

# MEMORANDUM

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To:	The Expert Panel for the Ashbourne Fast-Track Application	From:	Michelle Seymour
Date:	30 January 2026		
Subject:	Minute 11 Response – Transport Matters		

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## 1 Minute 11 Response

The following table provides response to three matters raised in Minute 11, related to transport matters.

Minute 11	Response
<p><i>Please clarify references to the inclusion of a shared path along the ‘spine road’ (presumably a reference to Road 1) – a further review of the Engineering Drawings depicts footpaths of 1.8m and 2.5m for either side of this type of road, rather than shared paths.</i></p>	<p>To clarify, the applicant’s intended provision along the spine road (Road 1 and Road 7) is a <b>3.0m shared path on one side</b> and a <b>1.5m footpath on the opposite side</b>. This is reflected in the updated typical cross-sections, which have already been submitted as Attachment 8 of the Applicant response to Minute 3.</p> <p>We acknowledge that, with the exception of the Typical Cross Section Drawing, the remaining Engineering Drawings still show an outdated design of 1.8m and 2.5m footpaths on either side of this road type.</p> <p>To resolve this, we propose that the relevant engineering drawings be updated to align with the submitted cross-sections at EPA, and that this be secured via a consent condition. The proposed condition wording is as below and will be incorporated into the updated set of conditions addressed in Minute 11:</p> <p>“That prior to commencing any construction of earthworks and/or civil infrastructure works for any Stage or Sub-Stage of the Residential Subdivision, the Consent Holder shall submit EPA to Council’s Team Leader - Engineering. Engineering details and drawings shall be prepared by a Suitably Qualified and Experience Person, and include the following information:</p> <ul style="list-style-type: none"> <li>- Provision of a 3.0m shared path within the berm of Road 1, with a 1.5m pedestrian path provided on the opposite berm of Road 1 and Road 7.</li> <li>- ...”</li> </ul>

Minute 11	Response
<p><i>Please provide a plan showing the proposed shared path connection between Station Road and Smith Street.</i></p>	<p>A concept plan showing the route of the proposed shared path and its connections is attached. This plan provides a cross-section of the proposed works on Station Road and an indicative location for the proposed pedestrian refuge. As above, the requirement for a shared path on Station Road is proposed to be confirmed via condition of consent and detailed drawings will be prepared at EPA and will be subject to approval by MPDC.</p>
<p><i>Please clarify the reference to the use of the Centennial Drive Reserve for commuting purposes, including a comparison of relative distance from a more direct route.</i></p>	<p>There are multiple viable route options available for commuter cycling between the Matamata town centre and employment areas located to the east, including the industrial area on Mangawhero Road. A map has been provided to illustrate these potential routes and the corresponding indicative cycling travel times.</p> <p>It is recognised that route selection will vary depending on the specific origin and destination of individual trips, as well as the cyclist’s level of confidence and tolerance for traffic exposure within the existing road network. Notwithstanding variations in route choice and trip origin, the typical cycling distance for these movements is approximately 4.5 km (subject to route and origin/destination), with an estimated 12–14 minutes of travel time.</p> <p>This is consistent with findings from the New Zealand Household Travel Survey (2010–2014), which identifies average commuter cycling trip lengths of approximately 4–5 km. These distances are considered conservative particularly in the context of increasing e-bike uptake, which extends the range of trips that are feasible for a broader proportion of the population.</p> <p>The same research indicates that cyclist typologies and confidence levels materially influence route choice, with less confident riders more likely to prioritise lower-stress environments over directness, even where this results in longer travel distances or times. Centennial Drive as such is viable choice for trips from Station Road and Peakedale Road, and as shown in Figure 1.1, provides the shortest distance between the development and the industrial area.</p> <p>The figure also shows that the Matamata town centre is closer than the industrial area, resulting in shorter cycling travel times and making it a feasible choice for regular travel.</p>

Figure 1-1: Average Cycle Distance to Industrial Area

