

19th December 2025

Attn: Sunfield Expert Panel
c/o Environmental Protection Agency (EPA)

Proposed Conditions – Post Hearing

The below table provides an overview of the changes to the proposed conditions made by the Applicant following the hearing on the 10th and 17th December, and having received feedback from the Council family on the conditions associated with transportation, stormwater, groundwater, geotechnical and parks matters.

The references below (e.g. Ref: 1) are cross referenced in the comment boxes of the master set of proposed conditions where amendments have been proposed. The following attachments accompany this memorandum:

Attachment A – Master set of proposed conditions dated 19 December 2025.

Attachment B – Auckland Transport table of proposed amendments dated 12 December 2025.

Attachment C – Memo from Auckland Council on proposed amendments to stormwater, groundwater, and geotechnical conditions dated 10 December 2025.

Attachment D – Draft Public Transport Operational and Implementation Plan.

Attachment E – Updated Scheme Plans which illustrate the three pocket parks (some parts were previously shown as residential lots).

Transportation			
Ref.	Condition	Council Family Proposal	Applicant Response
1.	1A	Staging and Implementation – The first stages should be within 250m of Cosgrave Road to ensure access to public transport.	This condition has not been accepted by the applicant. It is noted that temporary car-parking will be in place during the first stages of the development, in line with condition 111A, prior to the Sunbus becoming operational after 445 dwellings are occupied.
2.	2	Re-alignment of Hamlin Road – Re-wording and terminology changes to the condition.	Accepted.
3.	20	Construction Traffic Management Plan – Reference to be made to the New Zealand Guide to Temporary Traffic Management (NZGTTM).	Accepted.

4.	65	Contingency Actions for Groundwater Effects – inclusion of ‘infrastructure within the road reserve’.	Accepted.
5.	100	Public Lighting – Agreed road widths.	Accepted and aligned to condition 126.
6.	107	Roading – References to relevant standards.	Accepted.
7.	110-112	Parking – Auckland Transport has recommended an amalgamation of this condition into one over-arching parking condition, with restrictions for the Employment Precinct.	This condition has not been put forward by the Applicant, and it is considered that conditions 110-112 appropriately control car-parking. One minor amendment has been made to condition 110, reflective of the Council Family feedback regarding no more than one-parking space being provided on those residential lots which have car-parking provided. Proposed condition (f) of Auckland Transport is also not considered necessary, as this has not been applied for and a resource consent would be required for non-accessory car-parking (residential parking in the Employment Precinct).
8.	111A	Temporary Car-Parking - Auckland Transport have recommended alternative parking rates (0.5 spaces per dwelling) and timeframes for the removal of the temporary car-parking spaces.	The Applicant is proposing to retain the 0.7-1 parking rate, which is a relatively low number of parking spaces per dwelling, particularly during the initial stages (the first three stages). The Applicant has amended the proposed condition to incorporate a 6 month transition period, in line with Auckland Council’s recommendation.
9.	112A	Parking Survey – Auckland Transport have recommended changes which: <ul style="list-style-type: none"> • Increase the number of triggers for when the survey is undertaken. • Increase the extent of the survey over three days, as opposed to one day. • Includes surveys of the adjacent rural area, and within the Sunfield development. • Amends the threshold of when intervention is needed (10% as opposed to the 25% proposed) 	The Applicant has adopted some recommendations of Auckland Council and disagrees with other, noting the condition is generally worded as originally proposed by the Applicant. It is noted that: <ul style="list-style-type: none"> • The proposed triggers for the survey remain at 1,350 and 2,700 dwellings, with these being considered appropriate triggers for parking behaviours to become evident, with enough scope and time to undertake interventions, if required, without impacting the wider environment. • The survey extent has been increased to three days and not within the school holidays, as recommended by Auckland Transport. • The extent of the survey catchment has not been amended within the proposed conditions. If over-

			<p>flow parking is to occur, it is more likely to occur within existing urban areas, however, the Applicant is willing to understand the Auckland Transport catchment further, as it is currently a little unclear.</p> <ul style="list-style-type: none"> The Applicant has left the threshold of when intervention is required at 25%. This is reflective of the fact that parking in the area will increase as growth in the area occurs (not just from the Sunfield development). The 25% threshold therefore also reflects that other developments will contribute towards increased parking, hence a higher number is proposed.
10.	114	Sunbus – Auckland Transport would like to have visibility of a draft PTOIP template.	<p>A draft PTIOP is attached to this memo as Attachment D. The Applicant has also proposed amendments to this condition requiring updates to the PTOIP to be submitted every two years.</p> <p>Condition 193 has also been updated by the applicant, in order to provide clarity as to who the consent holder is, and responsibility for the operation of the Sunbus public transport system, with Sunfield Developments Limited being the owner of the majority of the land and a subsidiary of Winton Land Limited.</p>
11.	120	Infrastructure staging – Auckland Transport request the condition is updated to reflect Road 2 and Road 4 are being consolidated into one intersection.	<p>This condition is not proposed to change. It appears that there is a misunderstanding, as Roads 2 and 4 are not proposed to be consolidated into one intersection. Road 2 (Intersection E) is proposed as a signalised intersection, and Road 4 (Intersection D) is proposed as a priority intersection. As part of the traffic modelling, sensitivity testing was undertaken to put all the traffic through Intersection E, which showed that the network could accommodate the traffic. Intersection D and E are proposed to be retained, with this deemed to be the best outcome for managing traffic movements.</p> <p>Conditions 120 and 123 are to be read in conjunction with one another and both requirements are to be met. This is intentional, given the staging can occur in different sequencing.</p>

12.	123A	Trip Generation Monitoring – Auckland Transport have recommended changes which, in particular, increase the number of triggers and frequency for when monitoring is undertaken.	<p>The Applicant proposes to retain condition 123A as originally worded, recognising that the modelling at 3,000vph shows that the network, with proposed upgrades, can cater for the Sunfield development. In this context, the condition as worded:</p> <ul style="list-style-type: none"> • has clear triggers at 1,350 and 2,700 dwellings, with these being considered appropriate for traffic generation to be understood, with enough scope and time to undertake interventions, if required. Having triggers at the end of every stage (approximately 445 dwellings) provides limited certainty for the Applicant, and doesn't allow for the traffic environment to settle e.g. a potential implemented intervention at 445 dwellings might need to be reworked or removed at the 1,350 dwelling trigger. This is considered to be inefficient. • has clarity as to what is being monitored i.e. the nominated intersections and public transport (Sunbus). • has clear levels of acceptability i.e. a degree of saturation of 0.95 and a Level of Service E. • outlines potential mitigation methods should the need arise.
13.	123	Intersection Upgrades – Auckland Transport have queried the required upgrades for intersections D, E and F.	As per Ref: 11 above, Intersections D and E are proposed to remain as two intersections. Intersection F is proposed to be upgraded to a signalised intersection and is considered to be required to mitigate traffic effects associated with the Sunfield development.
14.	125	Vehicle Crossing – Additional requirements for the vehicle crossings are proposed to ensure cyclist safety.	Amendments to the conditions proposed by Auckland Transport are accepted regarding appropriate splays. Speed humps within the site are not offered as part of the conditions as this is considered excessive, recognising these are predominantly single dwelling residential sites, where vehicles would be moving in a forward direction with a relatively short driveway i.e. minimal speed/momentum.

15.	127	Proximity to Local Hub – Auckland Transport recommend changes to the wording for clarity.	The proposed conditions have not been updated, as there are four Local Hubs which serve the 15 residential neighbourhoods and 3 aged care facilities. Specifying the ‘nearest local hub’ and not a local hub within the same stage of development (not all stages will have a local hub) will ensure appropriate access to the services within a Local Hub and that the Local Hubs are constructed at the most appropriate time. The nearest Local Hub is also considered relatively easy to determine given measurements and metrics i.e. it is not as subjective.
16.	128	Bicycle parking – Ensuring the bicycle parking is designed to the required standards.	Accepted.
17.	130	Travel Demand Plan – Auckland Transport request incorporation of the Residential Precinct.	Accepted.
18.	New	Dwelling Occupation Monitoring	This is included in existing condition 1B.
19.	New	Vehicle Crossing conditions to AT standards	Existing conditions 210 and 211 address vehicle crossing requirements.
20.	New	Bus-stop upgrades at Papakura and Takanini Rail Stations	The intent of the proposed condition from Auckland Transport is understood, however, the Applicant proposes to amend condition 114 requiring written confirmation from Auckland Transport as part of the Draft PTOIP that the Papakura and Takanini rail station termination points are satisfactory. This allows the detail of any upgrades and potential cost discussions to occur separately.
21.	New	Pavement Impact Assessment and Reinstatement	This recommended condition from Auckland Transport has been accepted (proposed condition 21A) with some minor modifications, primarily the additional words ‘ <i>associated with the Sunfield development</i> ’ and the addition of this being applicable to roads within 3km of the site. Minor changes to condition 166 are also proposed, cross referencing the new condition (21A).
22.	New	Road Use Safety – Flooding Depths and Velocities	This recommended condition from Auckland Transport has been accepted, and amended slightly for clarity (condition 165A).
23.	New	Internal Pedestrian Connectivity	This condition has not been put forward by the applicant, as it is considered that the proposed Sunfield development

			provides appropriate pedestrian connectivity throughout the site, as outlined within the respective Masterplan documents, Precinct Plans, Engineering Plans and Active Mode Plans.
24.	New	Additional Consent Notices for Residential Lots not providing car-parking	This recommended condition from Auckland Transport has not been accepted, however a proposed condition (110A) has been put forward requiring a private land covenant to ensure future land-owners are aware of their obligations.
Stormwater			
Ref.	Condition	Council Family Proposal	Applicant Response
25.	27B	McLennan Dam – Condition recommended to ensure the dam is appropriately upgraded.	The intent of the condition is agreed, however, the proposed wording from the applicant is slightly different to reflect a survey being undertaken to understand the structural state of the dam and equitable upgrades being undertaken by the Applicant. These are conditions 27C and 27D in Attachment A .
26.	27C	Discharges to Private Farm Drains and Roadside Table Drains.	This condition has been put forward by Council, however, the Applicant has amended this condition to remove the reference to private farm drains and the road, and the likelihood of creating damage or nuisance. These have been removed as the Applicant can only control the stormwater flow and not the environmental conditions of the neighbouring private properties e.g. blockages within the farm/road drains or the condition of the road. This is condition 27B in Attachment A .
27.	27D	Hazard Warning Signage – Request for condition requiring signage on Hamlin Road and Ardmore Road in a flooding event.	This condition has not been put forward by the Applicant, as the environmental condition of the road is outside of the control of the Applicant. The stormwater flow from the proposal is being reduced across Hamlin Road and Ardmore Road. This requirement is considered to be a current obligation for Auckland Transport as the roading authority, if deemed necessary.
28.	118A	Vesting of Stormwater Assets and Reserves – Request of whether assets are to be vested or not, and seeking Auckland Council confirmation.	The intent of this condition is understood, and it is agreed that flexibility should be required as to whether the assets are vested or not, however, the Applicant has proposed different changes to conditions 160 onwards. It is also noted that if the assets are vested, this should occur at the applicable stage, not at the final stage.

			Also, the applicant does not agree to the proposed condition of entering into voluntary agreements with the properties to the north i.e. those with farm drains. Whilst the intent is understood, this is open ended with these property owners ultimately being accepting of the existing flood risk and being responsible for their land and the requirement to maintain the drain on their property as they are required to do now.
29.	45	Stormwater channels and culverts being in accordance with respective design guidelines and codes of practice	Accepted.
30.	162	Engineering plans being to address culverts and stormwater on roads, in accordance with the required standards.	These recommended changes from Auckland Council have been accepted in part, with vii) being more succinctly worded, and iv) not being put forward as the opening sentence of the condition outlines that the required standards need to be complied with.
31.	162A	Engineering Plan Approval requirement to demonstrate overland flow paths to roads outside of the development.	This has not been put forward by the applicant as it is covered under other conditions, primarily 27 and 27B, with the matter being able to be addressed through the EPA process without the need for specifics.
Geotechnical			
Ref.	Condition	Council Family Proposal	Applicant Response
32.	1A	Staging Condition – Requesting that each stage has no detrimental ground settlement impacts.	This has not been put forward by the Applicant, with existing conditions 38 onwards, and is therefore not necessary.
33.	18	Construction Management Plan – A request to submit this 40 working days prior to the planned commencement of works.	The Applicant has retained the proposed 15 working days, as 3 weeks is considered an appropriate timeframe for the certification of a Construction Management Plan.
34.	19	Construction Management Plan to include managing impacts on groundwater drawdown and earthworks.	The Applicant has not put forward these proposed changes, with the groundwater monitoring conditions being located at 41-71, and Earthworks conditions being located throughout the suite of conditions. The Construction Management Plan is targeting disruption effects associated with construction activities.
35.	20	Construction Traffic Management Plan – A request to submit this 40 working days prior to the planned commencement of works.	The Applicant has retained the proposed 15 working days, as 3 weeks is considered an appropriate timeframe for the certification of a Construction Traffic Management Plan.

36.	40	Geotechnical Completion Report to confirm earthworks are consistent with the relevant specifications.	This has not been put forward by the Applicant, as NZS4431 and NZGS 0510 are not applicable to peat soils.
37.	45A	Groundwater Monitoring for neighbouring buildings and structures, including buildings within the development site yet to be constructed.	The proposed recommendations from Auckland Council have largely been accepted, with some minor modifications. It is considered that 40 working days to review and approve the information is excessive, however, it is appreciated that this information is highly technical content, so may warrant 20 working days.
38.	46	Groundwater and Settlement Monitoring and Contingency Plan (GSMCP) – Updates to (a) regarding monitoring locations.	Accepted.
39.	52	Alarm Level Action – minor recommendation.	Accepted.
40.	60	Ground Surface Monitoring – Recommendations for additional monitoring adjacent culverts in roads.	Applicant has accepted Auckland Council's recommendation in part, with the addition of a timeframe 'under construction', so monitoring isn't required for an unlimited timeframe.
41.	74A	Earthworks and Sediment Control Plan – inclusion of an assessment of the structural integrity of any organic materials being used.	The recommendation from Auckland Council has been accepted, noting it has been moved to condition 23(h) as part of the Earthworks and Sediment Control Plan requirements.
42.	179	Geotechnical Completion Report to confirm earthworks are consistent with the relevant specifications.	This has not been put forward by the Applicant, as NZS4431 and NZGS 0510 are not applicable to peat soils.
Parks			
Ref.	Condition	Council Family Proposal	Applicant Response
43.	157	Survey Plan – Minor recommendations from Auckland Council for clarity.	Accepted.
44.	160	Drainage Rerves to Vest – Proposed recommendations should land be vested or not.	The intent of this condition is understood, and it is agreed that flexibility should be required as to whether the assets are vested or not, however, the Applicant has proposed different changes to conditions 160 onwards.
45.	160A	Parks to Vest – Proposed recommendations for clarity on the reserves.	This condition has not been incorporated, as the only proposed reserve to be vested is located at Lot 2006, which has been incorporated into proposed condition 160A. Lot 2006 is located outside of the 1 in 100 year flood plain event (including climate change) and is flat land.

46.	160B	Creation of a right of way easement over reserves for maintenance purposes and to enable access for Council staff and contractors.	This condition is not deemed necessary as if the land is vested, access for Council staff/contractors is achieved. If the land is not to be vested, then access for Council staff/contractors is not required.
47.	160C	Requirements for an Incorporated Society.	This recommendation has not been incorporated in the proposed conditions, noting proposed condition 193 addresses the requirement of the Incorporated Society.
48.	160D	Requirements for an Incorporated Society and a consent notice.	This recommendation has not been incorporated in the proposed conditions, noting proposed condition 193 addresses the requirement of the Incorporated Society, and the newly proposed condition 193A addresses the consent notice requirement.
49.	164(l)	Reserves to be designed for machine accessible maintenance.	Accepted, noting referenced as condition 164 (ja)
50.	181A	Surveyor/Engineer completion certification for the purpose of obtaining a 224c certificate.	This has not been accepted, noting this is currently a condition (199) requirement for all 224c requirements.
51.	188, 189 and 190	A ten-year maintenance period is proposed by Auckland Council, as opposed to five years.	This has not been accepted, as a five-year maintenance period is deemed appropriate for such assets, with the geotechnical profile and dual purpose of the reserves being similar to many other successful examples within Auckland.

Yours faithfully,



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