

AGENDA

Sunfield (FTAA-2503-1039)

Expert Conferencing – Transportation

Scheduled for: [xx] November 2025

Agenda issued: 14 November 2025

Participants

For the Applicant: Leo Hills (**LH**)

For the Council family: Martin Peake (**MP**)
Craig Richards (**CR**)
Saul Vingrys (**SV**)

For 897 Alpha Ltd: John Parlane (**JP**)

Facilitator Dave Serjeant

Observers Ian Smallburn
Karl Anderson

Scribe of JWS [confirm]

A. Integration with Ardmore Airport Stage 3

Context: Admore Airport Stage 3 proposes a roundabout intersection upgrade at Mill Road / Hamlin Road (current location). Sunfield development – Proposes realignment of the intersection to Mill Road / Walters Road / Hamlin Road (realigned) with a signalised intersection.

The questions on this topic (Topic A) are to be addressed unless they have been resolved prior to the conference, and confirmation of any such resolution having been provided to the Expert Panel.

- a. Can the timing and sequencing relating to the implementation of resource consents be addressed?
- b. Has the applicant reached a conclusion in terms of how the proposal affects current and future access to Ardmore airport from Walters Road prior to Mill Road Stage 2 being constructed?

B. Autonomous Sunbus

- a. What is the Sunbus operating model (public vs private)?
- b. Will / should the Sunbus serve all bus stops on routes to Takanini and Papakura Train Stations?
- c. Would the operation of the Sunbus impact on roading space for other public services?
- d. What level of coverage does the Sunbus provide for the industrial precinct?
- e. What is the appropriate trigger for the Sunbus service? Eg should it be based on dwellings occupied or constructed?
- f. Are there appropriate contingency / monitoring provisions to provide certainty on continuity / level of service?
 - Is there any evidence from developments (NZ or internationally) to determine whether the high public transport mode share proposed for the Sunfield development has been successfully achieved elsewhere?
- g. Confirmation of the regulatory approvals already obtained to run the Sun buses on public roads, and details of any other regulatory approvals (if any) that will be required
- h. Are upgrades required to the public transport nodes (e.g. to address capacity constraints) and, if so, how will these be facilitated?
- i. Given the likely number of bus movements, will a bus lane be required along local roads between the site and the stations. Is there enough width in the road reserve to accommodate this?

C. Road Design / Active Modes

- a. Has it been demonstrated that all roads to vest will be designed to Auckland Transport's standards?
- b. Can the design of roads and laneways be finalised through conditions of consent?
- c. What active mode facilities are provided beyond the site to connect to the site to the wider transport network?
- d. What legal mechanisms (e.g., easements, vesting, consent notices) will be implemented to guarantee that internal walking and cycling linkages between neighbourhoods, roads, and parks remain publicly accessible in perpetuity?
- e. How will interim intersection or road layouts be managed (including future proofing and allocating accountability as to who is responsible for future upgrades) to ensure that they can be upgraded to the final design?
- f. How will the provision of active modes and public transport be staged to align with the staging of the development?
- g. Is it intended that laneways will function as informal recreational and trafficable spaces, meeting FENZ access standards for safety?
- h. Do the vehicle movements associated with the temporary car parks during early stages allow the laneways to be used as informal recreation spaces?

D. Traffic modelling and Trip Generation

- a. Is the traffic modelling (undertaken by the Auckland Forecasting Centre at the request of Auckland Transport and NZTA and adopted by the Applicant), with associated conditions, appropriate?
- b. Has updated traffic modelling been provided to account for changes to internal/external road connections as discussed with AT? Does this modelling reflect the removal of the busway and associated road design changes?
- c. Sensitivity testing and trip generation robustness:
 - Is sensitivity testing required for key intersections to demonstrate the robustness of the assumed 3,000 peak-hour trip generation rate and to clarify whether additional upgrades would be required if trip rates exceed this assumption?

- Is there justification for the 2,845- dwelling trigger for the Mill Rd/Airfield Rd upgrade to confirm whether SIDRA modelling reflects the 3,000 vph trip rate with acceptable intersection performance?
- d. Are the proposed intersection / transport upgrades appropriate?
 - e. Are the proposed review conditions sufficiently robust to ensure that appropriate measures are implemented to address or mitigate the effects of the trip generation exceeding the envisaged trip generation rate?

E. Construction traffic / pavement impacts

- a. How will the anticipated damage to existing rural road pavements caused by heavy construction and earthwork traffic be mitigated, and what mechanisms will ensure these costs are not borne by Auckland Transport?
- b. Do the proposed conditions (20 and 21) appropriately address the measurable potential impacts of Sunfield construction traffic on the existing road network?
- c. If not, what additional matters need to be controlled (addressing on-site and off-site issues separately)?

F. Management / Parking enforcement

- a. Does the proposal, including associated conditions, appropriately control the parking of private vehicles?
- b. Can illegal car parking be sufficiently managed without reliance on AT enforcement?
- c. What limits will be placed on the quantum of parking in the proposed temporary parking areas and what will trigger their removal?
- d. Is the proposed Travel Demand Management Plan (TDMP) for the Employment Precinct and Town Centre, and proposed condition, appropriate?
- e. Should the residential precincts also be included in the TDMP?