

# MEMORANDUM OF NEW ZEALAND TRANSPORT AGENCY WAKA KOTAHI ON THE ASHBOURNE DEVELOPMENT

3<sup>rd</sup> November 2025

## 1. Introduction

- 1.1. This memorandum presents the assessment undertaken by NZ Transport Agency Waka Kotahi (**NZTA**) of the substantive application for the Ashbourne development (**Application**) submitted by Matamata Development Limited (**Matamata Development**) under the Fast-track approvals Act 2024 (**FTAA**).
- 1.2. The assessment has been prepared in response to an invitation from the Expert Panel (**the Panel**) to provide comment and includes a summary of preliminary findings relating to transportation and glint and glare matters.
- 1.3. NZTA thanks the Panel for their invitation to comment on the Application.
- 1.4. This assessment is based on the Application materials submitted to the Environmental Protection Authority (**EPA**).

## 2. Background

- 2.1 NZTA has had previous pre-application engagement with Matamata Development and Barker & Associates on the development in August 2024.
- 2.2 As part of this correspondence, NZTA addressed the need for modelling of the State Highway 27/Station Road intersection and the State Highway 27/Jellicoe Road intersection as well as trip distribution.

## 3. Assessment

- 3.1 NZTA is neutral in regards to the proposed development.
- 3.2 The development is accessed via local road, with no direct access to State Highway 27. The Integrated Transport Assessment (ITA), lodged as part of the substantive application, includes modelling of the State Highway 27/Station Road and State Highway 27/Jellicoe Road intersections. The modelling includes the existing situation which shows that both intersections currently operate well with limited delays as well as full development traffic which anticipates that both intersections will continue to operate efficiently, and no upgrade is triggered.
- 3.3 The lodged Glint and Glare reports for the northern and southern solar farms did not include a glare analysis for State Highway 27. However, given the setback from State Highway 27 for both solar farms, as well as the existing and proposed residential development located between the State Highway and solar farms and existing and proposed vegetation, NZTA does not anticipate any glint or glare effects on State Highway 27.

#### **4. Conclusion**

4.1 In summary, NZTA's position on the substantive application is **neutral** on the basis that no impacts on the State Highway 27 network are anticipated.

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Nicola Foran

Team Leader Environmental Planning – Waikato / Bay of Plenty