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MEMORANDUM

To:	Expert Consenting Panel – Ashbourne	From:	Michelle Seymour Commute Transportation Consultants
Date:	23 March 2026		
Subject:	Transport Assessment of updated development proposal for Ashbourne		

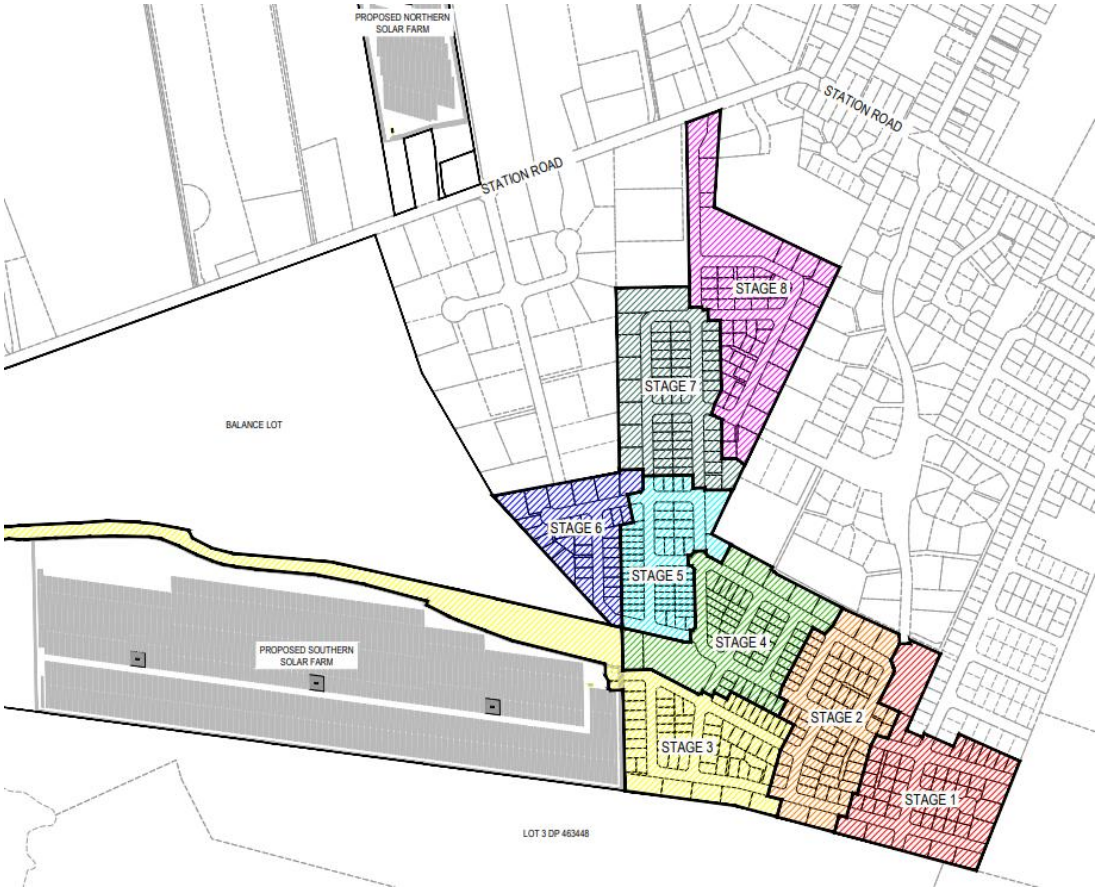
1 Introduction

This memorandum has been prepared to assess the transport-related matters associated with the updated Ashbourne development proposal in Matamata, with particular focus on the key changes arising from the revised proposal.

2 Proposed Development

The updated proposal is shown below in Figure 2-1.

Figure 2-1: Updated Development Proposal – Ashbourne



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By way of summary, the updated proposal includes an overall reduction in residential dwellings and the removal of the retirement village component, with all other proposed activities remaining unchanged. This is outlined in Table 2-1 below.

Table 2-1: Ashbourne Development - Proposed Changes

Activities	Lodged Application	Updated Proposal
Residential (Including 2x lifestyle blocks)	520 dwellings	432 dwellings
Solar Farm	27 ha	27 ha
Retirement Village	218 units 71 care beds	*Removed*
Commercial Activities		
- Childcare	100 Children	100 Children
- Café	150m^2	150m^2
- Convenience store/ Dairy	300m^2	300m^2
- Retail	900m^2	900m^2

2.1 Approach to Staging

There is no change in the overall staging approach for the development. The proposed amendments result in a slight reduction in the number of lots per stage, as summarised in Table 2-2. These numbers exclude the two proposed lifestyle blocks located on the northern side of Station Road.

Table 2-2: Proposed Staging Approach

Stage	Lodged Application	Updated Proposal
Stage 1	68 lots	53 lots
Stage 2	77 lots	68 lots
Stage 3	72 lots plus greenway	62 lots plus greenway
Stage 4	60 lots plus commercial hub	55 lots plus commercial hub
Stage 5	60 lots	53 lots
Stage 6	52 lots	33 lots
Stage 7	62 lots	54 lots
Stage 8	67 lots	52 lots
Total	**518 dwellings**	**430 dwellings**

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3 Trip Generation and Distribution

The previous ITA assessed the predicted traffic generation of the development to be in the order of some 567 trips in the peak hour. Utilising the same assessment methodology as completed in the ITA, the updated proposal is predicted to generate in the region of 436 trips in the peak hour. This is shown below in Table 3-1.

Table 3-1: Updated Proposal - Trip Generation

Activity	Quantity	Unit	RTA Rate	Internal Capture %	AM Trips	PM Trips
Residential (Including 2x lifestyle blocks)	432	Dwellings	0.85 trips per dwelling for peak hour	0	367	367
Solar Farm	2	Areas	2 trips per area in the peak hour	0	4	4
Childcare	100	Children	500m^2 - Assume 100 Children, and 0.8 trips per child in the peak hour	80%	16	16
Café	150	m^2	5 trips per 100m^2	20%	6	6
Convenience Store/Dairy	300	m^2	4.6 trips per 100m^2	20%	11	11
Retail	900	m^2	4.6 trips per 100m^2	20%	33	33
TOTAL					**437**	**437**

As demonstrated, the updated development proposal results in an overall net reduction in expected trip generation. This reduction arises from the removal of the retirement village component (approximately 55 peak hour trips) and a decrease in the number of residential dwellings (approximately 76 peak hour trips).

The ITA previously confirmed that the earlier, higher-yield proposal could be safely accommodated on the surrounding road network. The current proposal reduces expected traffic volumes by approximately 23% relative to that assessed scenario.

Given that the connection points to the surrounding road network remain unchanged, it is considered unnecessary to revise the previously adopted traffic distribution.

On this basis, updated traffic modelling is not considered necessary, and the conclusions of the ITA, with regard to traffic generation remain valid, specifically that the surrounding network is able to accommodate the additional trips generated by the proposed development.

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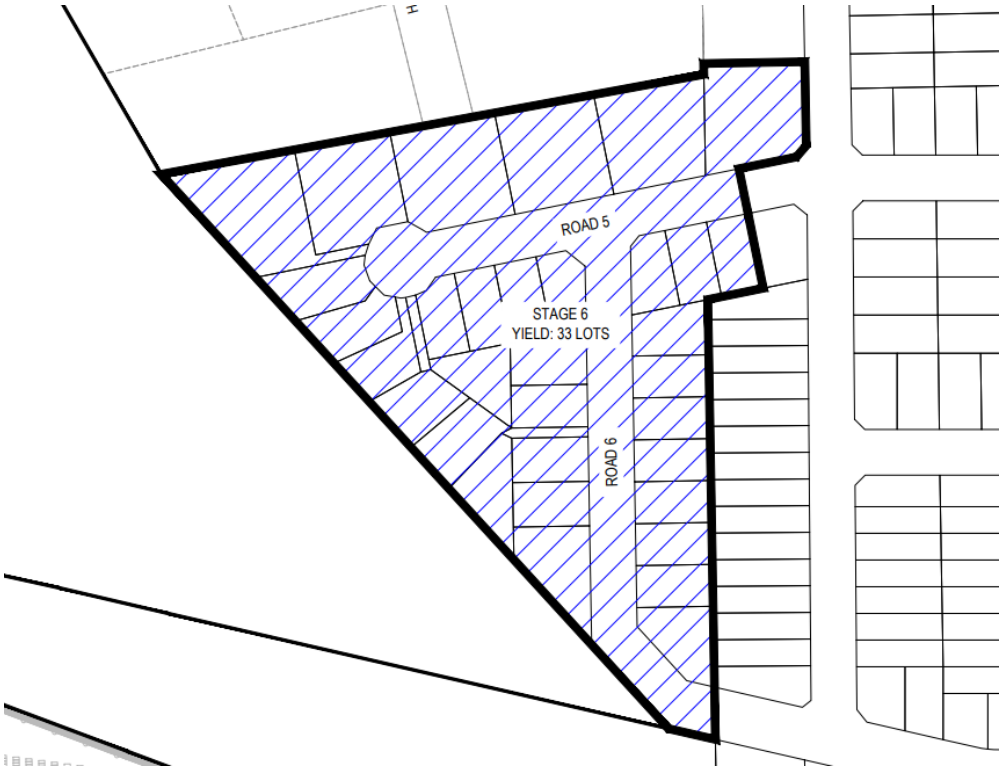
4 Proposed Roading Network

The updated road network is predominantly the same as that assessed within the ITA. The changes to the road layout with Stage 6 are shown in Figure 4-1 and Figure 4-2 below. These changes include the provision of a cul de sac at the termination of Road 5, and the removal of a give way intersection at Road 6, and a new give way intersection between Road 5 and Road 6.

Figure 4-1: Previous Road Layout in Stage 6

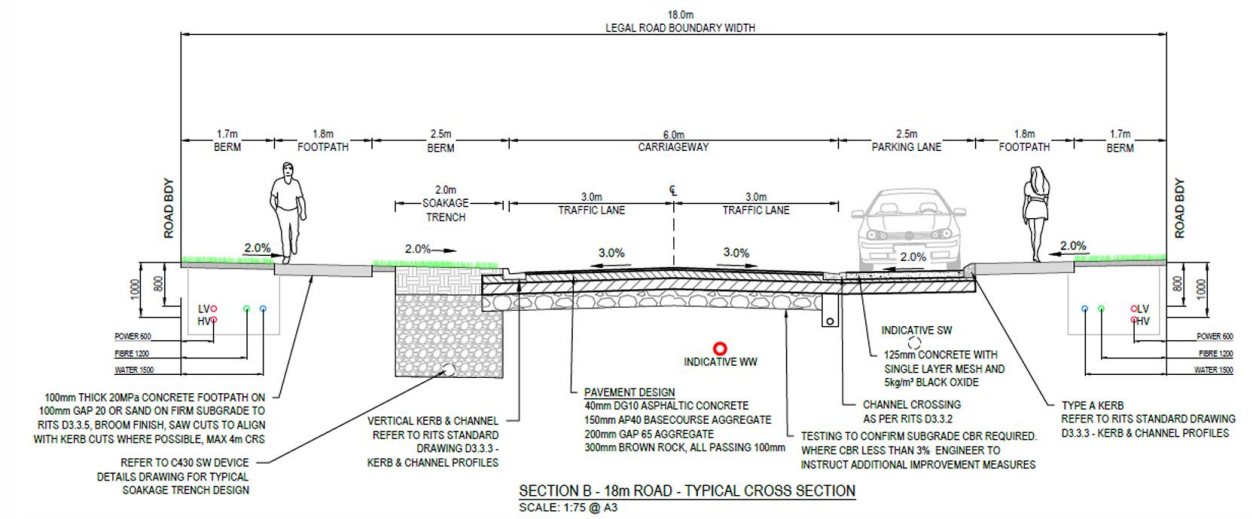
Figure 4-2: Updated Road Layout in Stage 6

Figure 4-3: Proposed Roading Layout in Stage 6



No changes are proposed to the cross sections of Road 5 and Road 6, and the proposed cross section will be as per the ITA, and as shown below in Figure 4-4.

Figure 4-4: Cross Section of Road 5 and Road 6



Detailed vehicle tracking has not been completed for the road layouts as shown; however, the proposed layout is considered appropriate. It is recommended that a condition of consent require detailed vehicle tracking to be undertaken at the detailed design stage to confirm appropriate vehicle manoeuvring.

4.1 Intersections

4.1.1 External Intersections

With the removal of the retirement village from the application, a right-turn bay on Station Road to serve that site is no longer required. Similarly, the previously proposed footpath connection to the retirement village intersection is no longer necessary.

A right-turn bay on Station Road to serve the residential development remains recommended and is retained within the updated proposal.

4.2 Internal Intersections

Internally within the residential subdivision where the operating speed is expected to be between 50 and 60 km/hr a spacing of 60m is required for intersections on the same side of the road and 30m for intersections on opposite sides of the road

The proposed intersection arrangements comply with this requirement.

5 Access

Urban Residential Table 3-C of the Matamata Piako District Council Development Manual shows the minimum separation between vehicle crossings and intersections. For a road with an 85th percentile operating speed of 50 km/h, the MPDCDM states that 20 metres of separation is required (as measured from the centreline of the intersecting road).

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Table 3-C of the Urban Residential section of the MPDCDM specifies the minimum separation distances between vehicle crossings and intersections. For roads with an 85th percentile operating speed of 50 km/h, a minimum separation of 20 metres is required, measured from the centreline of the intersecting road.

The revised lot configuration has the potential to alter vehicle crossing locations, which have not yet been finalised. However, given the increased lot sizes and wider road frontages, it is considered that compliant vehicle crossings can be accommodated within each lot.

A separation distance of 20 metres between intersections and vehicle crossings is expected to be achievable. Notwithstanding this, it is recommended that a condition of consent require confirmation of compliant vehicle crossing locations at the detailed design stage.

Within Stage 6, two new Joint Owned Access Lots (JOALs) are proposed as shown in Figure 5-1. The JOAL widths are 4.0m, and serve two dwelling each, and as such are compliant with Table 3.1 of the MPDCDM.

Figure 5-1: Access Arrangements in Stage 6

6 Parking

The Matamata-Piako District Plan (MPDP) requires that two parking spaces be provided per dwelling. As identified in the earlier ITA, sufficient capacity exists within each site to accommodate compliant on-site parking. Residential parking is proposed to be contained within each lot, and with the proposed sites either increasing in

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size or remaining comparable, there is adequate space to provide parking in a variety of configurations that meet MPDP requirements.

7 Conclusions and Recommendations

The updated Ashbourne development proposal results in a reduction in overall traffic generation, with approximately 23% fewer peak hour trips than previously assessed. Given that the earlier ITA confirmed the network could accommodate the higher traffic volumes, and with no changes to access arrangements or traffic distribution, those conclusions remain applicable and no further modelling is required.

The internal layout, access, and parking provisions are considered appropriate and generally consistent with relevant standards.

It is recommended that additional conditions of consent require:

- Detailed vehicle tracking at the detailed design stage; and
- Confirmation of compliant vehicle crossing locations.

Overall, it is considered that the proposal will result in no greater and reduced transport effects compared to the previously assessed scheme.