

## Your Comment on the Sunfield draft conditions

Please include all the contact details listed below with your comments and email the form to [substantive@fasttrack.govt.nz](mailto:substantive@fasttrack.govt.nz).

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
<b>Organisation name (if relevant)</b>			
<b>First name</b>	Jana		
<b>Last name</b>	Benson		
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<b>Home phone / Mobile phone</b>	[REDACTED]	<b>Work phone</b>	
<b>Email (a valid email address enables us to communicate efficiently with you)</b>	[REDACTED]		

### Timeframe

We have been provided one week to review and comment on over 400 pages of draft decision and conditions documentation, including extensive technical material and statutory references. Given the scale and complexity of the documentation, this timeframe is insufficient to enable meaningful review.

The material spans multiple specialised disciplines. It is not realistic to expect lay affected residents to fully assess whether the draft conditions adequately protect their homes and long-term interests within such a compressed timeframe.

We formally record that the timeframe provided is inadequate for thorough scrutiny. We have not been able to interrogate all modelling assumptions and technical appendices in detail, and our comments should not be interpreted as exhaustive. We request that in future correspondence, longer timeframes be provided to enable affected residents to seek informed professional advice and prepare considered responses.

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## **Master Plan and Fully Integrated, Coordinated Roading Design**

Further compounding this concern is the absence of a clearly accessible, updated, and integrated master plan demonstrating how Mill Road, Hamlin Road, Sunfield platform levels, drainage infrastructure, and Village Way interface from a plan, cross-sectional and elevation perspective.

The master plan documentation appears to remain dated February 2025. We have been unable to locate a consolidated and updated design illustrating:

- Finished platform levels
- Vertical and horizontal separation distances
- Integrated roading alignments
- Cross-sectional elevations
- Drainage and landform relationships

These matters are fundamental. The raising of development platforms, arterial road construction, and associated drainage infrastructure will directly influence groundwater behaviour, stormwater flow paths, and long-term flooding risk. Without clear cross-sectional drawings and coordinated landform design, it is not possible to properly evaluate cumulative impacts.

It is reasonable to assume that further modelling and detailed design work has been undertaken; however, this has not been clearly documented or directly provided to affected residents in an accessible format. We request that full integrated plans, including coordinated documentation from both NZTA and Sunfield, be made available concurrently to provide a complete and transparent picture of the intended long-term master plan.

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## **Pre-Development Property Condition Survey**

We consider it essential that a fully independent pre-development property condition survey be undertaken for all properties along Village Way (adjacent to the Sunfield boundary) prior to any bulk earthworks, dewatering, or ground modification commencing.

While the draft conditions refer to monitoring and vibration limits, they do not clearly guarantee an independent and non-biased baseline structural assessment agreed with affected residents. Given the known peat soil conditions, high groundwater table, and our prior experience of significant vibration and settlement impacts associated with Ardmore Airport earthworks, reliance on reactive or complaint-triggered monitoring is insufficient.

We request:

- Appointment of an independent reviewer through a process agreed with Village Way residents;
- Full internal and external condition surveys prior to works commencing;

- Follow-up inspections at defined construction milestones; and
- A clearly defined remediation and compensation mechanism is incorporated into the consent conditions.

This approach would provide a fair and transparent baseline against which any structural movement, cracking, or damage can be assessed. Without this safeguard, the risk of dispute and inequity is significant.

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### **Earthworks Operations – Saturday Working Hours**

Condition 103 permits earthworks and heavy machinery operation between 7.30am and 6.00pm on Saturdays. For a development of this scale, potentially staged over multiple years, full-day Saturday earthworks represent a substantial and ongoing impact on residential wellbeing.

Continuous construction noise and vibration six days per week materially affects residents' ability to rest, host family and friends, and reasonably enjoy their homes. Village Way is an established residential street, currently in a rural setting, not a mixed-use or commercial zone.

We consider it unreasonable for noise and vibration earthworks to continue until 6.00pm on Saturdays over an extended development period. We request that:

- Saturday earthworks be restricted to a 12.00pm (midday) finish.

This would provide a more balanced approach between development progression and the health and wellbeing of neighbouring residents.

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### **Integrated Vision for Mill Road and Sunfield – Long-Term Planning Clarity**

It is essential to understand the broader long-term vision for how the Mill Road corridor and the Sunfield development are intended to integrate as a coordinated outcome.

The current documentation does not clearly demonstrate how:

- The arterial corridor
- The Sunfield development
- Active transport infrastructure
- Landscape buffering
- Drainage and landform modifications

will operate cohesively.

If Mill Road is to function as a significant arterial route, there is an opportunity to integrate:

- Separated cycle paths
- Shared pedestrian and cycling corridors
- Landscaped buffer zones

- Potential grade-separated crossings

Examples such as Takitimu Drive in Tauranga demonstrate how arterial infrastructure can be integrated with active transport corridors and pedestrian over-bridges to deliver safe, future-proofed infrastructure.

It is not clear from the documentation whether:

- How far the road will be set back from Village Way property boundaries;
- Cycle infrastructure has been formally assessed;
- Landscape buffering could serve multiple purposes (amenity, noise mitigation, active transport);
- The long-term transport and land-use vision has been documented in an integrated manner.

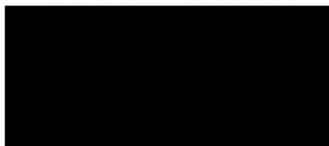
Without clear documentation of this broader vision, there is a risk that approvals are granted in isolation, and opportunities for cohesive long-term planning are lost. These decisions will shape the area for decades and cannot easily be retrofitted once platforms and corridors are constructed.

We therefore request:

- In the future, longer timeframes are provided for affected residents to obtain advice and prepare submissions;
- Documentation of the long-term integrated vision for the Mill Road corridor and Sunfield interface;
- Clear cross-sectional drawings illustrating traffic lanes, cycle lanes, buffers, drainage systems, and development platforms; and
- Proposed access to and from Village Way once the new Mill Rd route is established.

Understanding the full and longer-term intentions for this land use is essential. Approvals should not proceed without the complete and coordinated picture being available to affected communities. We are not objecting to infrastructure; we are asking for vision-led integrated planning rather than piecemeal consenting.

Kind Regards,



Jana Benson

