

Sunfield Fast-track

Annexure 23:

Papakura Local Board

10 July 2025

Papakura Local Board Feedback– Fast-track Approvals Act 2024

Project Name and Location:

Sunfield Masterplanned Community, Ardmore

Date:

10 July 2025

Prepared by:

Brent Catchpole (Chair) on behalf of the Papakura Local Board

Local Board Feedback

1. The application site is immediately adjacent to the Papakura Local Board area and is therefore of interest to the Papakura Local Board.
2. The Papakura Local Board firmly **oppose** the development in this location.
3. The development aspires to be a minimal car community which would work well centred around a train station and existing town centre with services in place. It would then be a transformational project.
4. However, the Papakura Local Board believe there are a number of issues with this location and the proposal.
 - A difficult terrain in relation to soil type and hydrology
 - Ardmore airport reverse sensitivity
 - Low quality of living
 - No growth funding
 - Limiting airport Economic Development

Ardmore Airport

5. The Ardmore Airport is one of New Zealand's busiest general aviation airfields. It employs 650 people with further commercial growth in progress which will increase jobs to the local area.
6. It is valued by the aviation industry supporting Auckland Airport by providing for general aviation (training, mechanical, warbird museum, aerial services etc) and as the base for police and rescue services.
7. Several flying schools operate from Ardmore Airport, contributing significantly to the air traffic volume.

8. Ardmore Airport is the base for the New Zealand War Birds Association.
9. We have a concern about reverse sensitivities as the flight path for Ardmore Airport's main runway is directly over the proposed development. Ardmore Airport's consent allows for noise contours into this area. The airport can be noisy with repetition of noise and there is concern about the quality of life for subdivision residents on the flight path and landing/take off zone.
10. There is also a safety concern with flight path approaches over residential properties.
11. As our climate changes and we experience unprecedented events, maintaining an alternative fully functioning airport is important. The Auckland Emergency Management Response Team (South Base) is located at Ardmore Airport.

Stormwater

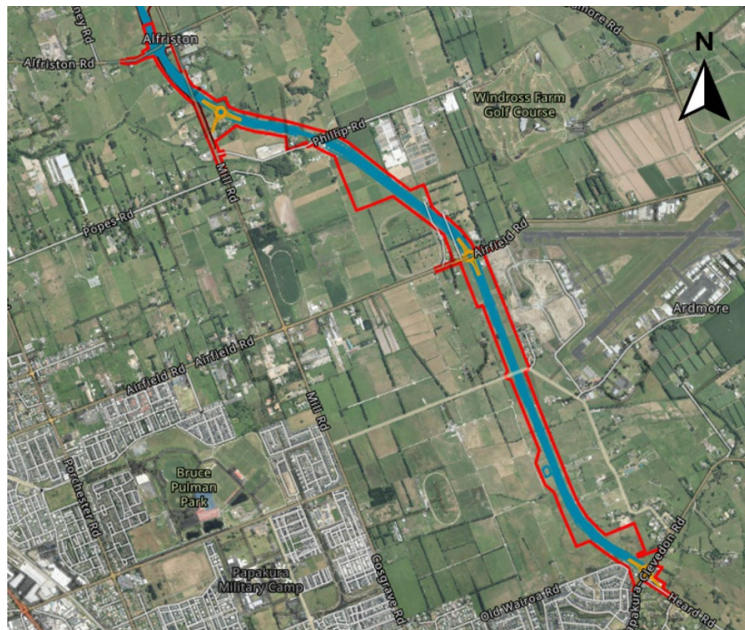
12. The area is a known flood plain with underlying peat soils which are difficult and expensive to build on.
13. We are concerned about the accumulative effects of stormwater on the wider Papakura and Takanini catchment.
14. Cyclone Gabrielle resulted in Auckland Council reviewing its future urban zoning for development. This area was proposed to remain zoned rural given it is a flood risk.
15. If stormwater discharges are not effectively mitigated from the development site, the flood risk to downstream properties and council assets/facilities will increase.

Water and Wastewater Capacity

16. We request that the water and wastewater capacity be carefully reviewed. Auckland's capacity is under pressure with established suburbs unable to develop further.

Mill Road Stage 2

17. Mill Road Stage 2 is seen as providing resilience to the network and it is imperative it proceeds. The notice of requirement for Mill Road Stage 2 indicates the proposed route will intersect this development. Consideration needs to be given as to how this will be integrated into this development.



Mill Road Stage 2 proposed route

Growth in the area

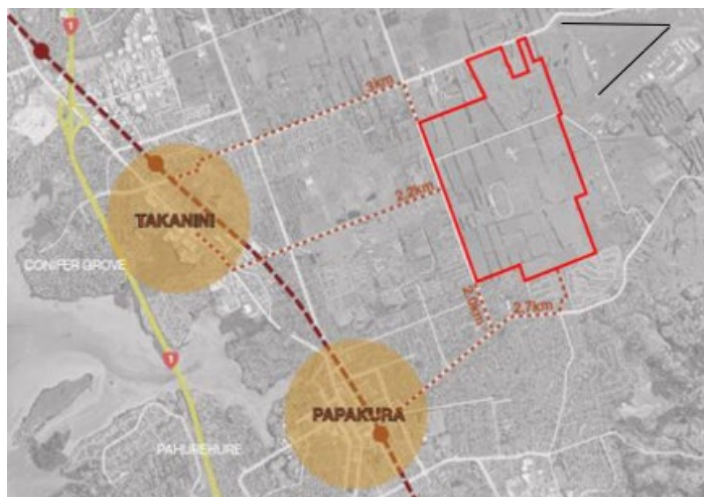
18. Papakura and Franklin Local Board areas are experiencing large residential growth numbers and unplanned development poses risks to providing social and community infrastructure.
19. A school is referred to in the application, however, there are schools in close proximity, such as: Alfriston Primary School, Kauri Flats Primary School, Papakura Normal School, Holy Trinity Catholic School, Papakura Intermediate School and Papakura High School as well as Alfriston College.

Connecting communities

20. We have a concern regarding the realities of this development being carless. To believe all residents will 'live, work and play' in this development is unrealistic. Public transport would not be immediately forthcoming as it is demand driven. The impact will be residents will need vehicles to access the wider community services, such as: medical facilities, libraries, swimming pool, and sports clubs etc.
21. Road widths need to be wide enough and accessible for emergency services and waste collection vehicles. We have heard many times the concerns of Fire and Emergency New Zealand (FENZ) and the Police regarding the difficulties of access in residential areas with narrow roads and distances between dwellings.
22. We recognise the importance of providing facilities and services for communities to connect. This includes connections to the wider roading networks, public transport hubs and the provision of off-road cycleways. The fast-track consent application process also needs to take these into account.

23. The developer should be aware of the proposed grade separation projects in the Takanini area which will enhance the east – west vehicle movements. We are concerned the development will impact an area that is already significantly congested and will be under pressure with the grade separation projects progressing. Similarly, how the development will connect into the Mill Road corridor project.

Sunfield Development location in relation to transport nodes and Ardmore Airport



Black V denotes Ardmore Airport runways

Social infrastructure

24. Council budgets are significantly constrained. Unplanned growth places risk of underfunding soft and hard infrastructure for significant development that is already planned elsewhere within the local board areas. Already, communities across Papakura and Franklin are waiting 10 years and longer before funds can provide for amenities and facilities. This is also the case for public transport where established expanding communities are yet to be connected.
25. In addition to the development contributions, we feel it is important for the developer to further contribute towards the capital cost of infrastructure resulting from fast tracked developments. This would include roading, stormwater, lighting, community facilities, and green spaces. Further, the developer to fund a minimum seven-year maintenance period to assist council in smoothing the operational cost implications.
26. The allocation of park and greenspace is not clear. The notion that stormwater reserves will meet the recreational open space requirements for the size of the development is questioned.
27. We are concerned about the implications of an unplanned development on existing facilities and services in neighbouring areas.

Conclusion

28. Although the development concept has merit, the Papakura Local Board firmly **opposes** the development in this location.