

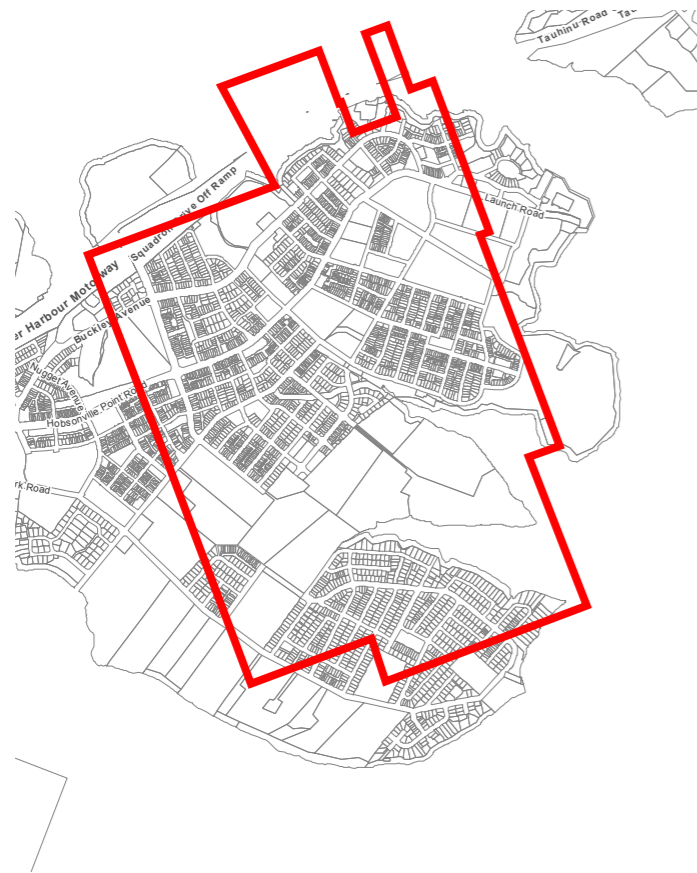
section three –

site analysis



scale comparison

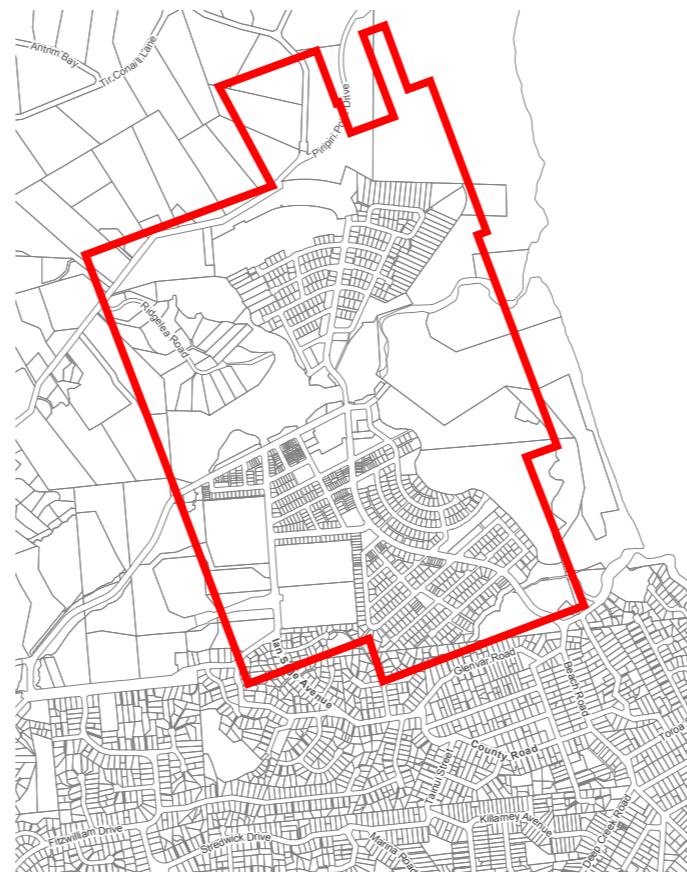
The ability of a project of the scale of Sunfield to provide for comprehensive approaches to land use, transport, services, and infrastructure is significant. The potential implications are major when compared to the impact of similar scaled comprehensive developments such as Hobsonville Point and Long Bay.



Hobsonville Point

167 Ha

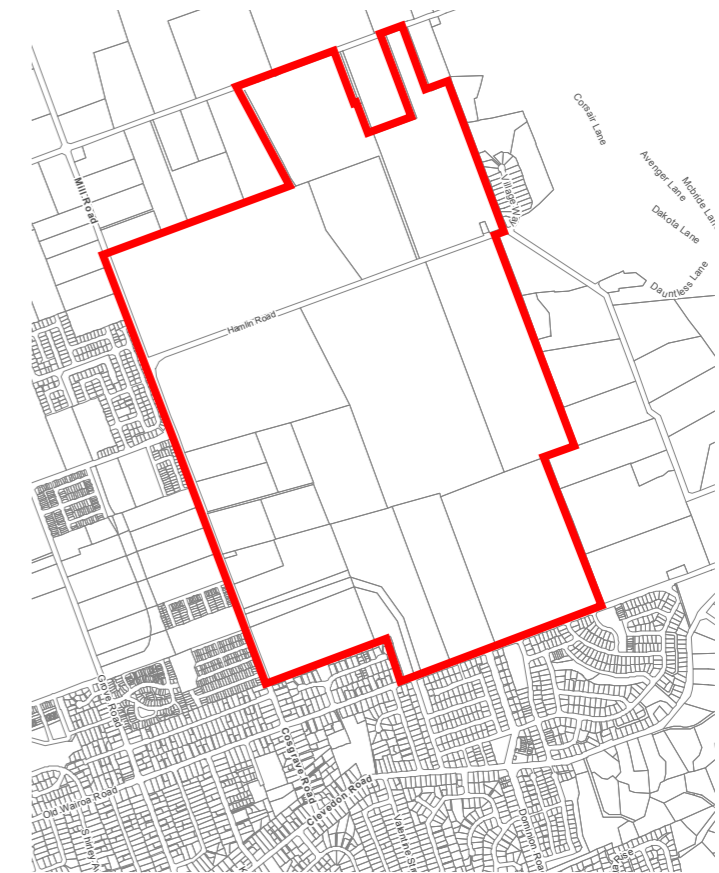
4,500 🏠



Long Bay

162 Ha

2,500 🏠



Sunfield

244.5 Ha

4,000 🏠

aerial views

looking north-west



aerial views

looking south

Papakura Metropolitan Centre

Takanini Town Centre



site photos

characteristically flat ground



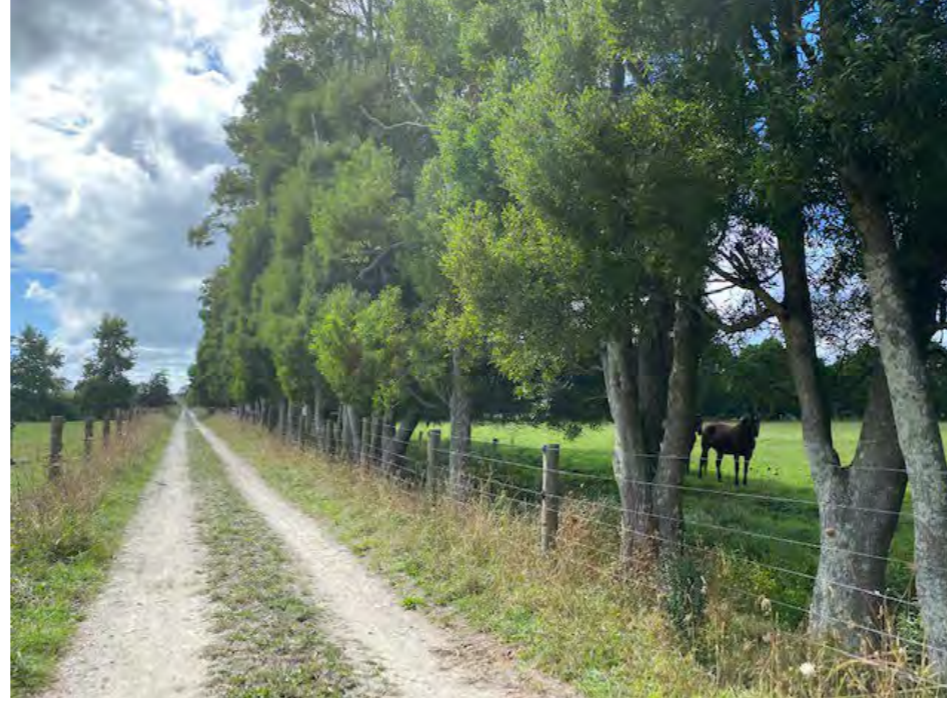
site photos

sloped land to southeast corner



site photos

characteristic shelter belts



site analysis

aerial photograph + auckland unitary plan zoning

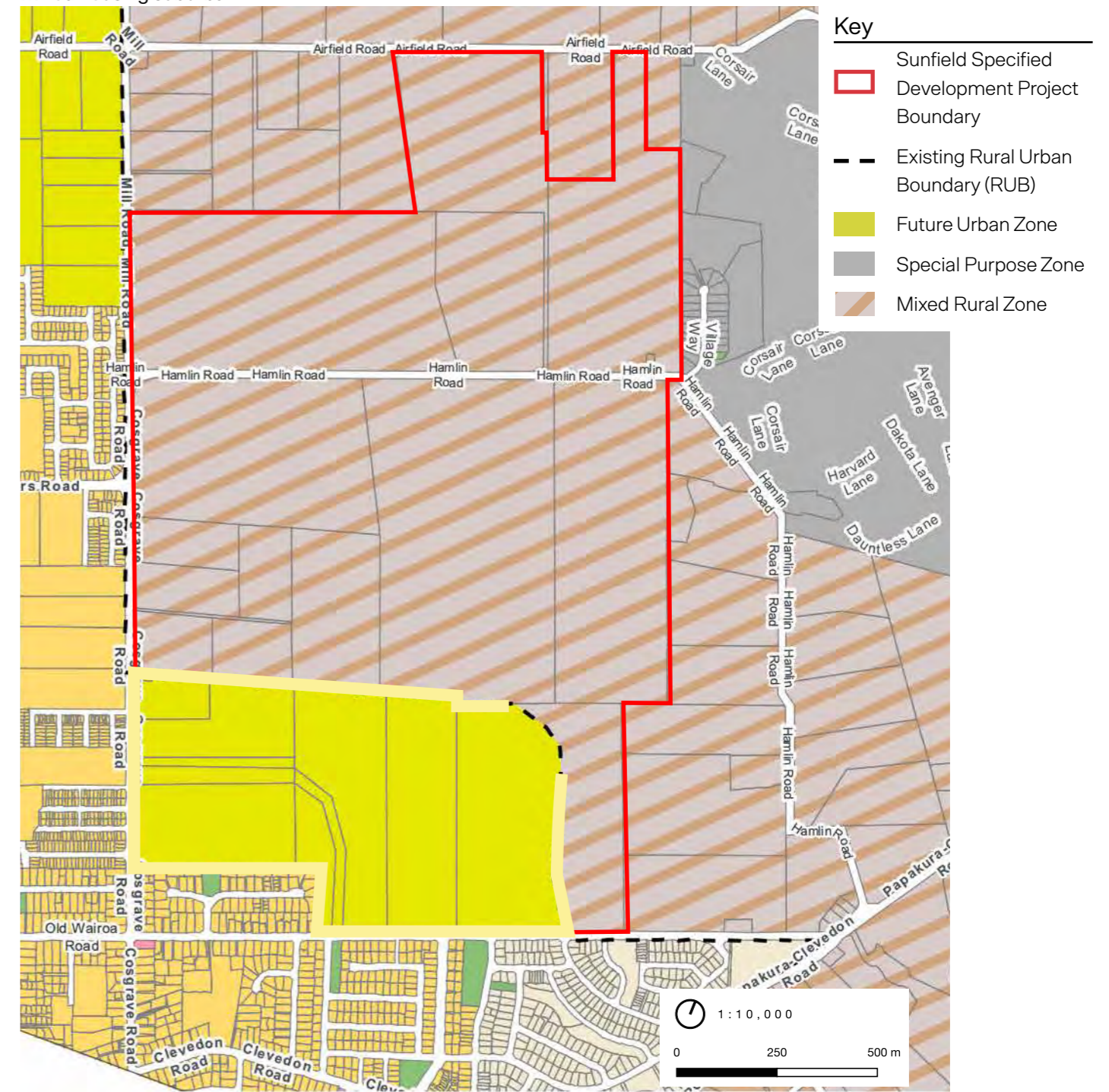
Aerial

The site currently comprises mostly grazed farmland with a pattern of north south shelter belts and farm drains



Auckland Unitary Plan – Zoning Layout

The southern portion of the site is currently zoned future urban and is within the current rural urban boundary. The remainder of the site is currently zoned mixed rural. Ardmore Airport to the east is zoned special purpose. Residential areas abutting the western and southern boundaries are zoned mixed housing suburban.

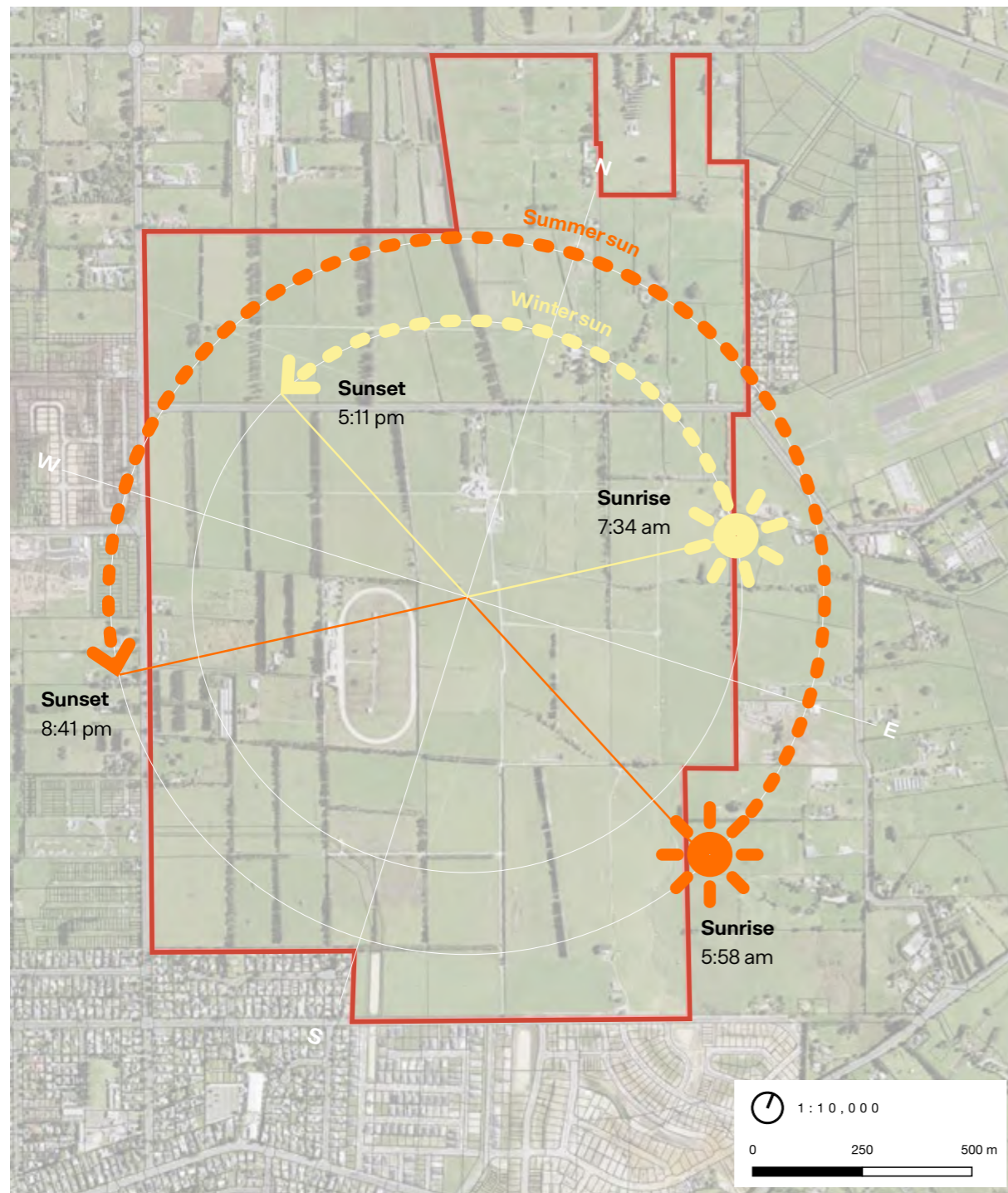


site analysis

environmental conditions

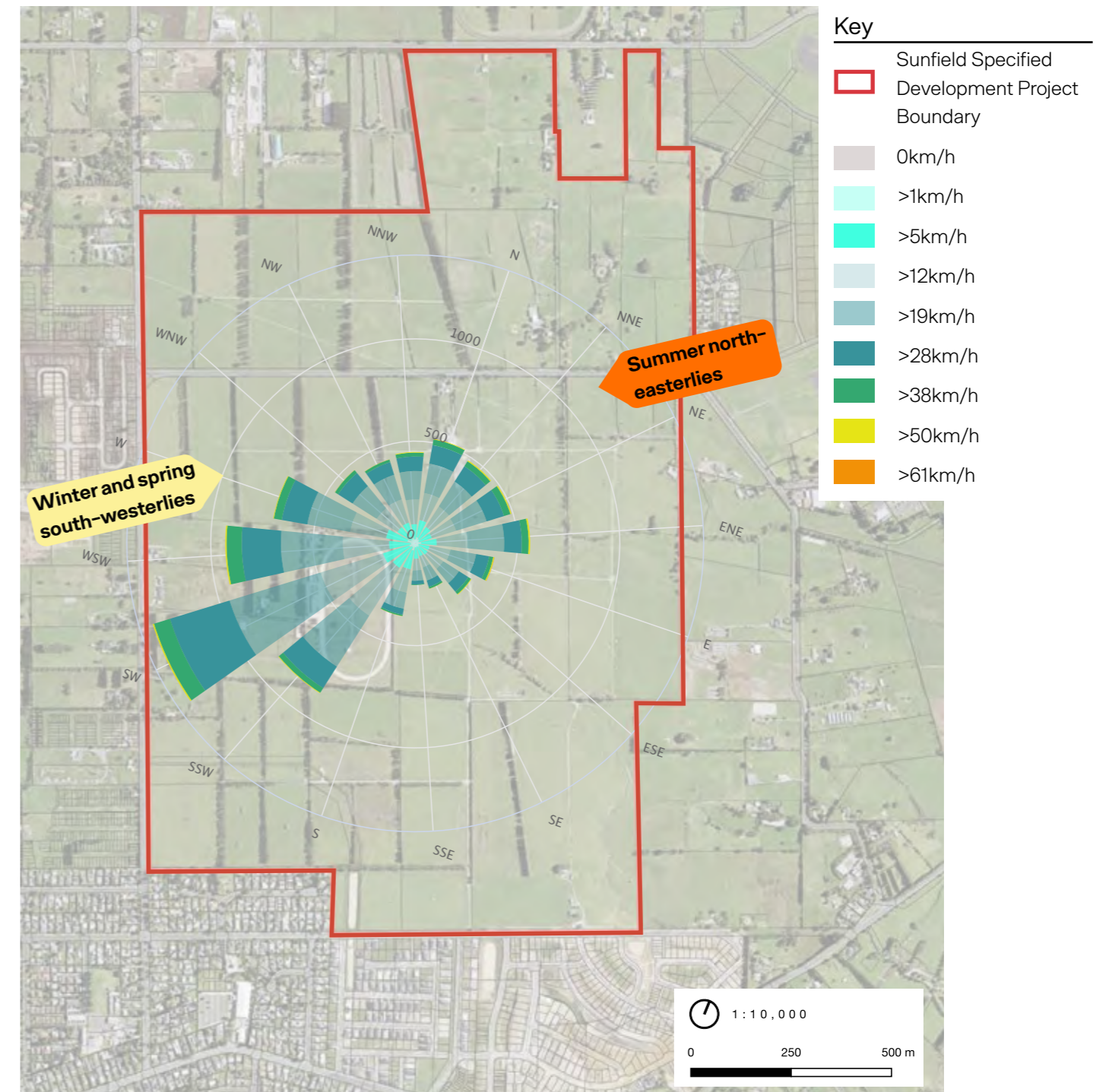
Sun

The region receives 1925-1950 median annual sunshine hours. Positioned in the base of a wide open valley and close to the coast the flat site is ideally suited to maximise solar gain for liveability and potential solar energy generation.



Wind

The predominant wind is from the south-west. It is stronger in the winter and spring months. There is also a slight increase in north-easterlies in the summer months. The predominant wind is reflected in the orientation of the adjacent airport runway and the orientation of the shelter belts on site.

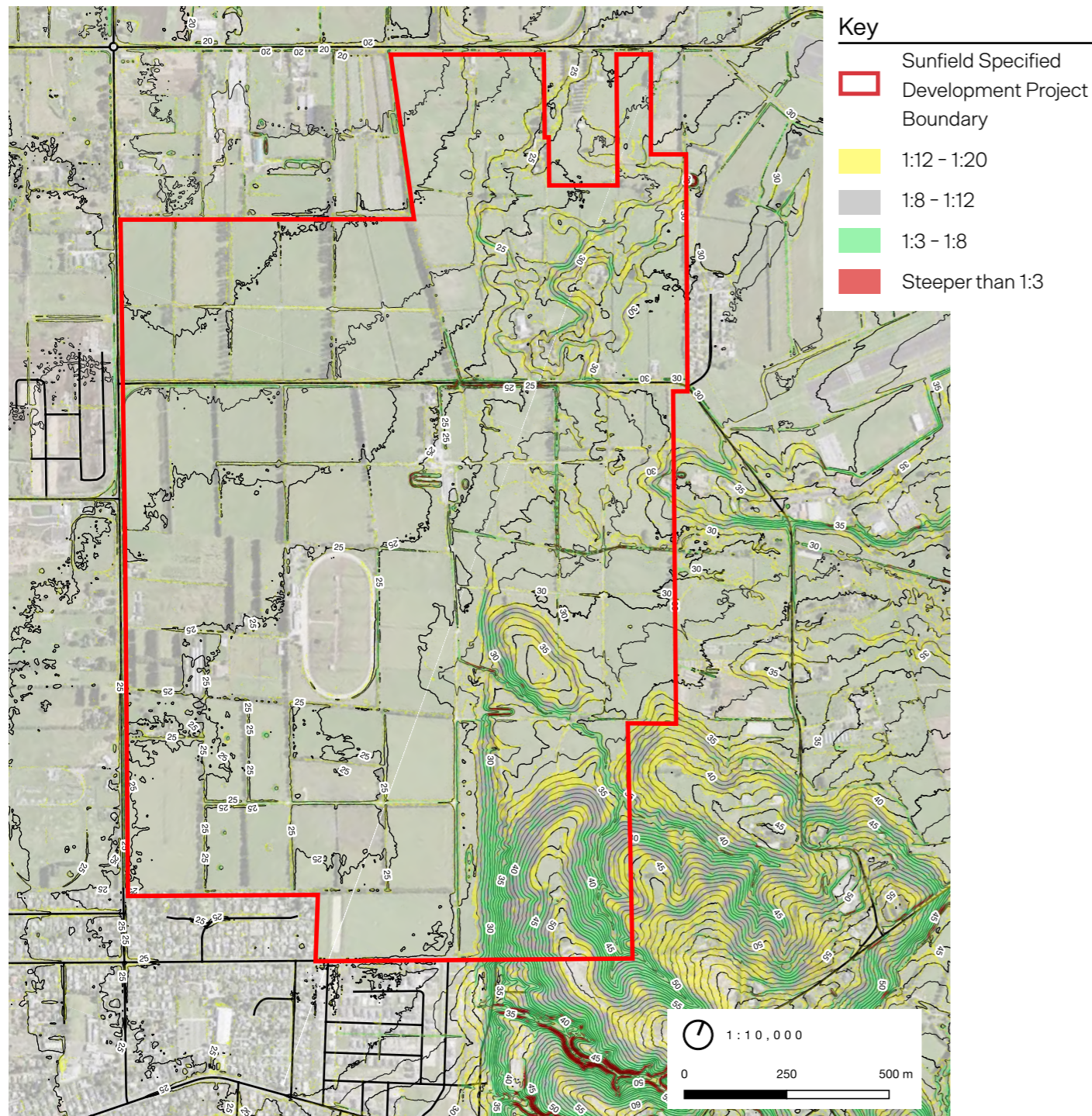


site analysis

slope analysis

Slope Analysis

The site is predominantly flat with the topography rising in the south-east corner to a high point, which affords long views across the site and beyond, including Manakau harbour in the distance.

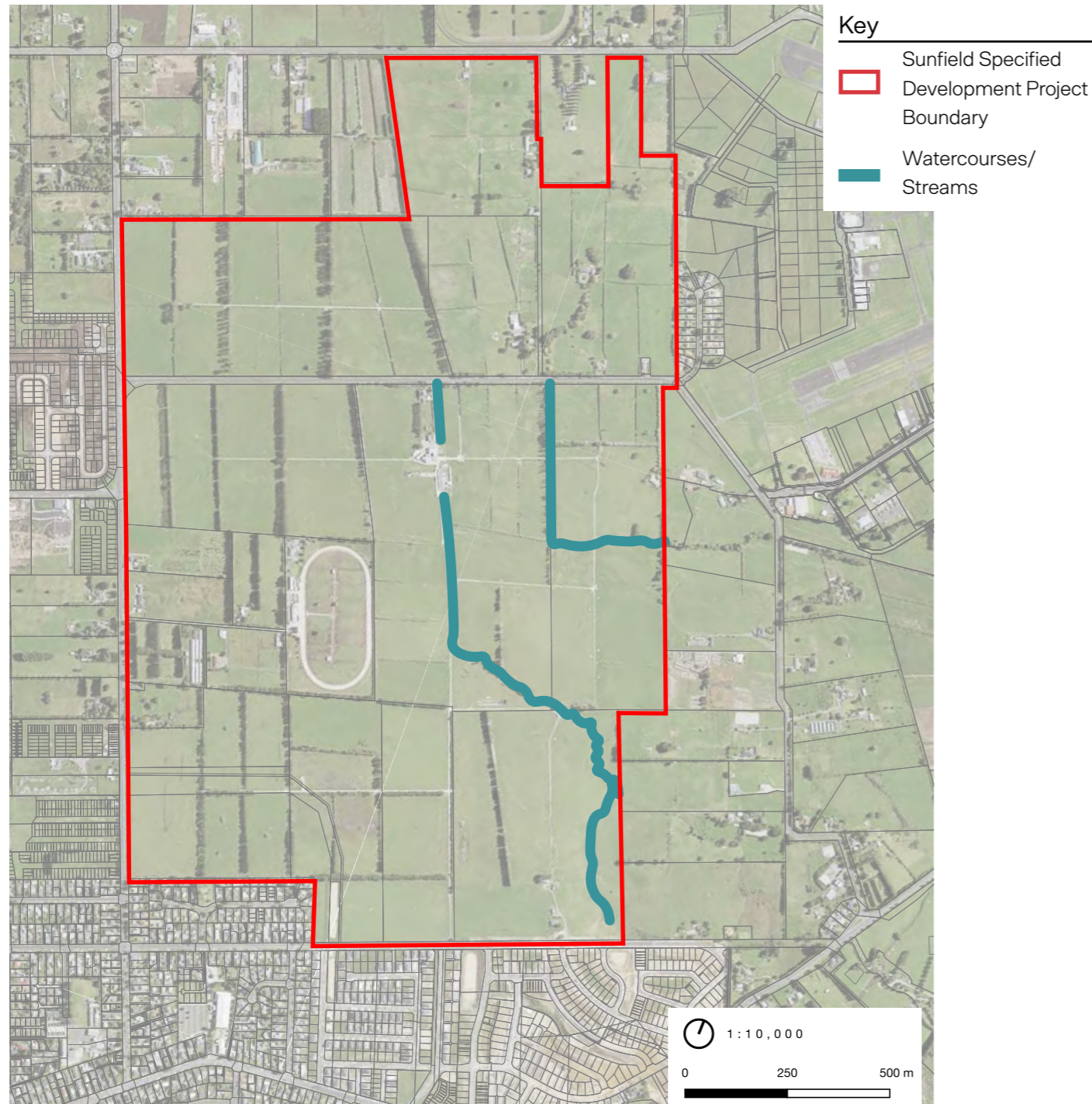


site analysis

existing streams + existing trees

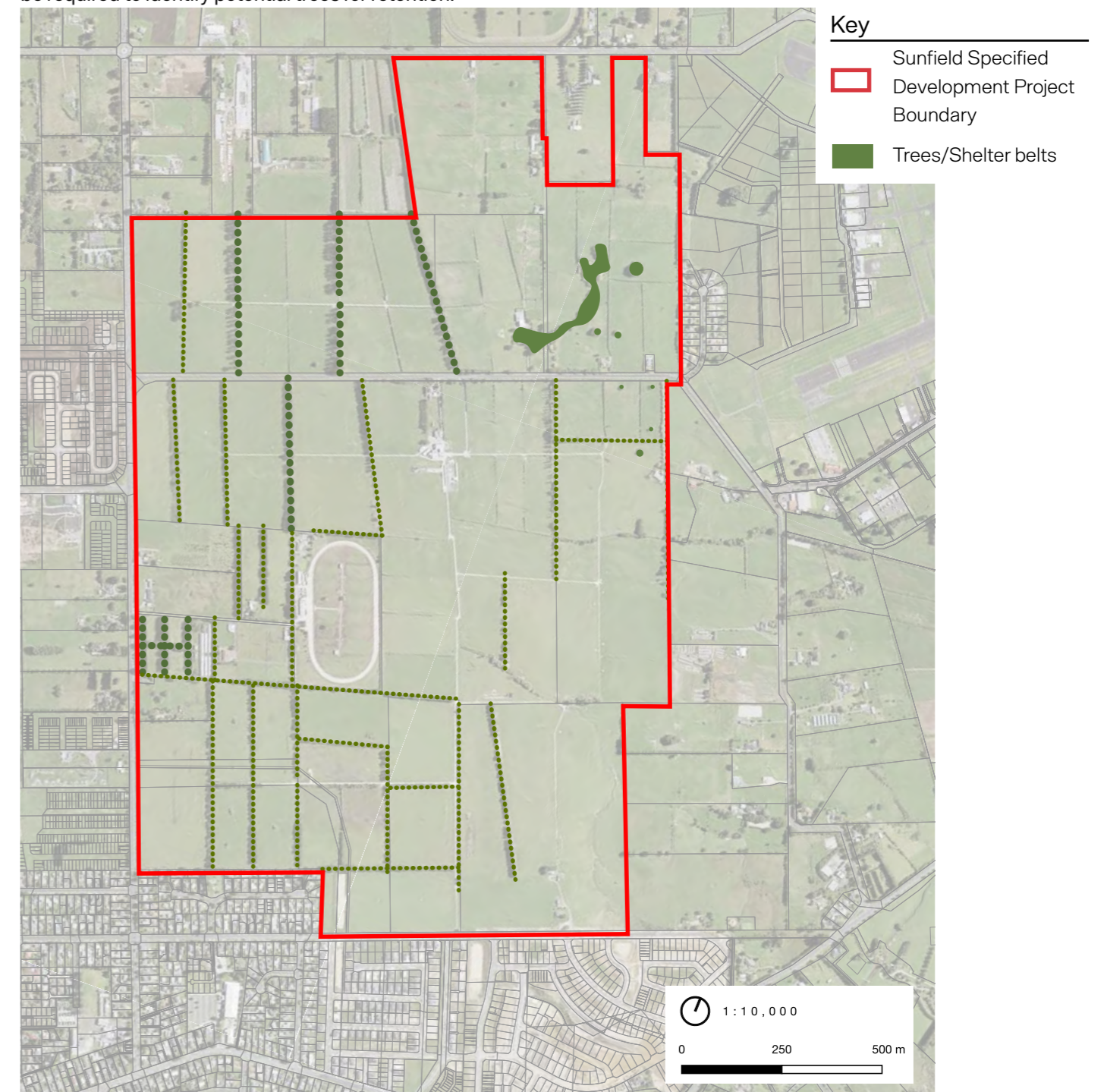
Existing Streams

Initial studies indicate two streams within Sunfield. Additional waterways are confined to farm drains along the edges of paddocks. The southern-most stream follows the topography of the local valley and presents the opportunity to restore as a natural waterway. NOTE: Status of streams subject to further analysis.



Existing Trees + Shelter Belts

A range of predominately exotic shelter belts (some native) of variable age and quality run through the site. The potential exists to incorporate some existing trees (either as shelter belt remnants or individual specimens) within the development for a sense of scale and maturity. An arboricultural assessment will be required to identify potential trees for retention.

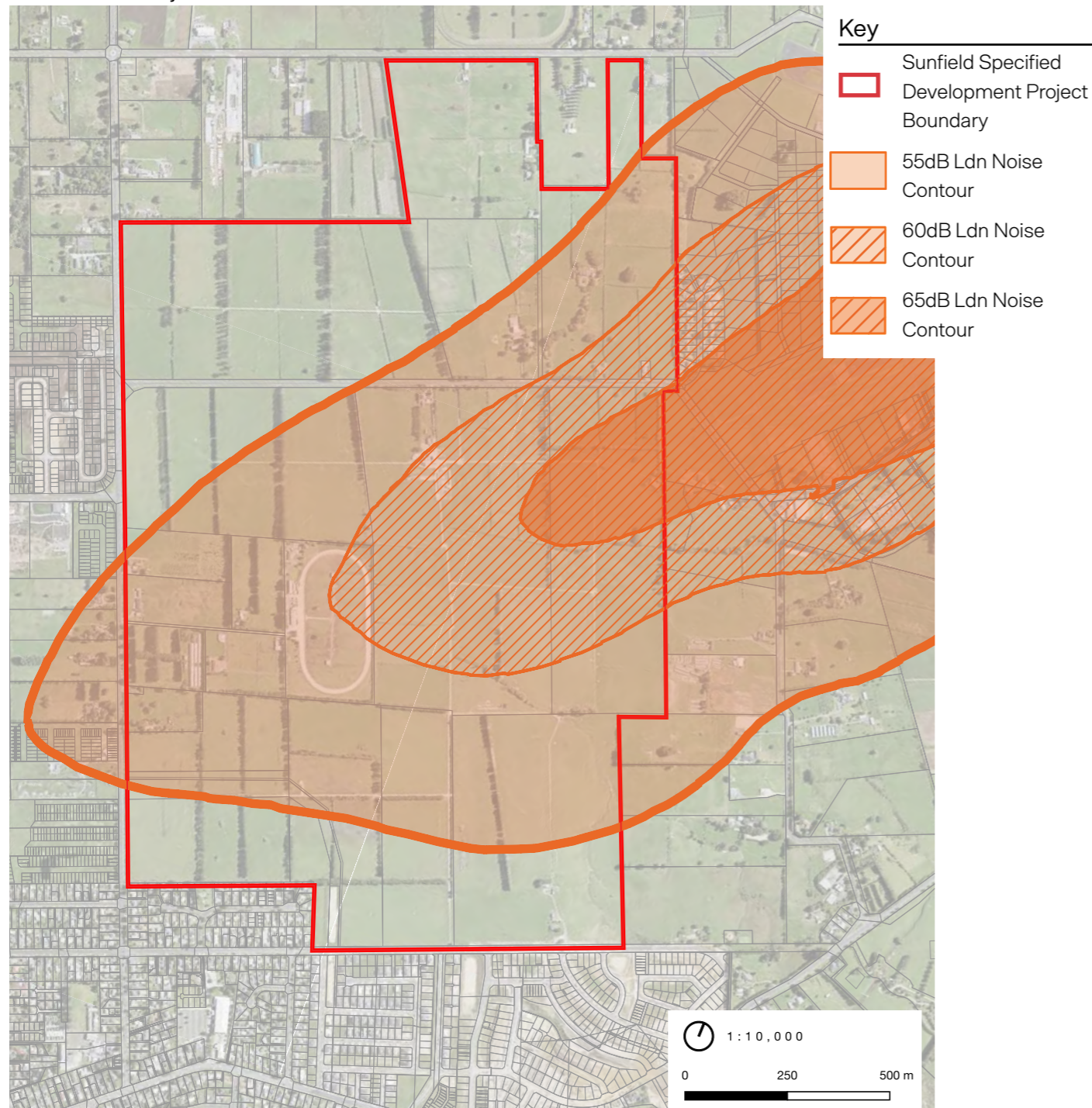


site analysis

noise contours + gas easement

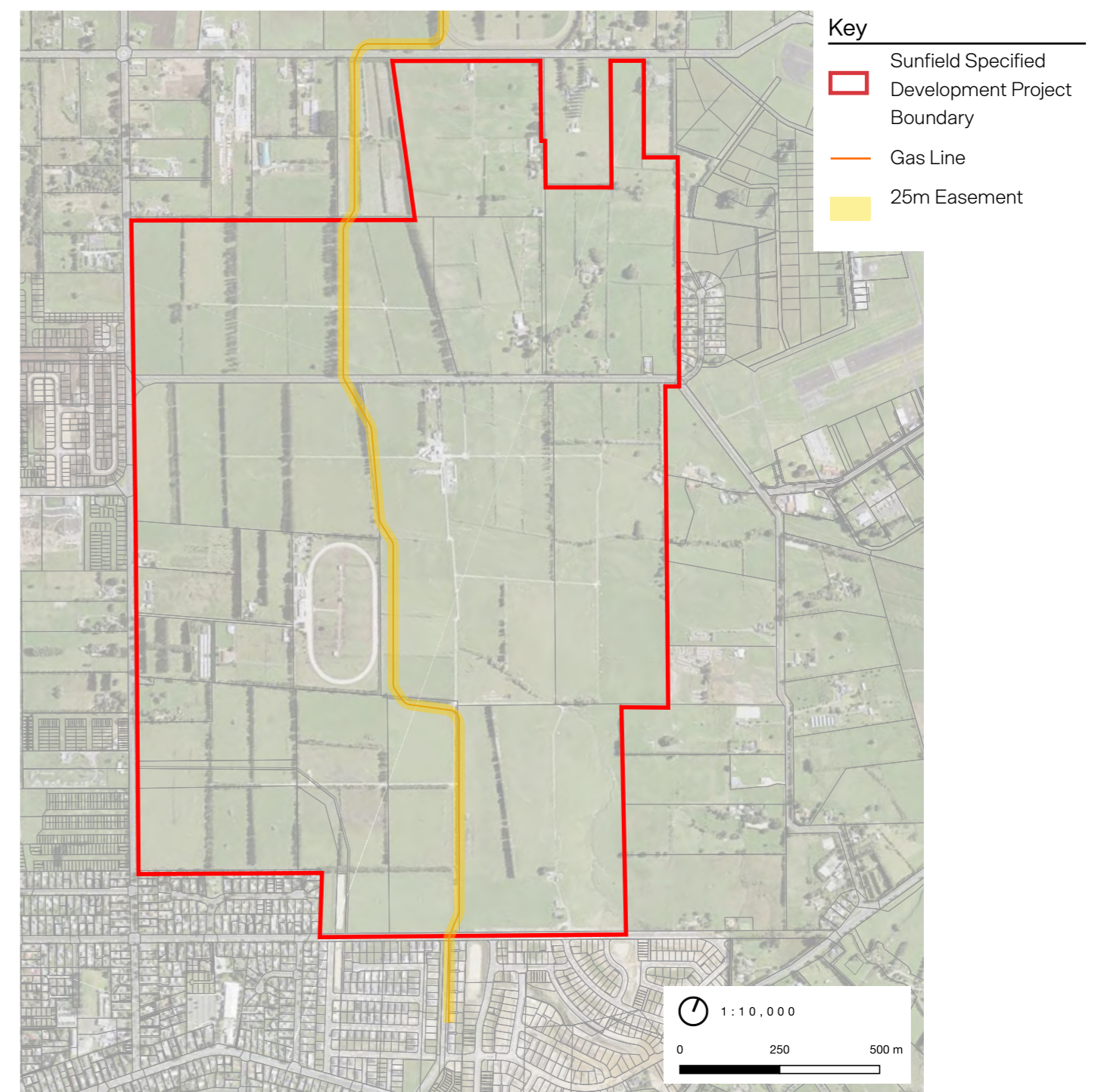
Auckland Unitary Plan: Noise Contours

Noise overlay contours from the adjacent Ardmore Airport will restrict residential properties from part of the site (within the inner noise contour). The Sunfield concept masterplan works within the existing constraints associated with the Ardmore Airport noise contours. Winton is not proposing any changes to these noise overlays.



Gas Easement

An existing gas line runs north south through the site within 25m easement. The intention is to maintain the gas line and easement in its current location and incorporate it into the design.

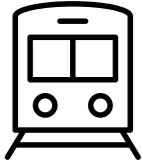


section four –

challenges and opportunities

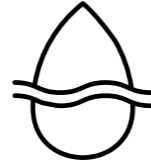


challenges



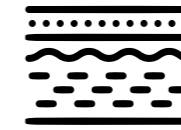
Connectivity

Connecting the site with nearby train stations will require upgrades for public transport and active modes.



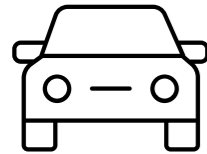
Stormwater

The flat site and location in a flood plain will require a holistic approach to stormwater management.



Ground Conditions

Geotechnical ground conditions (including peat soils) will generally restrict building heights to two storeys.



Existing Transport Infrastructure

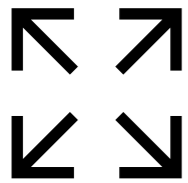
The development will require a new approach to vehicle traffic to reduce impact on existing roading network.



Noise Contours

Residential housing will be restricted within the inner airport noise contour.

opportunities



Scale

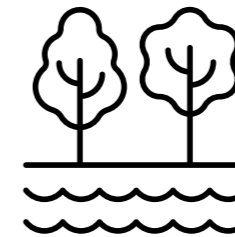
The scale of the site at 244.5Ha provides the opportunity to plan holistically to address global issues outlined previously

- Consolidated approach to stormwater management
- Integration of employment
- Integration of education, community amenity and non-residential uses
- Provision of a range of housing typologies
- Exploration of alternative energy system
- Critical mass for community amenity and facilities
- Sustainable approach to transportation



Location

- Proximity to nearby rail connections
- Proximity to nearby employment and commercial centres
- Adjacency to Ardmore airport for employment
- Connection to open space opportunities.



Existing Features

- Predominately flat site provides opportunity for easy cycling and walking connections through the site and to nearby centres and public transport.
- Opportunity to enhance and celebrate existing streams
- Potential to retain some shelter belts or trees.

section five –


zoning and precinct plans




zoning plan


Key (Indicative Locations Only)


 Sunfield Specified Development Project Boundary


 Mixed Living Walkable

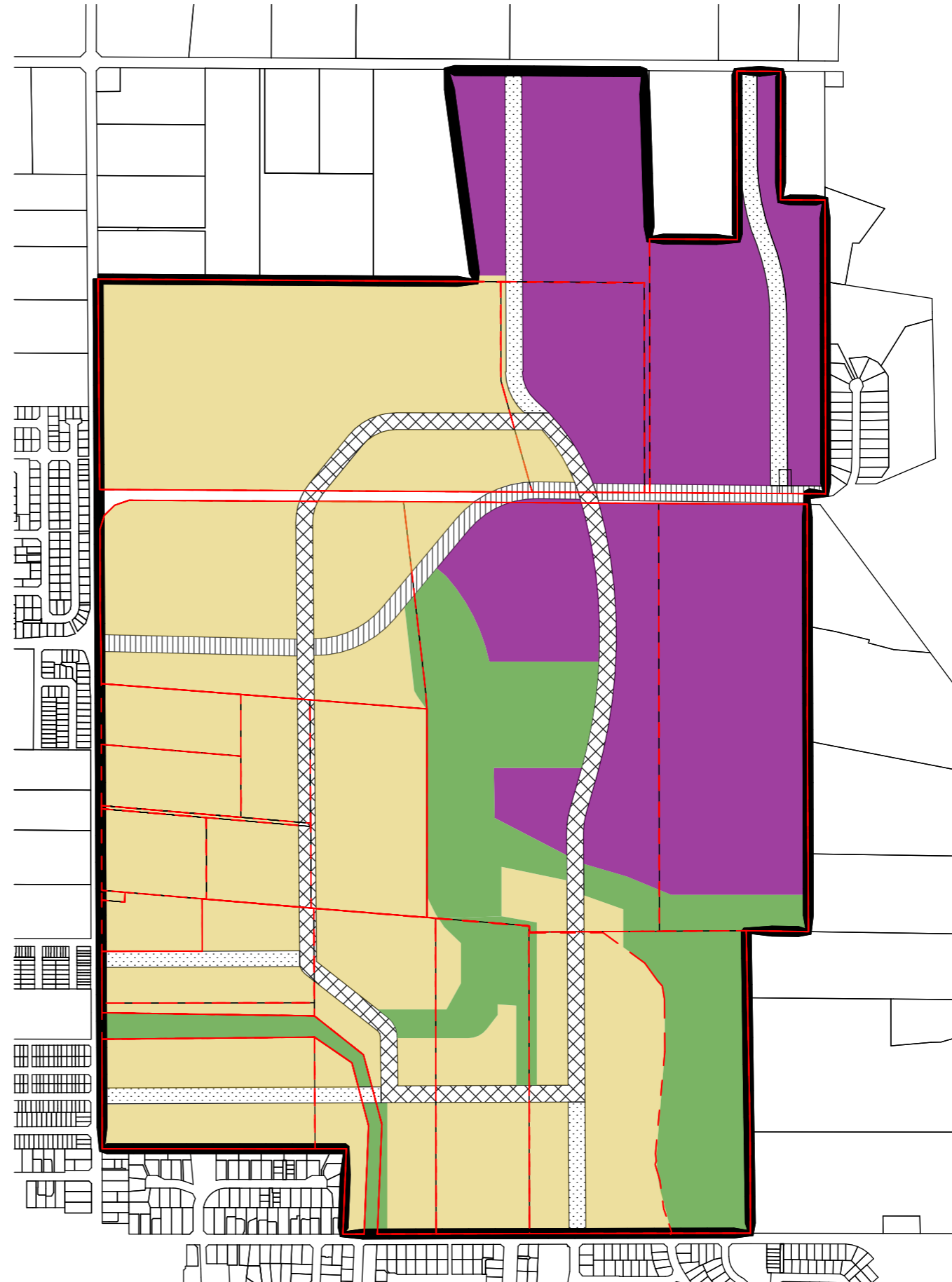
 Open Space Informal Recreation

 Mixed Employment Walkable

 Indicative Location of Loop Road

 Indicative Location of New Hamlin Road Alignment

 Indicative Location local connector roads

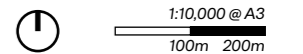
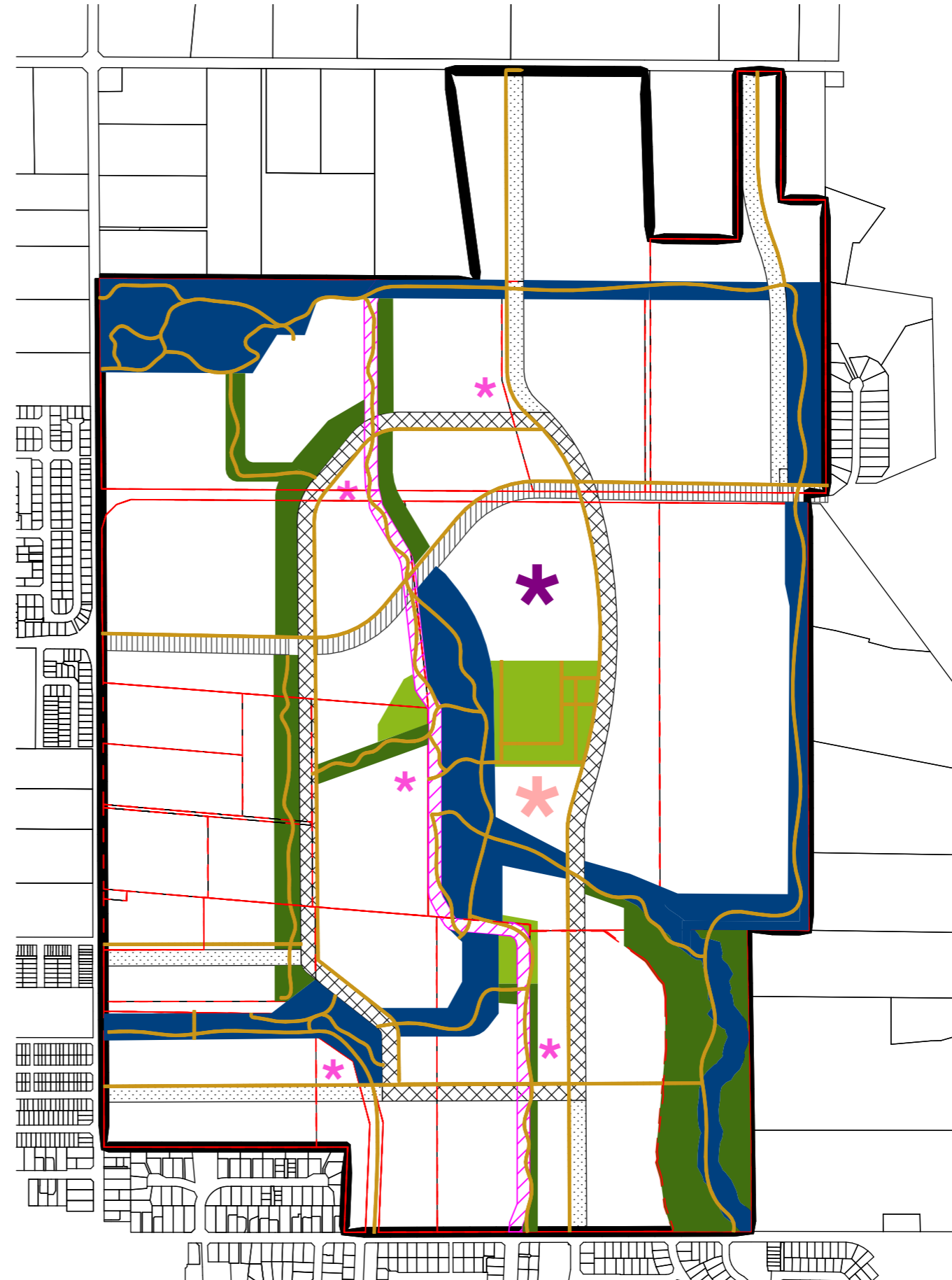


1:10,000 @ A3
100m 200m

precinct plan

Key (Indicative Locations Only)

-  Sunfield Specified Development Project Boundary
-  Stormwater management channels and wetlands
-  Loop road (32m corridor)
-  Realigned Hamlin Road (32m corridor)
-  Local Connector Roads (32m corridor)
-  Existing gas line and set back area (25m corridor)
-  Open space parkland
-  Primary cycleway network
-  Local retail/community hubs
-  Central retail/community hub
-  Neighbourhood reserves
-  Potential healthcare facility














Sunfield

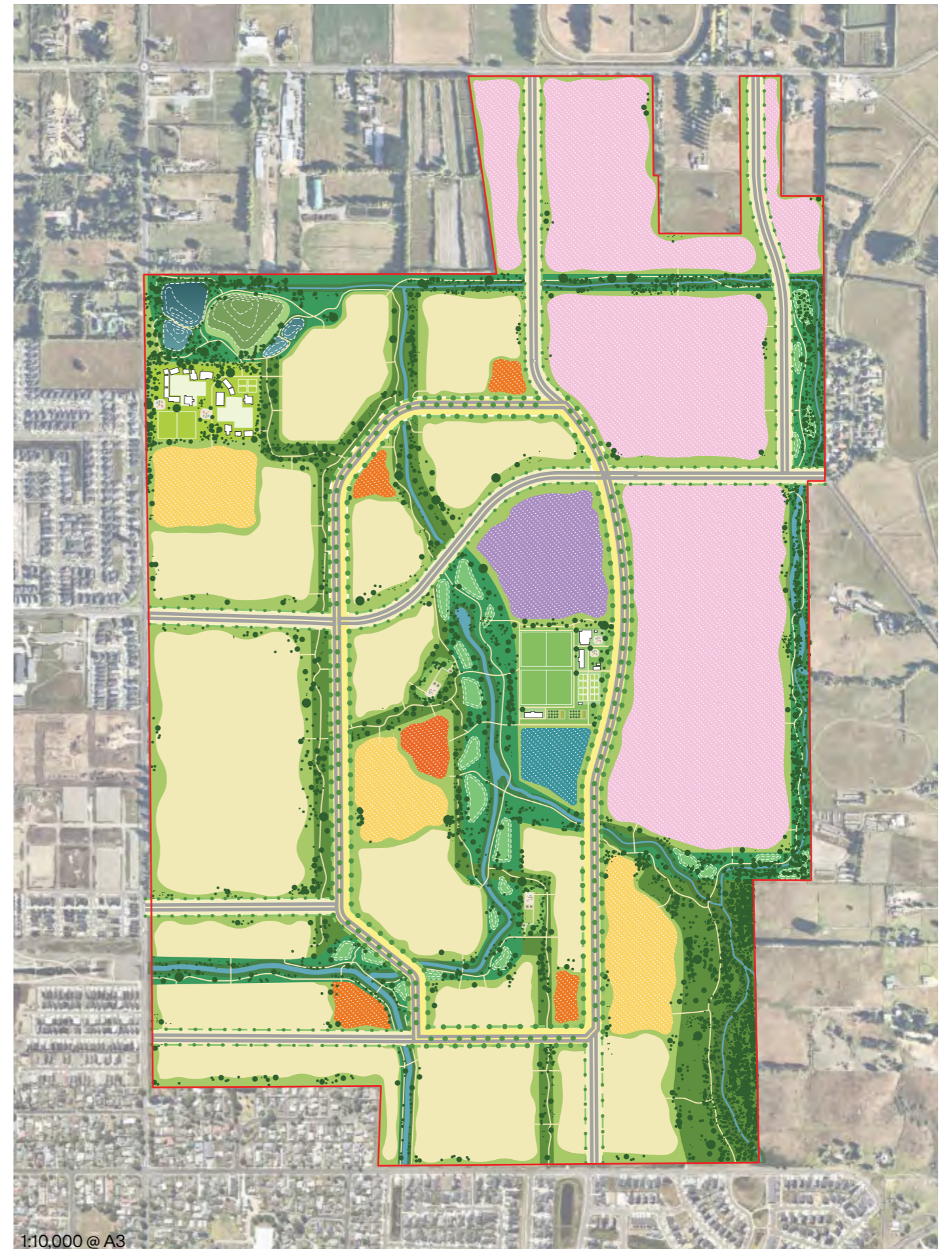
a community masterplanned around people, not cars.

Sunfield is a 15 minute sustainable neighbourhood across 244.5 hectares of contiguous land which upon completion will comprise:

- a community designed to enable “car-less” living.
- 4,000 healthy homes, consisting of 3,400 individual homes and 3 retirement villages containing approximately 600 independent living units and care beds.
- 460,000 sqm of employment, healthcare and education buildings.
- a 7.5 hectare town centre.
- a school.
- a further 5 retail hubs located throughout the community.
- permanent jobs for over 11,000 people.
- 25.6 hectares of open spaces, green links, recreation parks and reserves and ecological areas.
- an extensive restoration and native planting of the core stream and wetland network.
- the establishment of the Sunfield renewable solar energy network for the community.
- the Sunbus autonomous electric shuttle fleet.

Key

	Sunfield specified development project boundary
	Residential zone
	Employment zone
	Town Centre zone
	Health Care zone
	Aged Care zone
	Local Hub
	School
	Park
	Stormwater reserve
	Green connection/shared pathway



1:10,000 @ A3

Report prepared by:
Studio Pacific Architecture

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