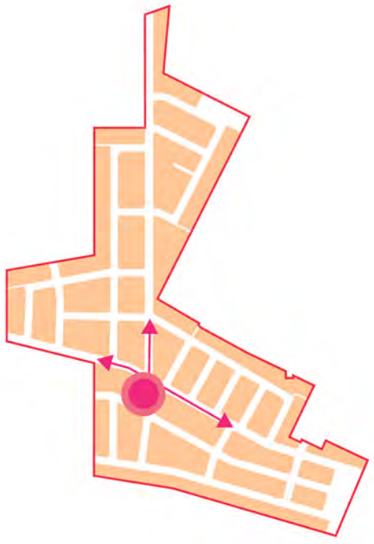
Design Principle One:
The design was formed around the development of two key spine roads connecting the sites to the east and west of the Residential Masterplan Site, as well as Station Road to the North.



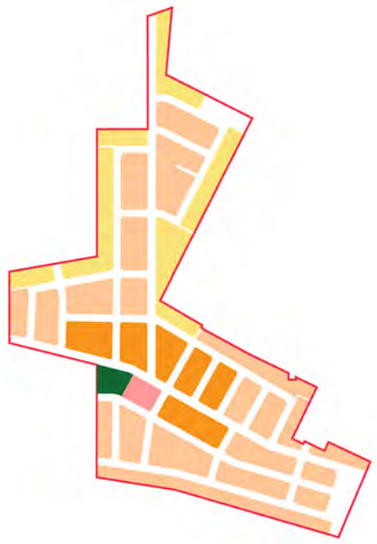
Design Principle Two:
The design maintains additional opportunities to connect to the residential areas to the north the remainder of the site to the west and future development to the east.



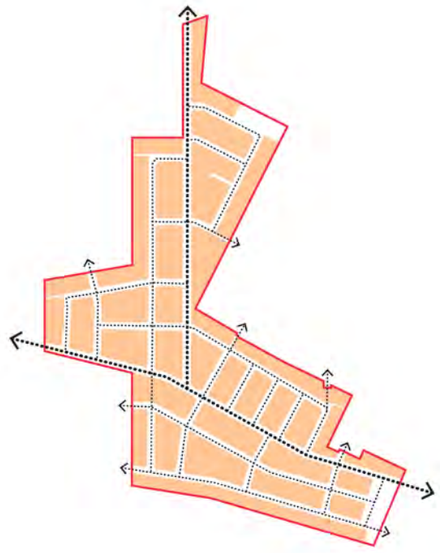
Design Principle Three:
Connection to the proposed greenway to link all parts of the site as well as provide amenity to future residents.



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	%
Less than 400m²	84	16.3%
400m² - 499m²	195	37.8%
500m² - 599m²	142	27.5%
600m² - 699m²	20	3.9%
700m² - 799m²	47	9.1%
800m² and more	28	5.4%
TOTAL (approx.)	520	100%

Key

- Residential Precinct Area
- Approx. Lot Size Under 400m²
- 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

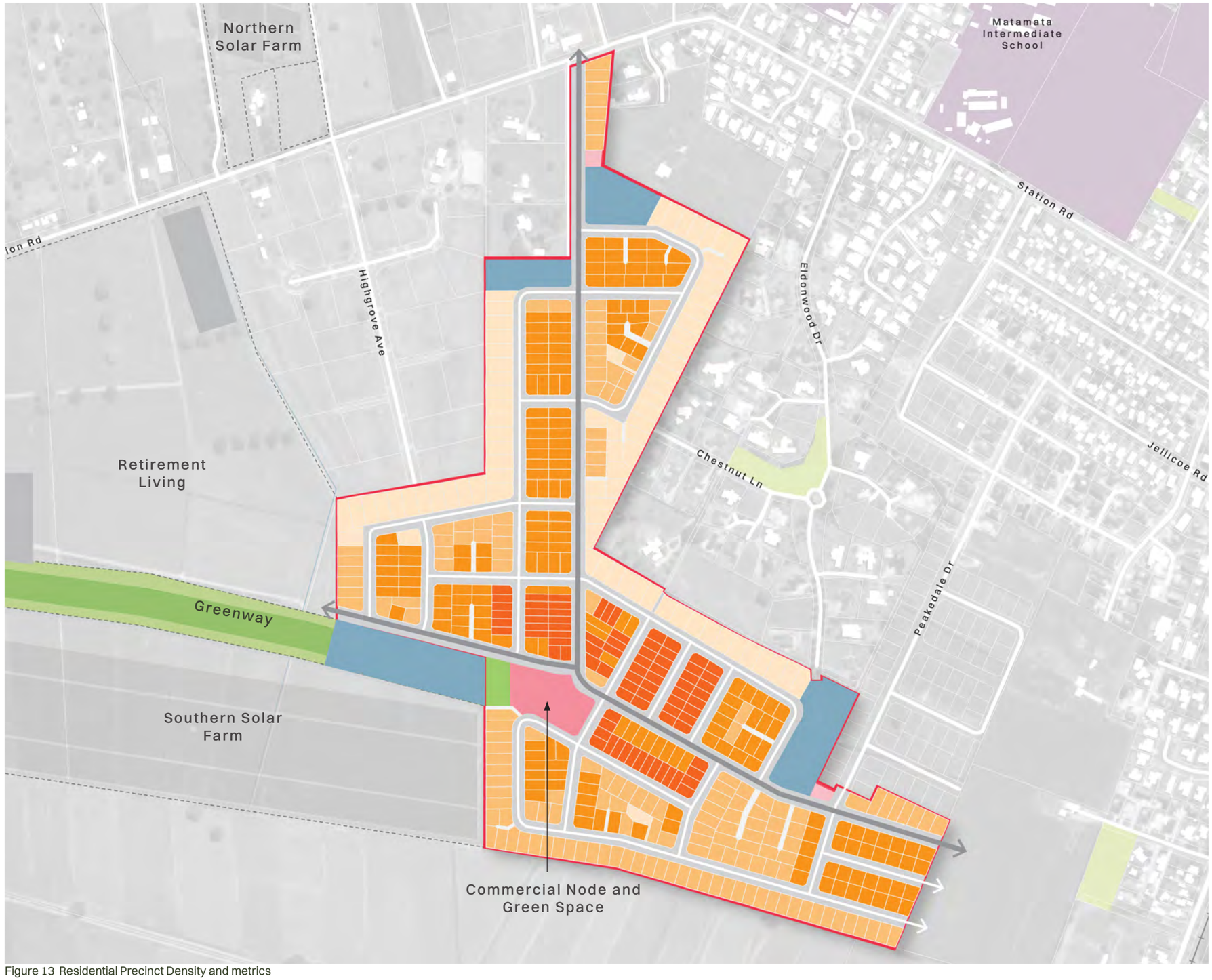


Figure 13 Residential Precinct Density and metrics

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 and C: Wastewater flows to a new pump station, then pumped via rising mains to the existing gravity wastewater network on Peakedale Drive (A) and Station Road (C).
- Catchment B: Wastewater flows to the new pump station at the Southern Solar Farm, then pumped to a receiving manhole in Catchment A, where it is gravity-fed to Catchment A's 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.

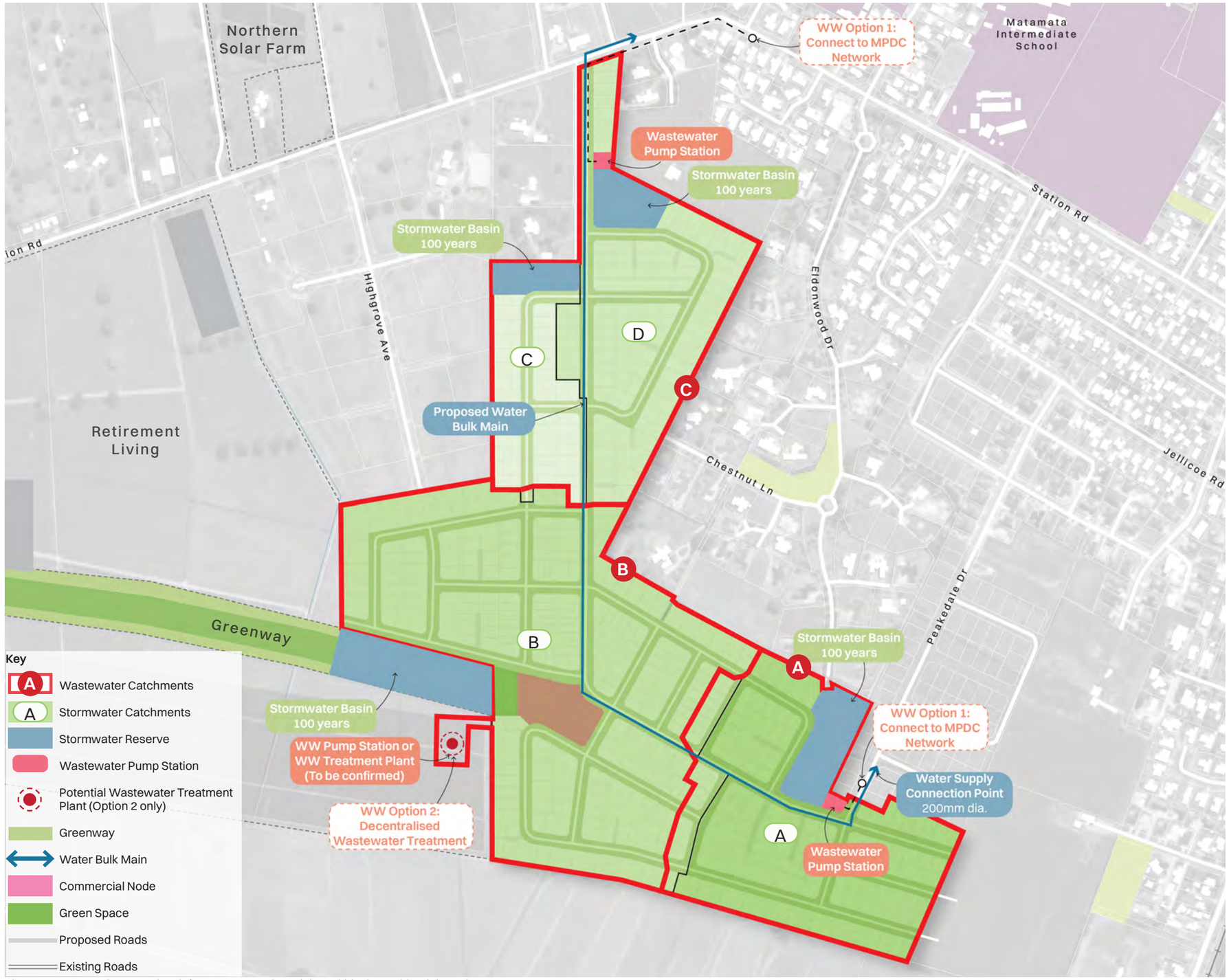


Figure 14 Proposed approach to infrastructure and servicing within the residential precinct

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

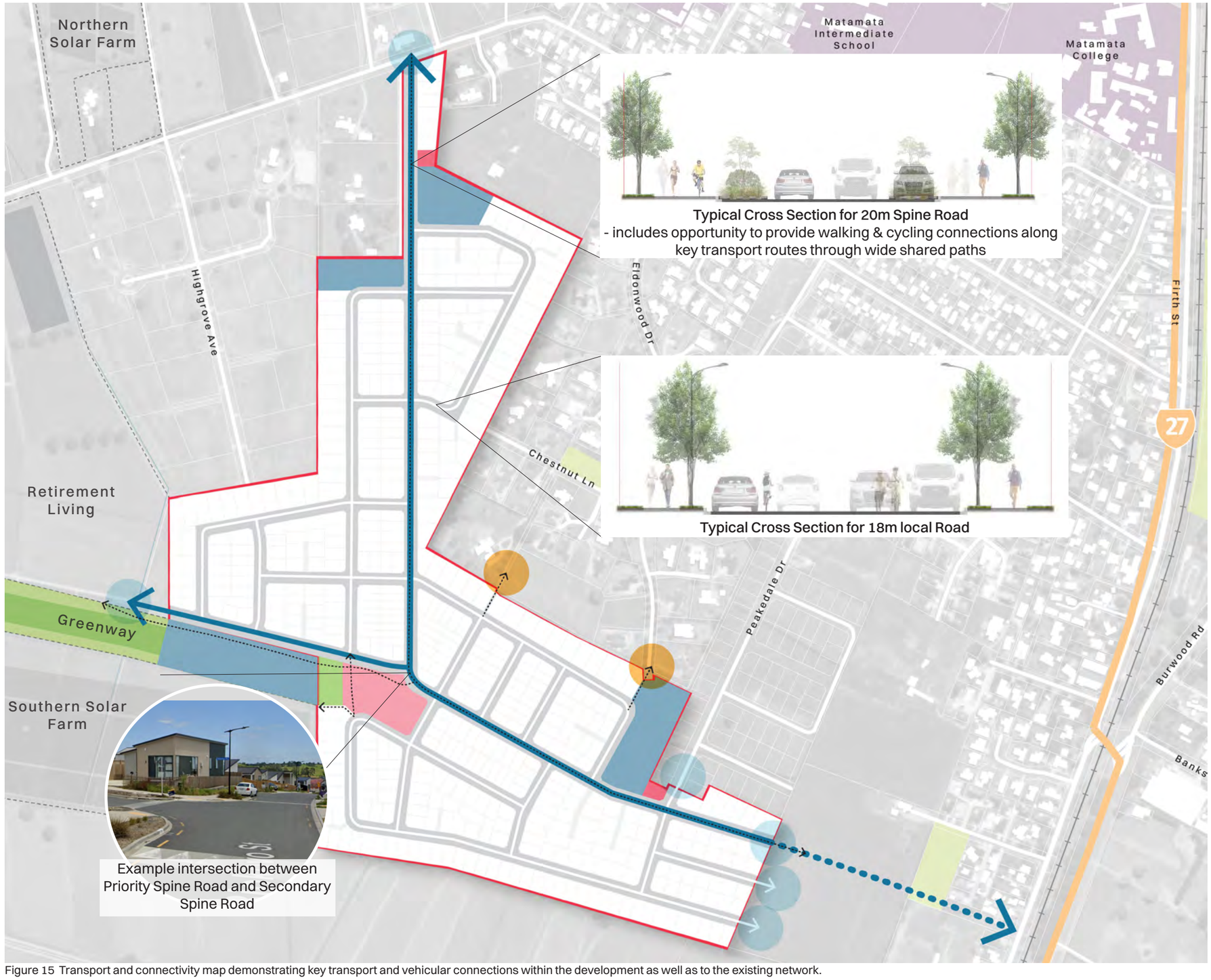


Figure 15 Transport and connectivity map demonstrating key transport and vehicular connections within the development as well as to the existing network.

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)

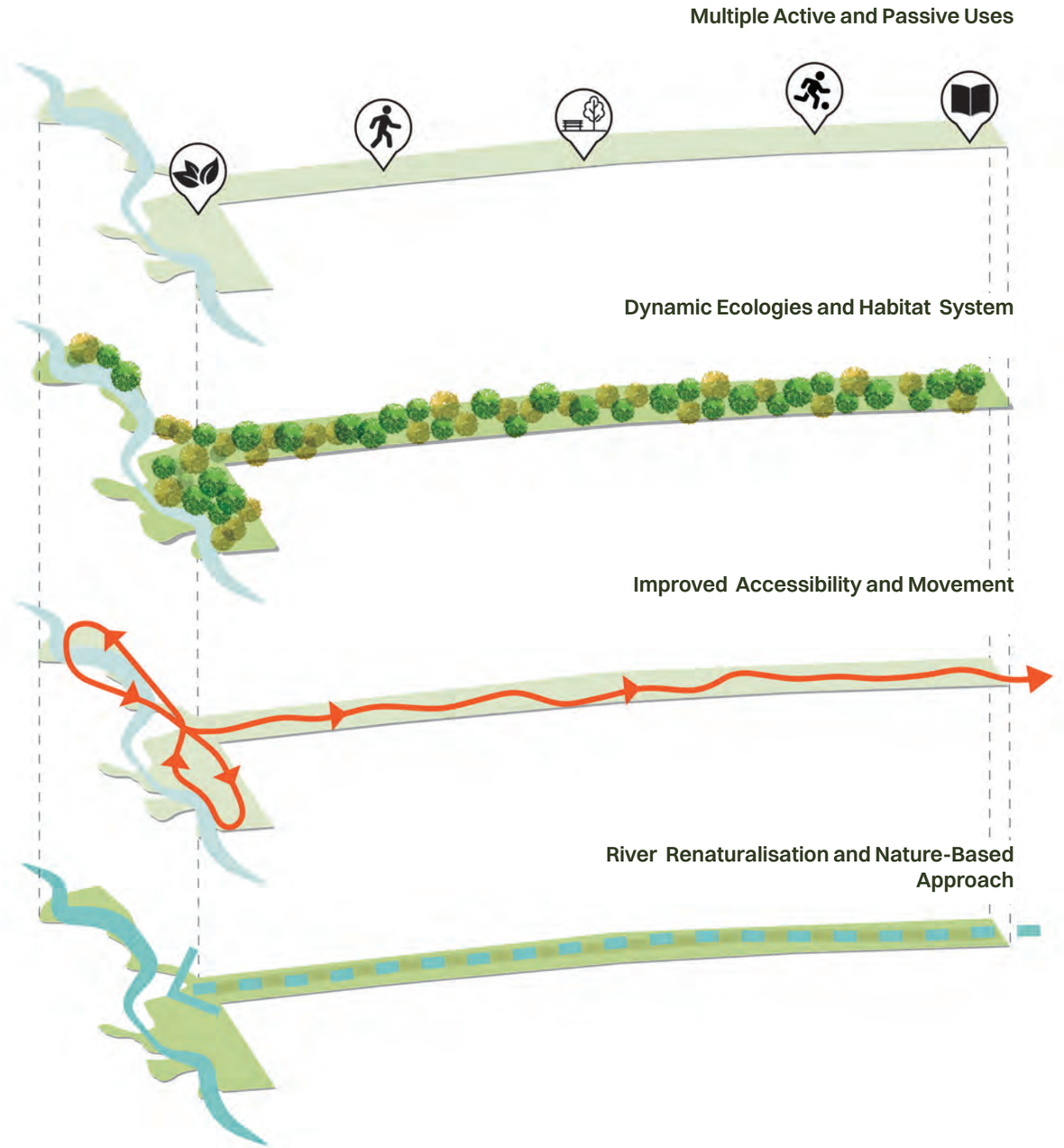


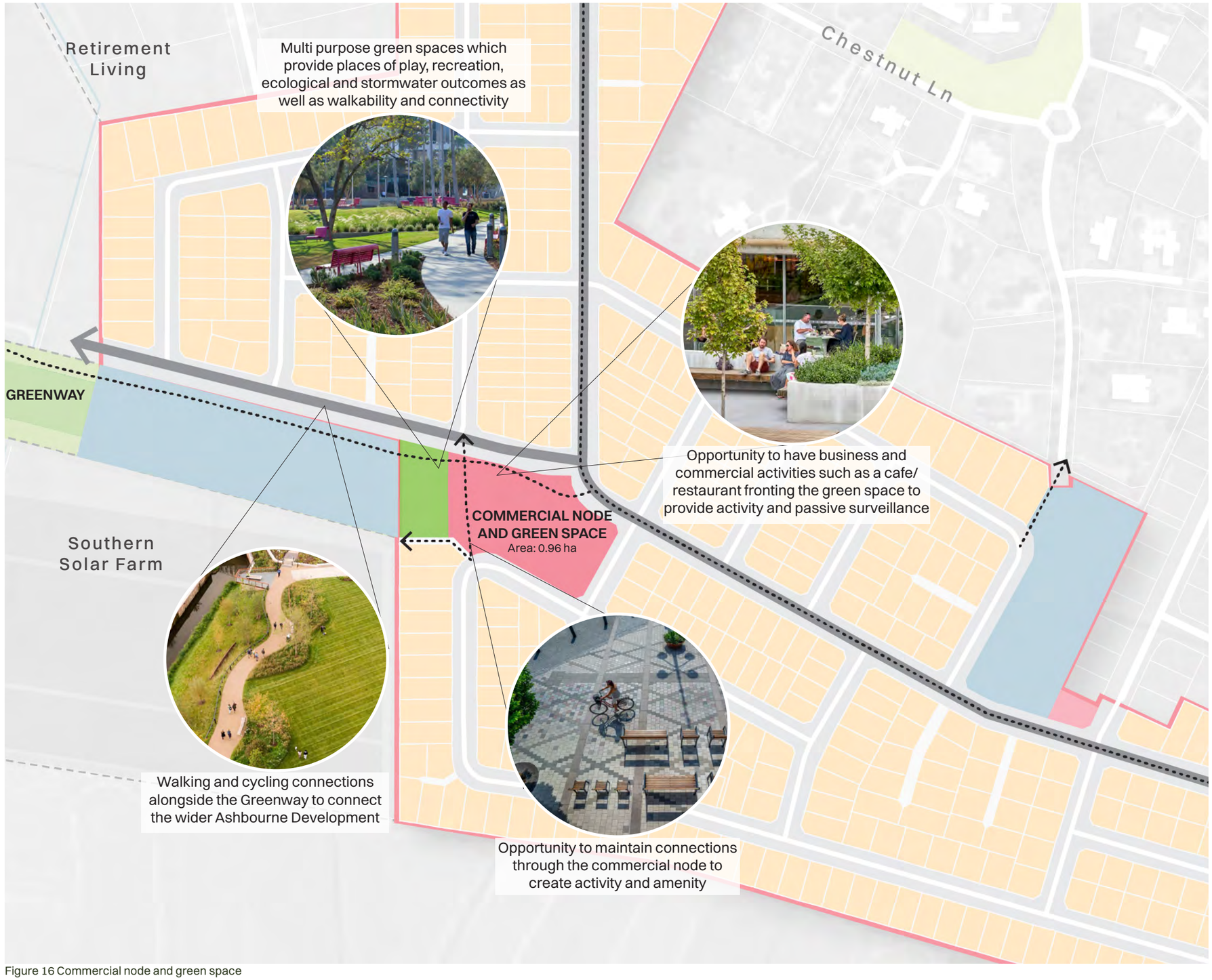
Figure 16 Integrated Multiple Layers Approach for Greenway

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.

Commercial Block	Area	GFA
Play Area / Recreation Space	2,346m²	0
Childcare facility & Carparking	2,700m²	500m²
Café / Restaurant (excl . car parks)	800m²	150m²
Grocer / Convenience Store / Dairy	600m²	300m²
Service - 100m2 x 9 Use TBC (Food & beverage, service, hospitality, small-scale office and retails)	1,000m²	900m²
Carparking / Access / Internal Paths	2,200m²	0
TOTAL (Approx.)	**9,646**m²	**1,850**m²



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

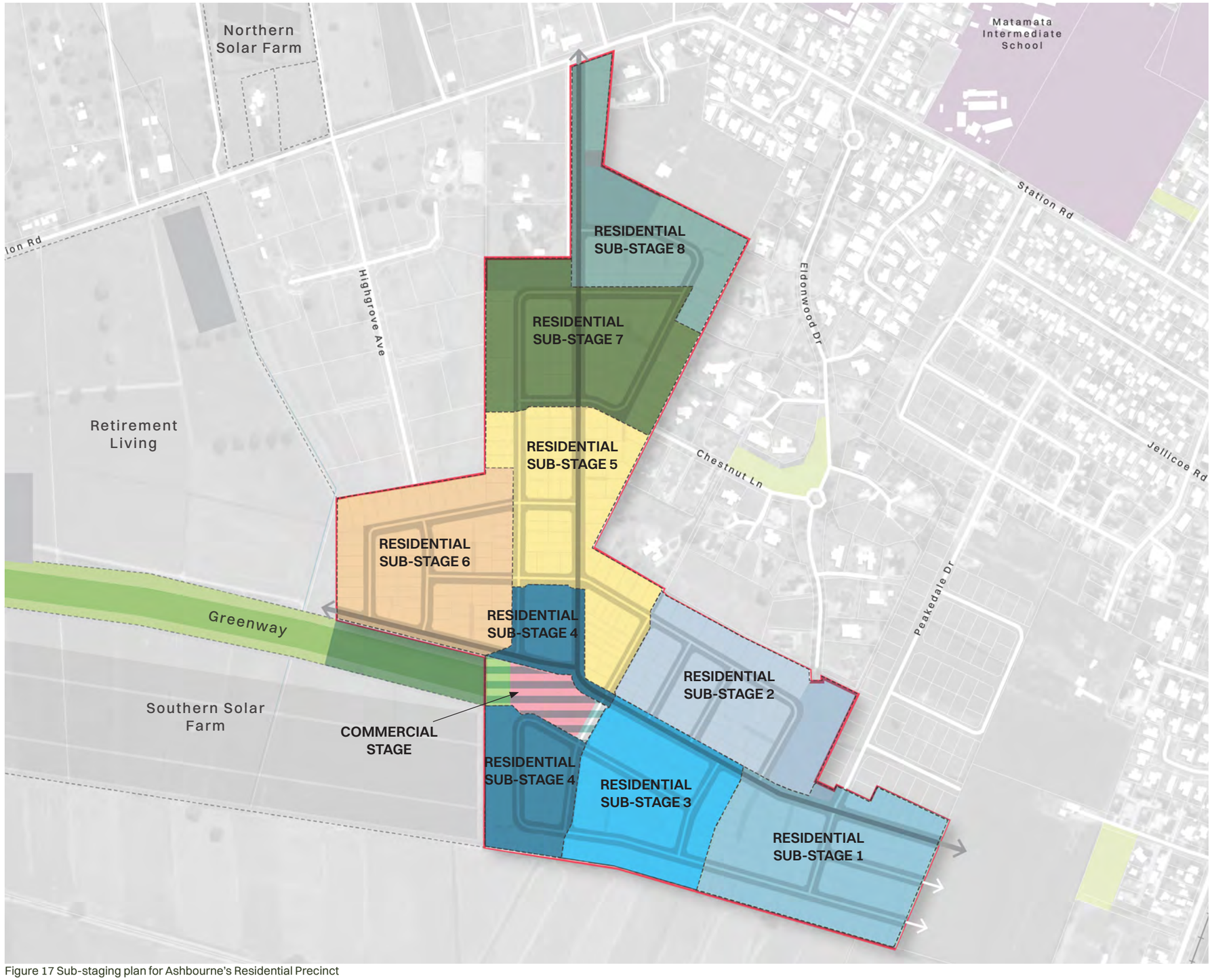
4.8 Staging & Sequencing

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



Key

- Site Boundary
- Sub-Stages
- Overall Ashbourne Masterplan Stages
- Proposed Roads
- Existing Roads
- Existing Schools
- Existing Open Space

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.

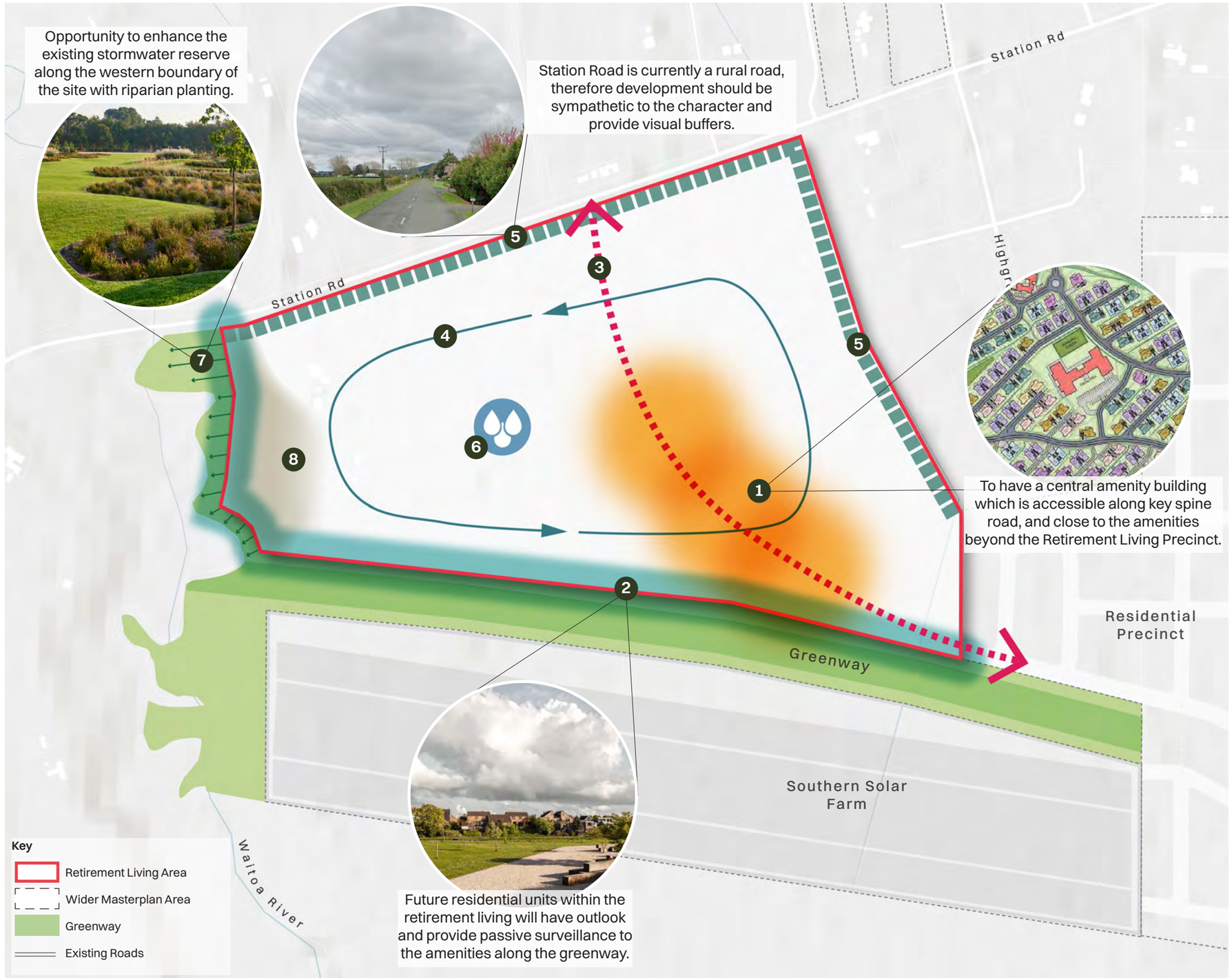


Figure 18 Design opportunities for the development of the Retirement Living Precinct

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:

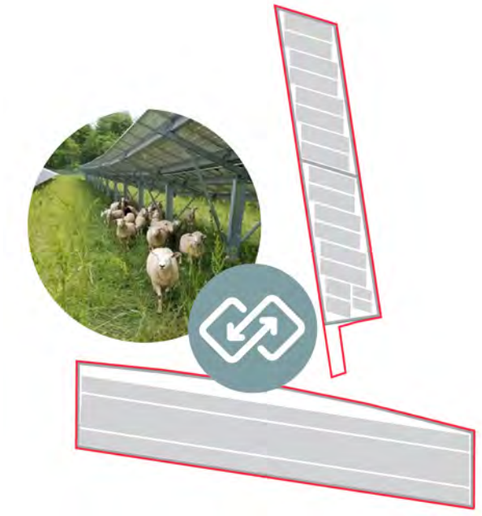
- Stage 1 = 26 units and facilities first stage
- Stage 2 = 27 units
- Stage 3 = 27 units and facilities second stage
- Stage 4 = 27 units
- Stage 5 = 26 units
- Stage 6 = 25 units
- Stage 7 = 24 units and facilities third stage
- Stage 8 = 25 units
- Stage 9 = 11 units
- Stage 10 = Supporting healthcare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

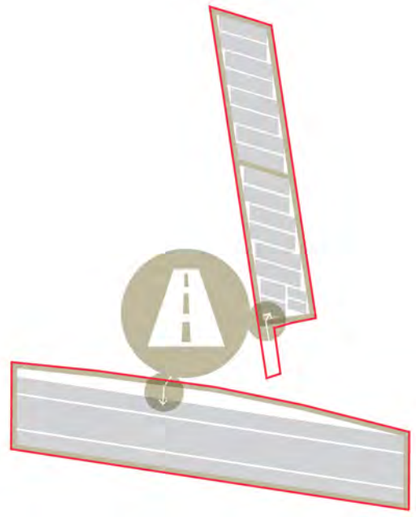
Figure 21 High level staging plan of the Retirement Living precinct

06
Solar Farms

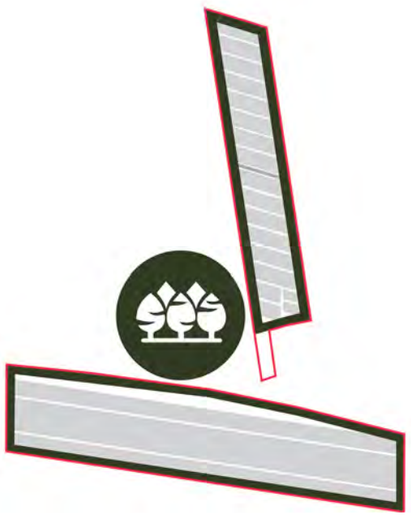
6.1 Key Design Principles



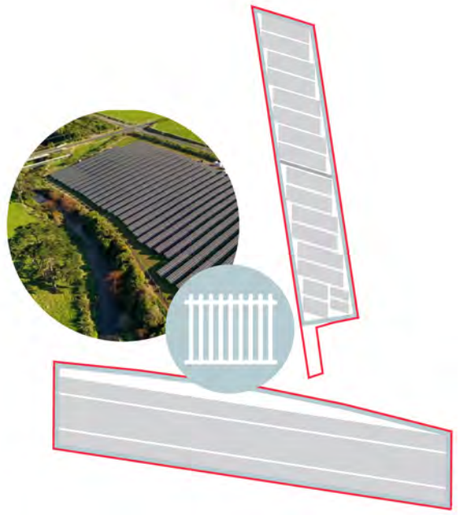
Design Principle One:
The project will be 'dual use,' or 'agrivoltaic. This is a facility that is designed to continue the agricultural use of the property at the same time as harvesting power via solar panels.



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.

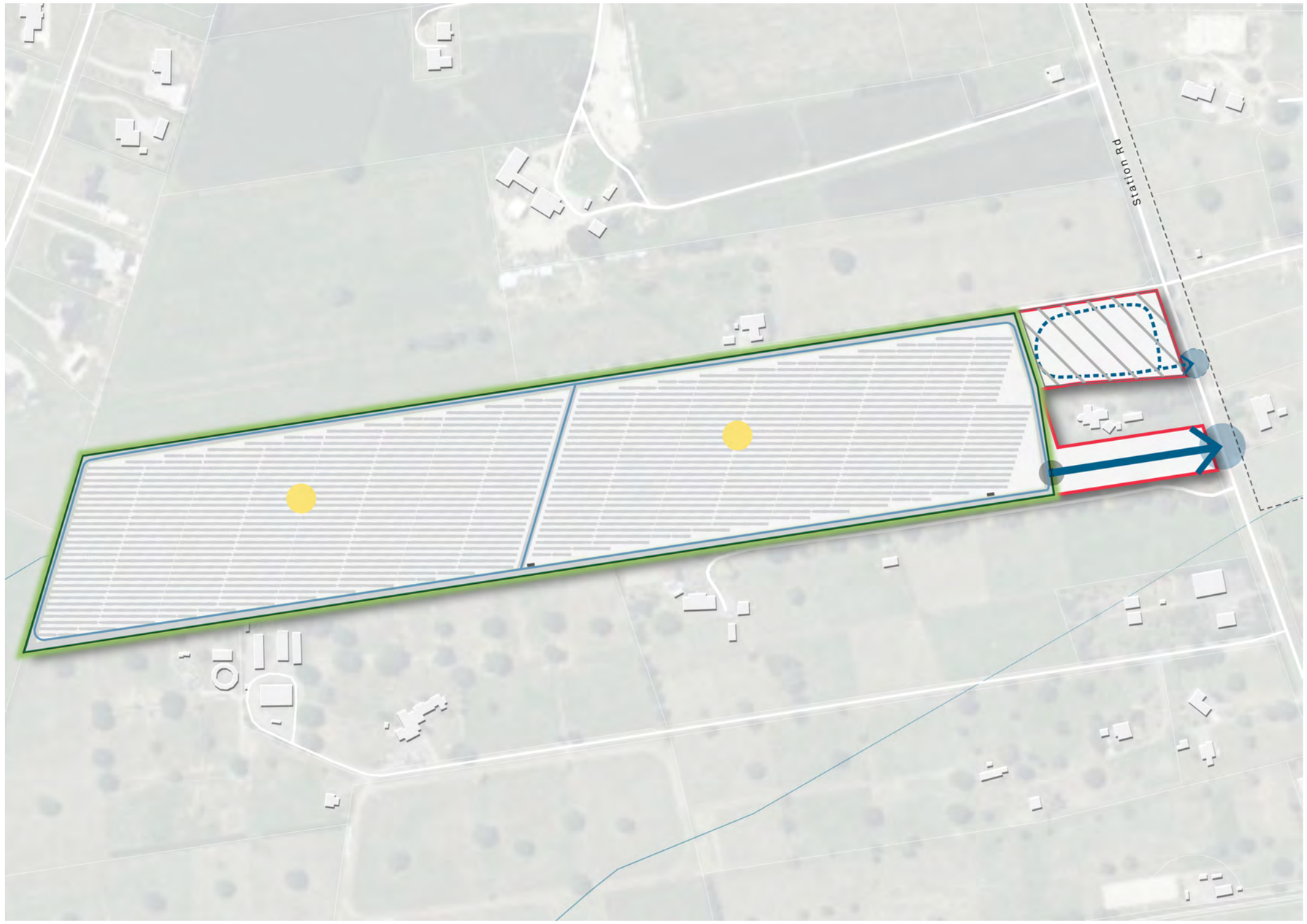
Scale 1:3,500

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

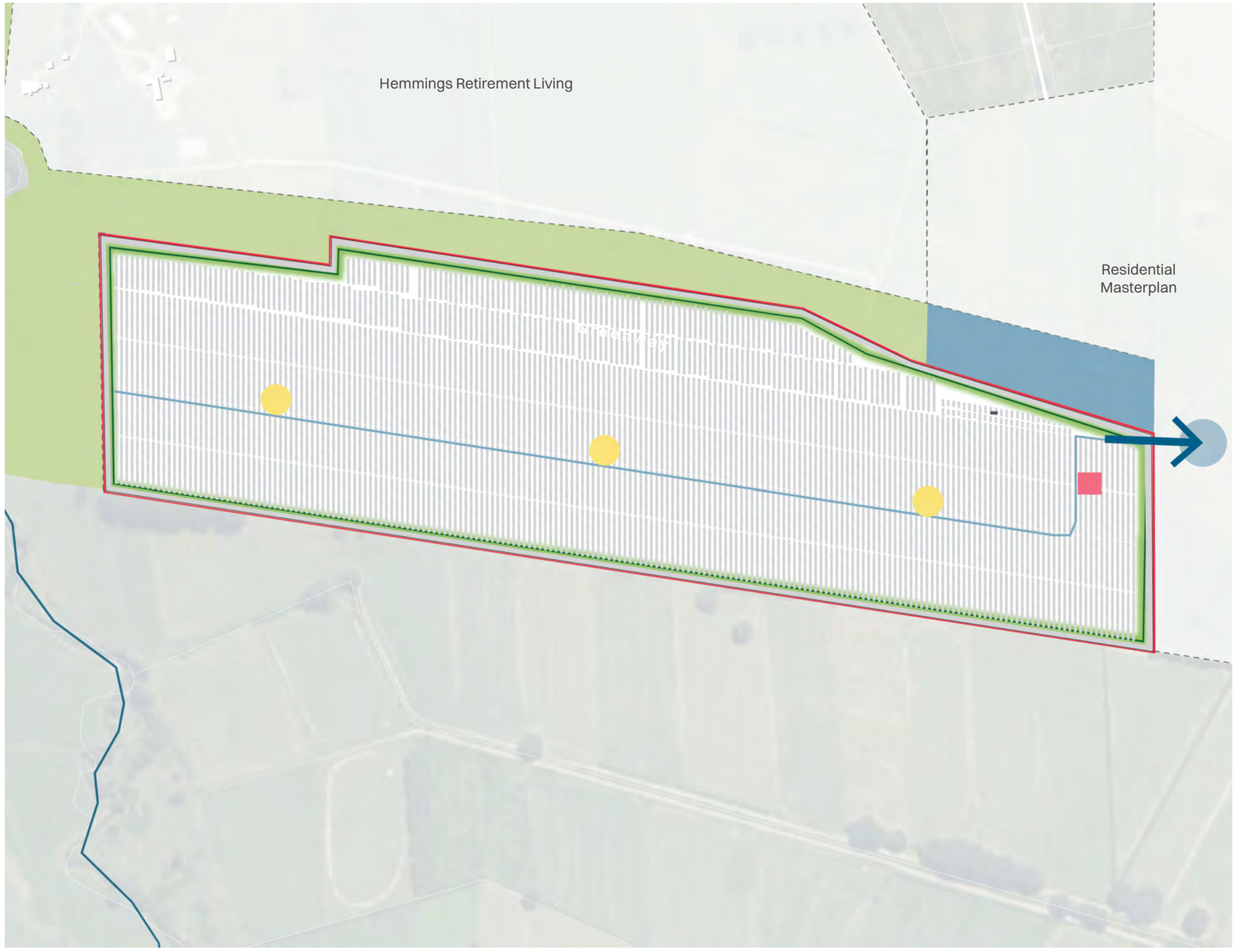
Scale 1:4,000

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.

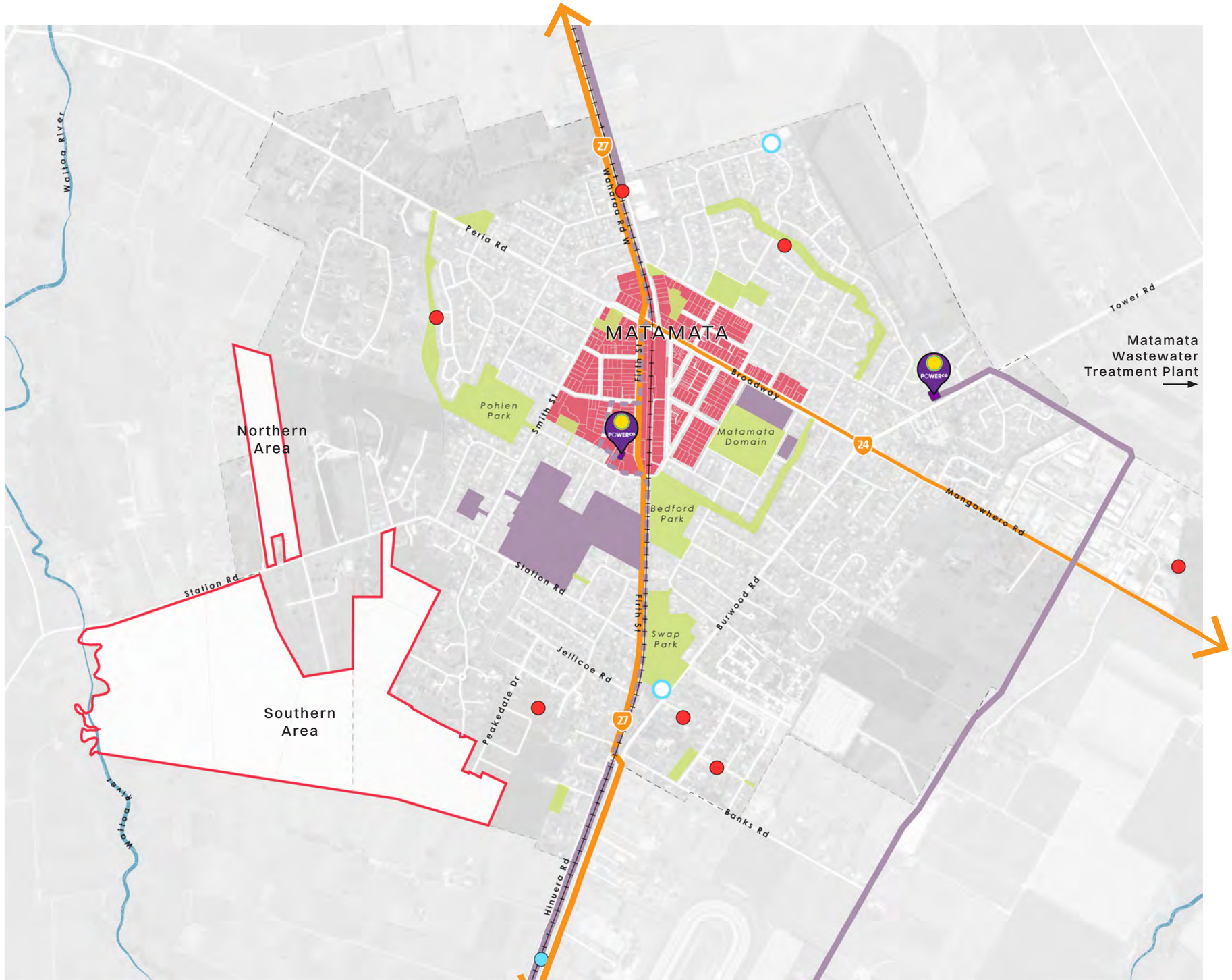


Figure 23 Existing physical and social infrastructure within Matamata

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

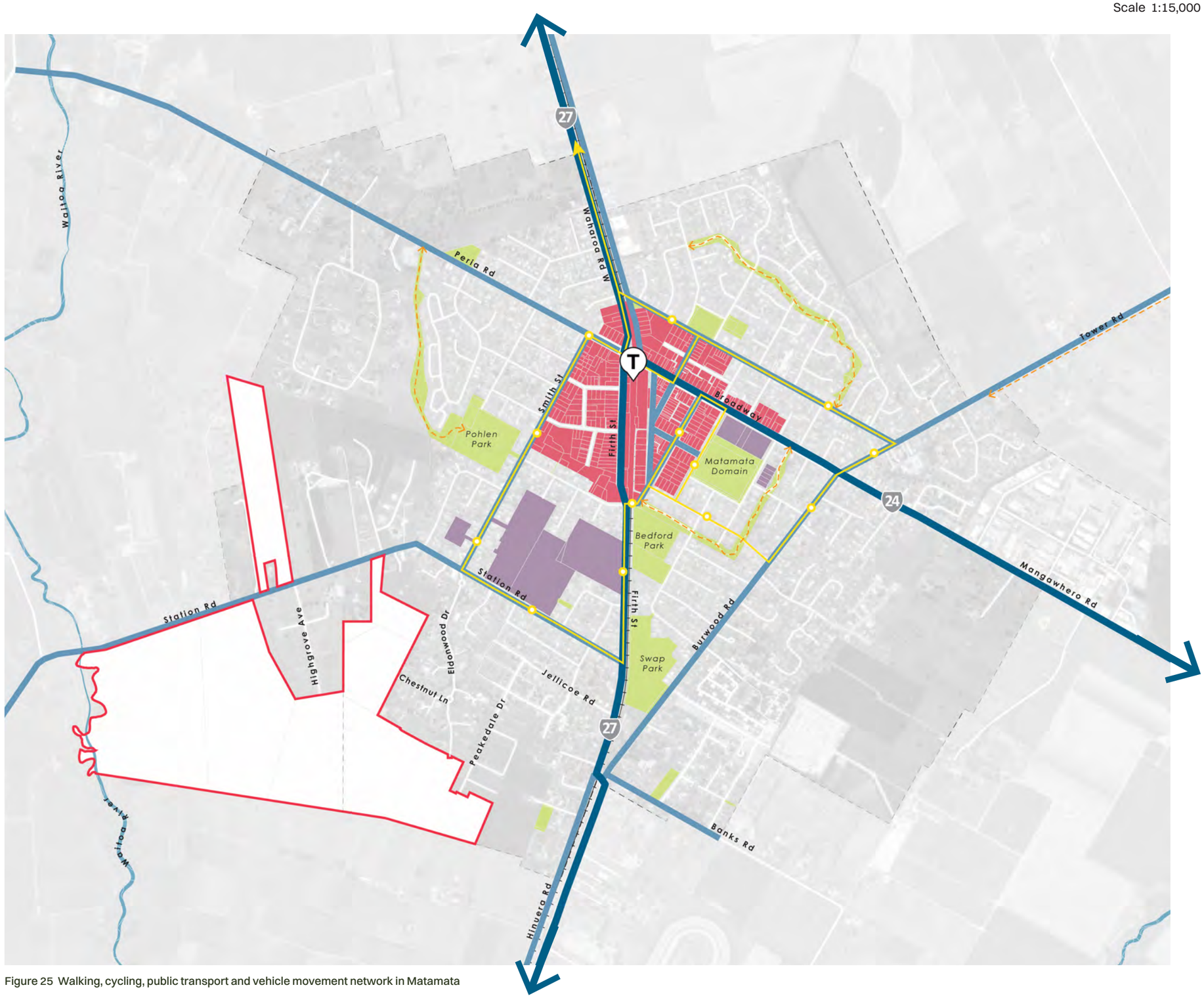


Figure 25 Walking, cycling, public transport and vehicle movement network in Matamata

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

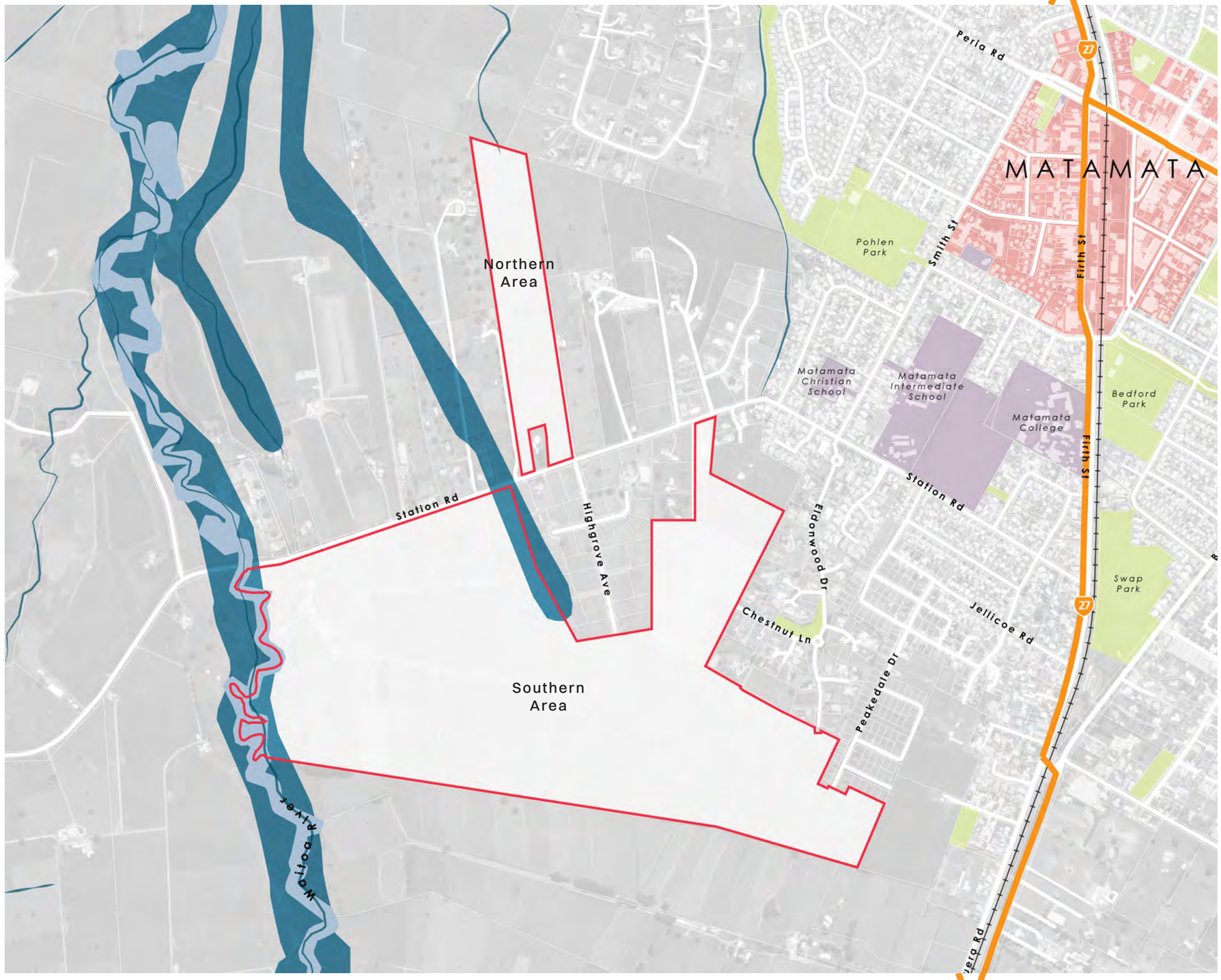
Figure 26 Open Space Network in Matamata

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

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