Sunfield

Design Controls & Design Guide

For Local Hub Precincts

February 2025

WINTON

BEST BY DESIGN

Document Structure

What are the Local Hubs?

The Local Hubs (also referred to as 'the hubs'), are privately owned and operated and key components of the vision for a 15-minute sustainable neighbourhood. They are evenly distributed so that no Sunfield home should be further than 10 minutes walk from a hub.

The hubs will support the highly walkable and cyclable nature of the development by providing amenities to meet the community's needs on a daily basis, including community functions, micromobility and visitor parking, and commercial activities.

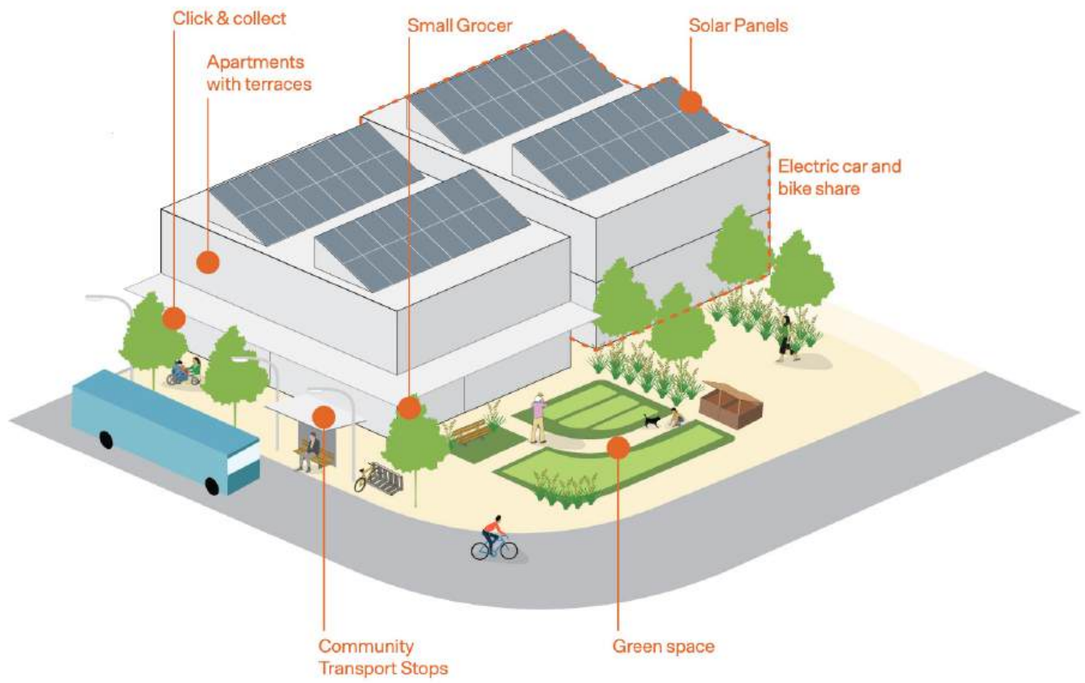
Community transport stops are located adjacent to the hubs so residents will filter through these spaces as they head to work or school via adjacent lanes and green open spaces.

The hubs also provide employment opportunities, apartment living modes, and shared office spaces to ensure that Sunfield caters for a diverse range of lifestyles.

Each hub includes a range of essential amenities to support the Sunfield development, promote neighbourhood activity, and provide passive surveillance.

These amenities include;

- Transport Options - Waiting spaces and connections from buses, local transport, ride share, pick up/drop off zones, and storage for active transport modes.
- Parking - space for shared, private and guest vehicle and cycle parking as well as charging and wash stations.
- Commercial zones - to provide local daily amenities for neighbourhoods such as corner dairies, retail, and restaurants.
- Apartment Living or co-working spaces - apartments offer alternative living modes with shared waste & amenities, while the central hub features co-working and office spaces for the wider Sunfield community.
- Outdoor space - positive shared outdoor spaces with flexible uses for the community adaptable over time.
- Services - courier points, solar battery storage, and opportunities for educational information systems.



Introduction:

Document Purpose

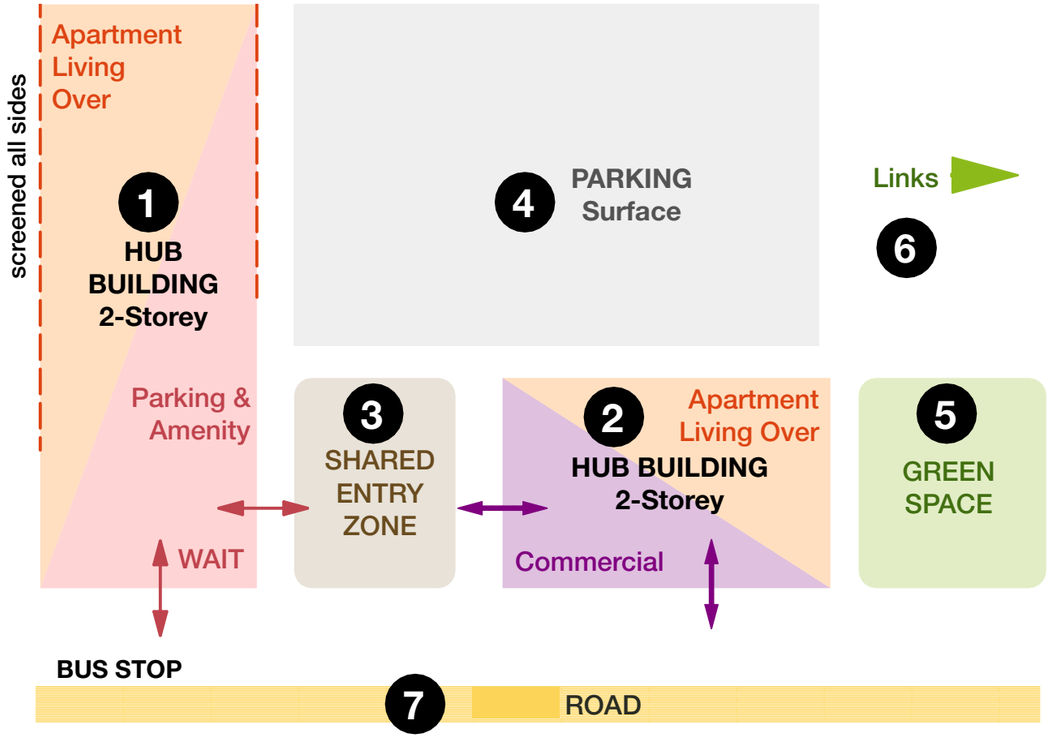
This document provides the framework and design for each Local Hub.

It also provides design controls for the landscape and buildings to ensure that development is carried out using best practice urban design principles.

These controls will encourage high-quality apartment living and urban spaces that will benefit the entire Sunfield community.

Hub Design Intent

Hub Conceptual Diagram



1 **Hub Buildings - Parking / Living**
2 storey buildings orientated for east-west living with ground floor parking and apartment living over, and featuring well defined entrances and discrete servicing.

2 **Hub Building - Commercial / Living**
2 storey building located proximal to shared entry or main road bus stops with commercial ground floor use and apartments over.
Hub C features co-working spaces in lieu of apartment living.

3 **Shared Entry Zone**
Located near main road for waiting, drop off, pick up and mode transfer. Located proximal to apartment and commercial entries where practical.

4 **Surface Parking**
With integrated planting to provide vehicle amenity for residents & visitors at commercial and mode transfer point. Flexible use for events, markets and other community needs.

5 **Green Space**
Flexible space for community use associated with commercial areas or shared entry zone.

6 **Links**
Visual and physical links to open space network, walking/cycling networks and neighbourhood housing via lanes.

7 **Main road**
Spatial arrangement cognisant of proximity to bus stops on roading networks for mode transfer.

Local Hub Designs:

This section includes the design for each of the hubs.

Each hub, except Hub C, includes the following drawings:

- Context
- Design Framework
- Layout and Metrics

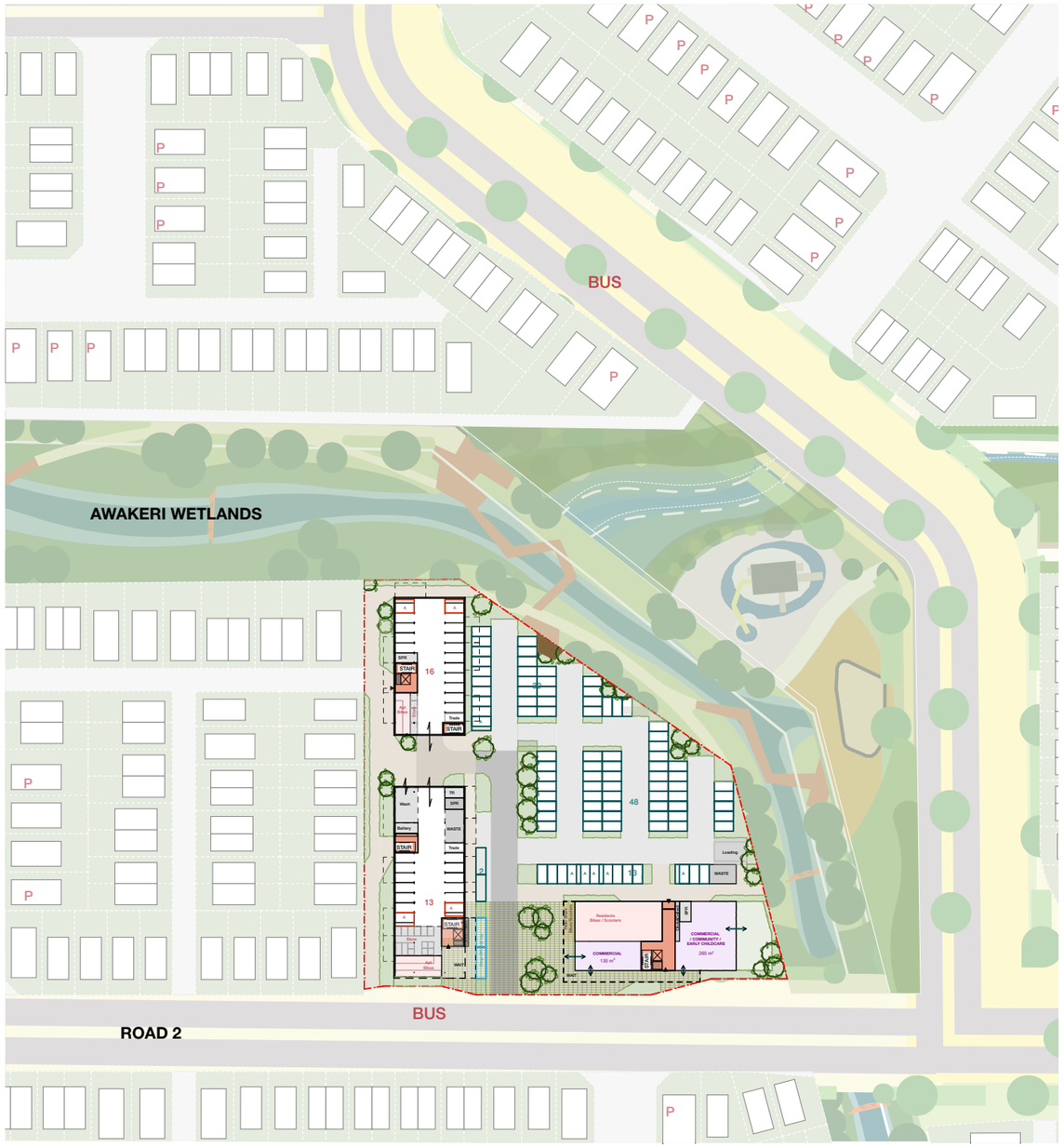
Artist's impression

Hub A: Context

Hub A is located to service neighbourhoods 1, 2, 3, 4, 7 & 8 as well as other residents entering or leaving Sunfield.

The site is bounded by the Awakeri Wetland & associated walkways on two sides, Neighbourhood 1 to the west, and Road 2 (& associated footpath, cycleway and bus route) to the south.

The hub is linked to public transport by a bus stop directly to the south and with a loop stop via the wetland in the north.



Hub A: Framework

This Hub features a centralised entry point, with buildings positioned to connect to the surrounding urban and built fabric. A car park is located beyond the main entry, linked to walkways that provide access to the wider development. To the west, a laneway and apartment living mediate between the hub and adjacent housing, ensuring a transition between different uses.

Hub Building (Parking / Living)
2 storey building located adjacent to neighbourhood orientated to east-west for solar gain & outlook for apartments.
GF to provide residents vehicle parking, cycle parking, trade park & building servicing/ storage and L01 for apartment use with balconies/ terraces.
See screening, servicing & entry notes.

Screening
Building facade to provide screening of parking to laneway and parking area additional to use of landscape elements in laneway.

Activated Entry
Apartment entry positioned to align and interface with neighbourhood laneway.

Laneway Activation
Apartment cycle parking positioned at laneway side for activation.

Laneway Link
Provide link between neighbourhood laneway and Hub circulation allowing clearance for neighbourhood servicing vehicles (blue dash).

Access Link
Provide shared space link between laneway and Hub circulation.

Discrete Access & Servicing
Centralised and shared servicing including residential waste room with collection point from main entry/exit road side and discrete parking access break between buildings, also used for car wash access.

Hub Building (Parking / Servicing / Living)
2 storey building located adjacent to neighbourhood orientated to east-west for solar gain & outlook for apartments.
GF to provide residents vehicle parking, cycle parking & residential servicing including shared waste, car wash, trade park & building servicing/storage.
L01 for apartment use with balconies/ terraces.
See screening, servicing & entry notes.

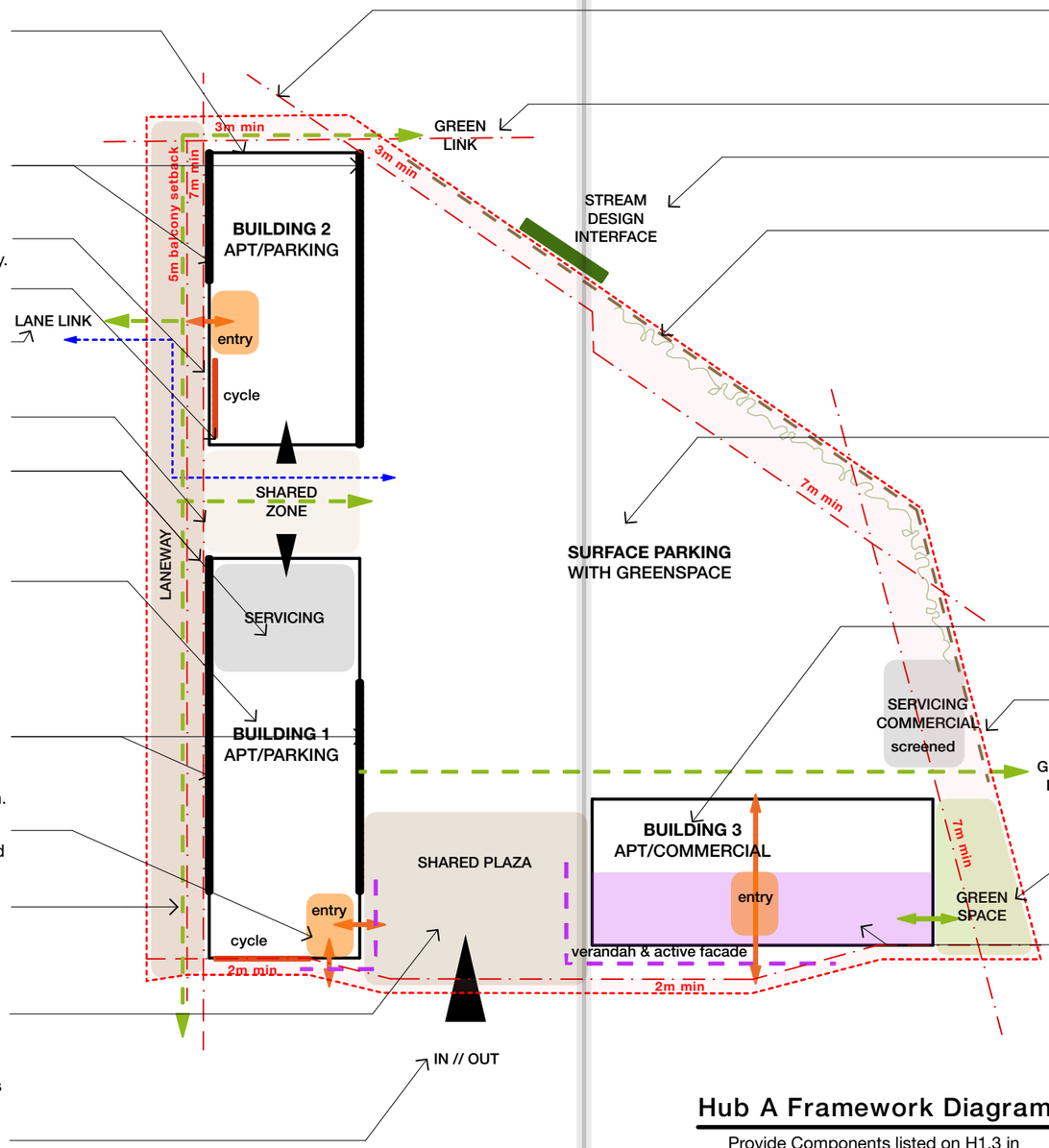
Screening
Building facade to provide screening of parking to laneway and walkways on east & west additional to use of landscape elements in laneway.
Position cycle parking to main road end to screen parking & provide activation.

Activated Entry
Verandah cover and recessed entry for waiting associated with bus corner and main apartment entry alongside cycle parking.

Laneway
Laneway provided between neighbourhood & hub at west boundary with N-S axis provides access to housing and site wide connections. Laneway landscape in accordance with Neighbourhood Laneway guides.

Shared Entry Plaza
Shared use entry space landscape area with high quality finishes, planting & seating integrated to design features; vehicle entry, exit, drop off/ pickup as well as short term cycle parking and a ride share cycle/ scooter zone.
Positioned in proximity to main bus stop with verandah cover & active facades to building corners.

Vehicular Entry / Exit
One vehicle entry/ exit from main road positioned between buildings at shared plaza.



Hub A Framework Diagram

Provide Components listed on H1.3 in accordance with Framework diagram & notes

Building Setbacks
Minimum setbacks from boundaries as shown, noting 5m balcony setback to lane/ neighbourhood boundary. Commercial verandah may encroach into setbacks.

Pedestrian Link
To Awakeri Stream Pathway.

Landscape Element
Landscape design in this area interfaces with Awakeri Wetland landscape element at boundary.

Screening
Low level screening of parks maintains visibility with 1.2m fencing/ wall to open space boundary, opening at links.

Surface Parking
Surface vehicle parking with integrated landscape planting provides for residents, visitor, commercial and car share use.
Consider safe walkways, sight-lines & CPTED in setout and opportunities to be used for community events and markets.

EOT & Rideshare Zone
Secure residents end of trip for neighbourhoods as well as rideshare cycle & scooter zones associated with commercial area.

Commercial Servicing
Discretely located commercial waste, plant & loading positioned away from main road, accessed from within Hub site away from frequent vehicle movement areas. Waste area & plant to be screened all sides.

Pedestrian Link
Link to Awakeri Stream Pathway on major commercial/parking axis.

Greenspace
Flexible use community greenspace with relevant enclosure for ECE use as necessary. Located adjacent & linked to commercial space & overlooking/ linked to Awakeri Stream landscape.

Hub Building (Commercial / Community / Living)
2 storey building located adjacent to road, cycle & walkway to define Hub entrance and provide street activation & commercial visibility.
GF to feature commercial community focused uses such as corner store, cafe, early childcare as well as residents EOT parking. GF facades to be active to shared plaza & roadway with minimum verandah cover as indicated.
L01 for apartment use with balconies/ terraces to east, west & north.
Centralised through-entrance for use by both levels also acts as link from roadway to Hub parking.

Hub A: Layout and Metrics

METRICS

PARKING *(121 total)*

29	Covered Parks (4 acc.)
92	Uncovered Parks (5 acc.)
2	Drop off/pick up spaces uncovered
1+	Bus/ shuttle spaces (on bus corridor)

AMENITY

1	car wash bays
2	trade bays
+	apartment bike lockups
+	centralised apartment lockups
+	residents bike/scooter lockups
+	bike/scooter zone external
+	bike/scooter lockers and charging stations
+	solar battery storage zone
+	click & collect lockers
+	covered waiting zones

COMMUNITY/COMMERCIAL

130 + 260 m^2	commercial/community zones
+	commercial loading zone
+	screened commercial waste area

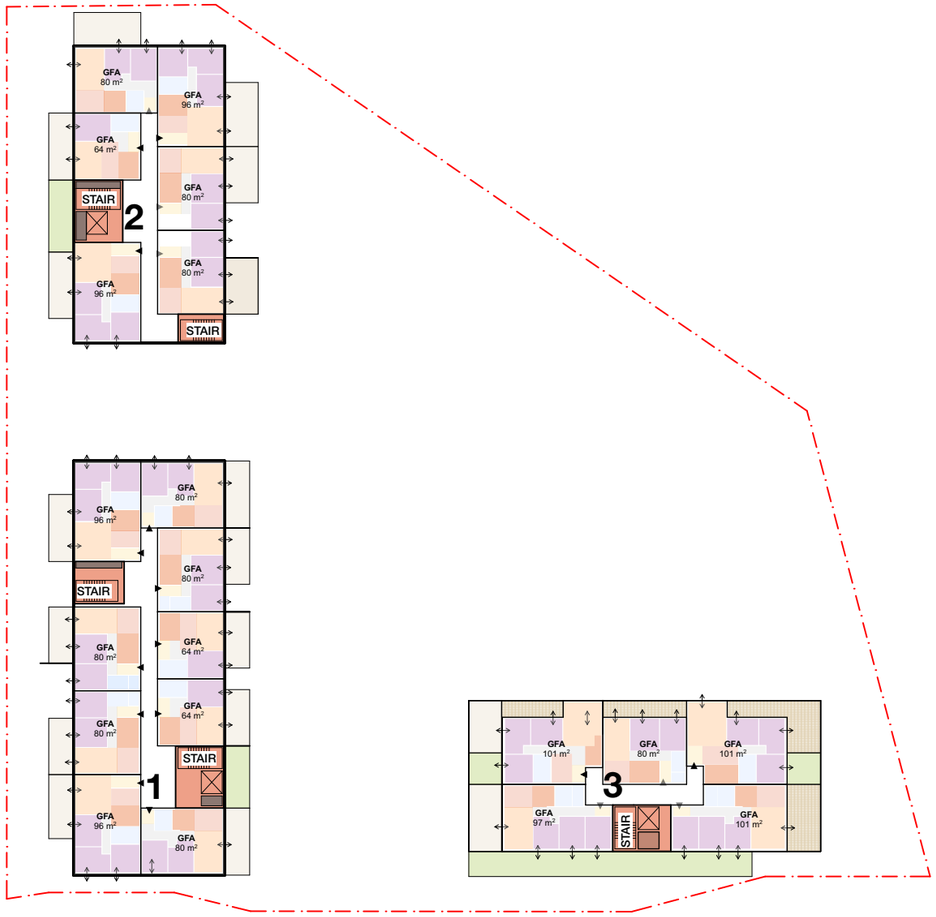
APARTMENTS *(20 total)*

8	3 beds
9	2 beds
3	1 beds
+	stairs
+	lifted option
+	shared waste area
+	sprinkler valve rooms
+	transformer

living
hall
dining
bath/ laundry
kitchen
bed
entry

GROUND PLAN

UPPER PLAN



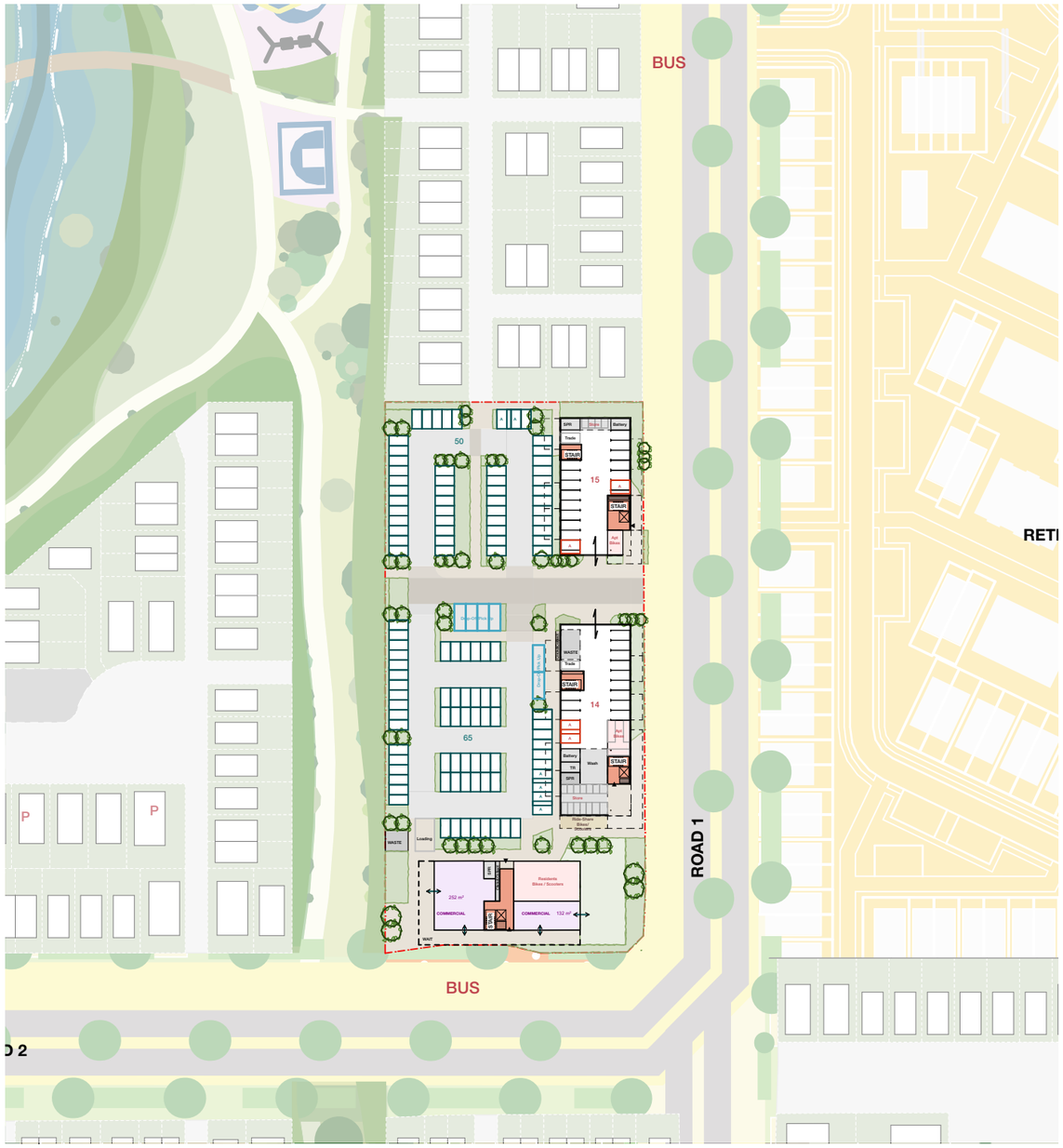
Hub B: Context

Hub B is located to service neighbourhoods 4, 5, 6 & 7 and the retirement living across the road. It also serves residents entering or leaving Sunfield.

The site is bounded by the main open space to the west, Neighbourhood 6 to the north and a major junction of Roads 1 & 2 with associated footpath, cycleway and bus routes to the south & east.

The hub is linked to public transport by a bus stop directly to the south and a secondary location to the north on Road 1.

The open space link to the west of the Hub provides a route from the southern neighbourhoods into the heart of Sunfield via the centralised stormwater greenspace network.



Hub B: Framework

This Hub is located on a prominent intersection of the Sunfield Loop Road. The commercial offering is located to the south, adjacent to the bus stop, to provide convenient access to public transport. Vehicle access is positioned away from the major intersection to minimise congestion and improve traffic flow. All buildings are placed close to the roadways to activate the streetscape, with the parking screened behind that opens onto the green network. There is a key laneway link to the north with main links and access via the open space and roading network.

Building Setbacks
Minimum setbacks from boundaries as shown, noting 3m min balcony setback zone to north boundary.

Screening
Of parking to residential boundary via fencing/ planting to north boundary

Laneway Link
Provide access axis and link between neighbourhood laneway and Hub circulation allowing clearance for neighbourhood servicing vehicles (blue dash).

Access Link
Provide shared space link between entry circulation & green-space network.

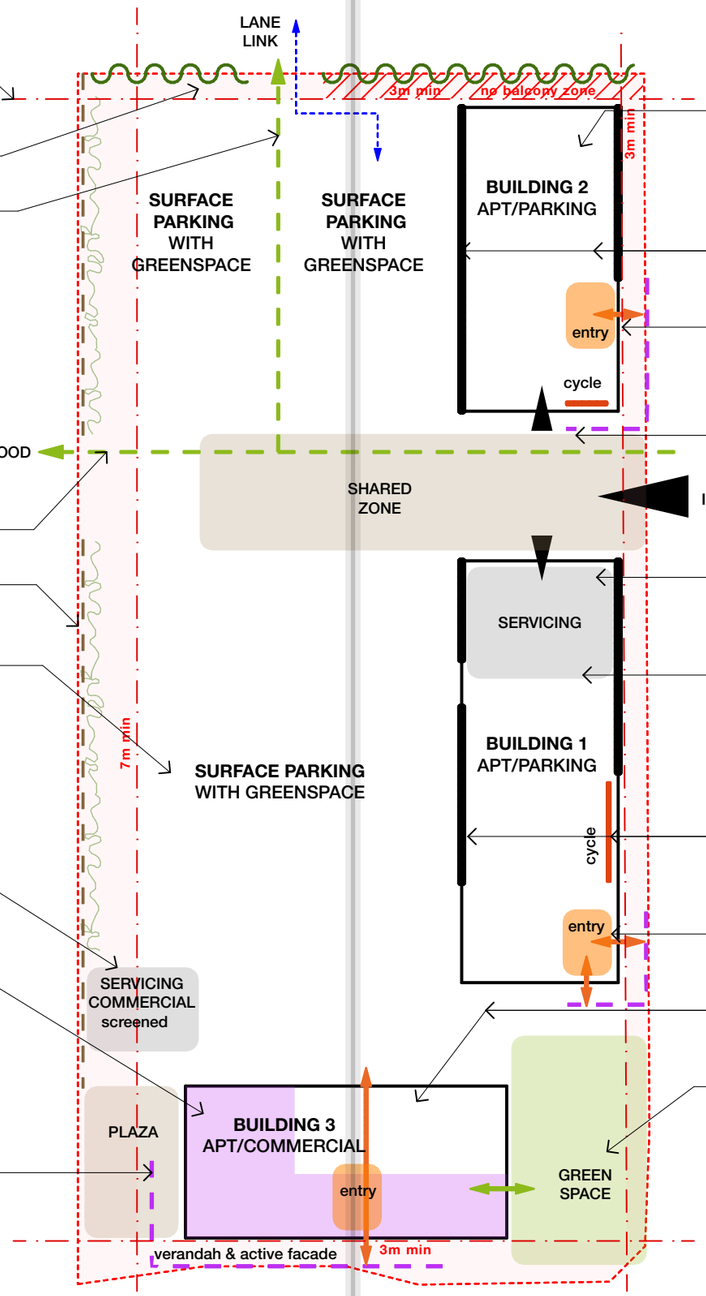
Screening
Low level screening of parks maintains visibility with 1.2m fencing/ wall to open space boundary, opening at links.

Surface Parking
Surface vehicle parking with integrated landscape planting provides for residents, visitor, commercial and car share use.
Consider safe walkways, sight-lines & CPTED in setout and opportunities to be used for community events and markets.

Commercial Servicing
Discretely located commercial waste, plant & loading positioned away from main road, accessed from within Hub site away from frequent vehicle movement areas. Waste area & plant to be screened all sides.

Hub Building (Commercial / Community / Living)
2 storey building located adjacent to road, cycle & walkway to define Hub entrance and provide street activation & commercial visibility.
GF to feature commercial community focused uses such as corner store, co-working space or cafe, as well as residents EOT parking. GF facades to be active to plaza & roadway with minimum verandah cover as indicated.
L01 for apartment use with balconies/ terraces to east, west & north.
Centralised through-entrance for use by both levels also acts as link from roadway to Hub parking.

Waiting Zone & Plaza
Covered & uncovered seating spaces associated with commercial zone and providing amenity to bus stop on loop road.



Hub Building (Parking / Living)
2 storey building located adjacent to road orientated to east-west for solar gain & outlook for apartments.
GF to provide residents vehicle parking, cycle parking, trade park & building servicing/ storage and L01 for apartment use with balconies/ terraces.
See screening, servicing & entry notes.

Screening
Building facade to provide screening of parking additional to use of landscape elements.

Activated Entry
Apartment entry positioned to face public road with cycle parking positioned nearby and facing walkway for activation. Verandah cover as minimum to extents shown.

Shared Entry Plaza
Shared use entry space landscape area with high quality finishes, planting & seating integrated to design; vehicle entry, exit, drop off/ pickup for residents.

Vehicular Entry / Exit
One vehicle entry/ exit from main road positioned between buildings at shared plaza.

Access & Servicing
Centralised and shared servicing including residential waste room with collection point from main entry/exit road and parking access break between buildings.

Hub Building (Parking / Servicing / Living)
2 storey building located adjacent to road orientated to east-west for solar gain & outlook for apartments.
GF to provide residents vehicle parking, cycle parking & residential servicing including shared waste, car wash, trade park & building servicing/storage.
L01 for apartment use with balconies/ terraces.
See screening, servicing & entry notes.

Screening
Building facade to provide screening of parking to laneway and walkways on east & west additional to use of landscape elements in laneway.
Position cycle parking to main road end to screen parking & provide activation.

Activated Entry
Apartment entry positioned to front public roadway with verandah cover alongside cycle parking.

EOT & Rideshare Zone
Secure residents end of trip for neighbourhoods as well as rideshare cycle & scooter zones associated with commercial area.

Greenspace
Flexible use community greenspace located adjacent & linked to commercial space. Planting to reflect role as key corner of Sunfield loop & Hub location.

Hub B Framework Diagram

Provide Components listed on H1.3 in accordance with Framework diagram & notes

Hub B: Layout and Metrics

GROUND PLAN

METRICS

PARKING *(144 total)*

29	Covered Parks (4 acc.)
115	Uncovered Parks (6 acc)
6	Drop off/pick up spaces uncovered
1+	Bus/ shuttle spaces (on bus corridor)

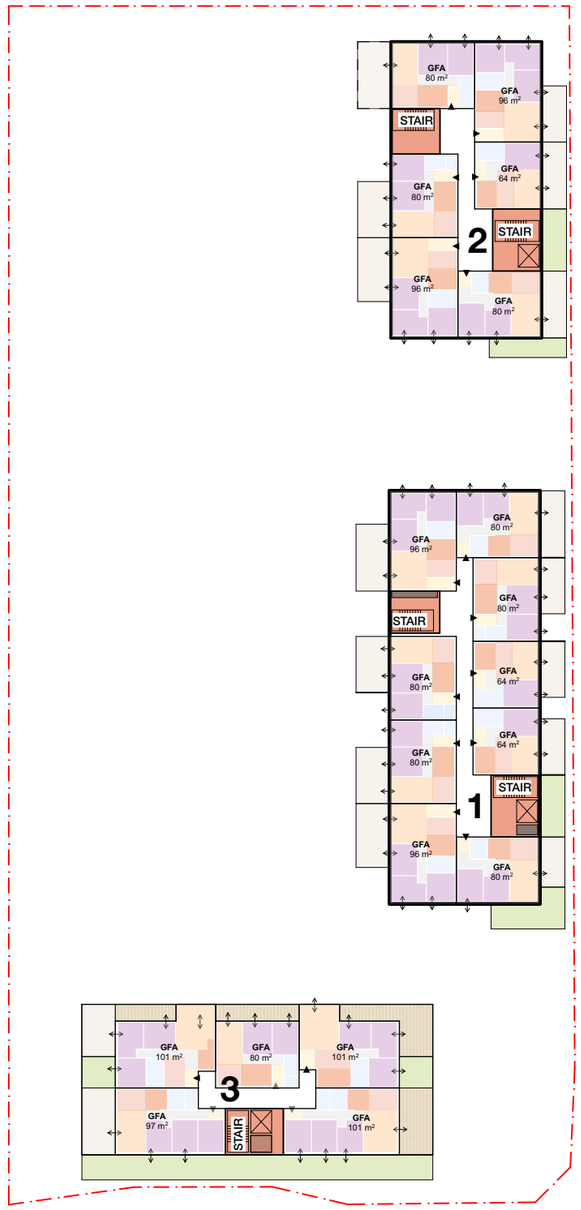
AMENITY

1	car wash bays
2	trade bays
+	apartment bike lockups
+	centralised apartment lockups
+	residents bike/scooter lockups
+	bike/scooter zone external
+	bike/scooter lockers and charging stations
+	solar battery storage zone
+	click & collect lockers
+	covered waiting zones

COMMUNITY/COMMERCIAL

250 + 130 m²	commercial zones
+	commercial loading zone
+	screened commercial waste area

UPPER PLAN



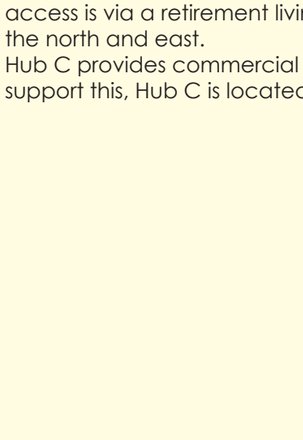
APARTMENTS *(20 total)*

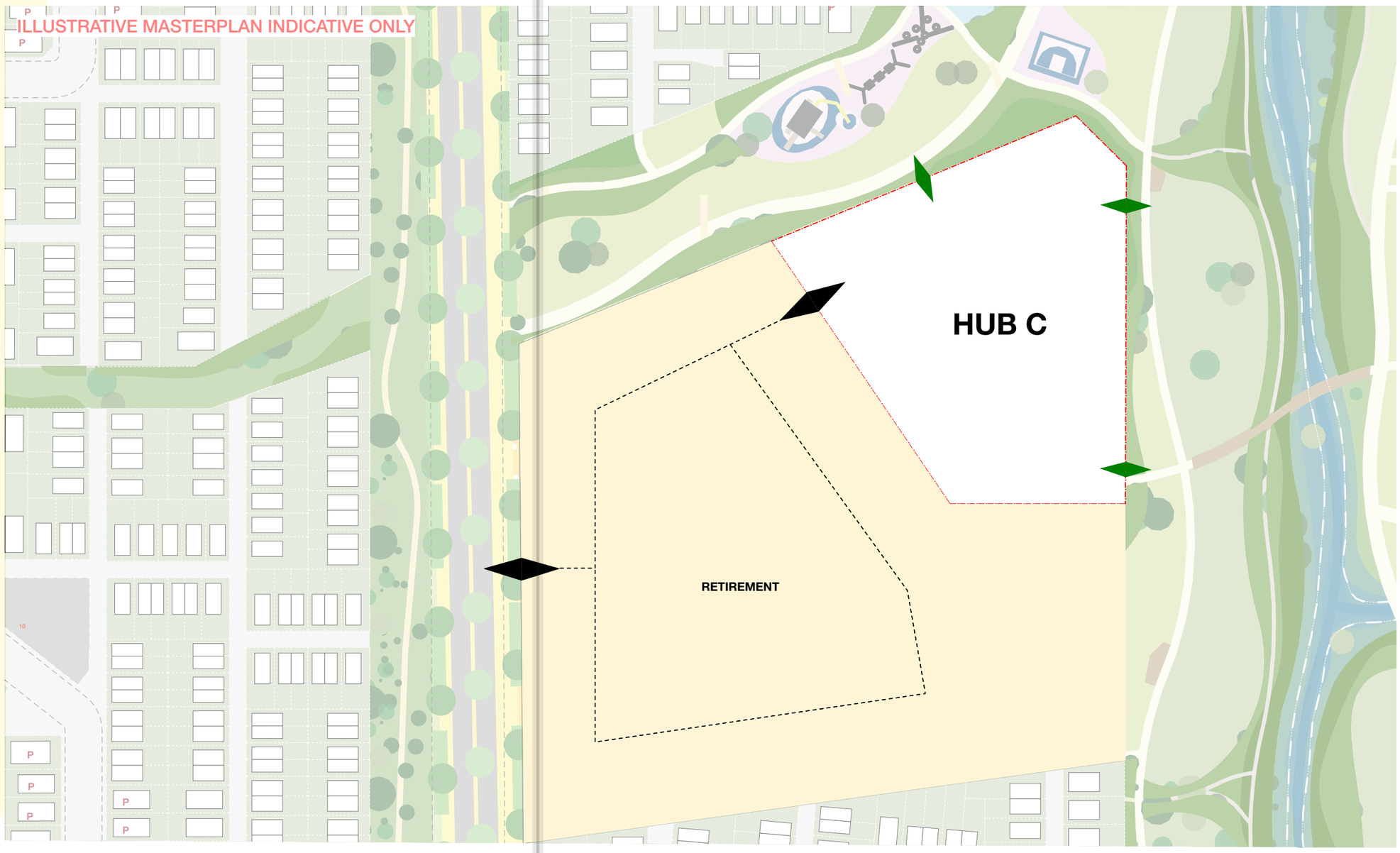
8	3 beds
9	2 beds
3	1 beds
+	stairs
+	lifted option
+	shared waste area
+	sprinkler valve rooms
+	transformer

living	hall
dining	bath/ laundry
kitchen	bed
entry	

Hub C: Context

Hub C is located to service neighbourhoods 9 & 10 and is well placed to support adjacent retirement living as well as those using the central open space network, healthcare zone & town centre. Vehicle access is via a retirement living precinct to the east. The site is bounded by the open space network on the north and east.
Hub C provides commercial & remote shared working opportunities (rather than apartment living). To support this, Hub C is located and linked to the green space network to encourage active transport use.



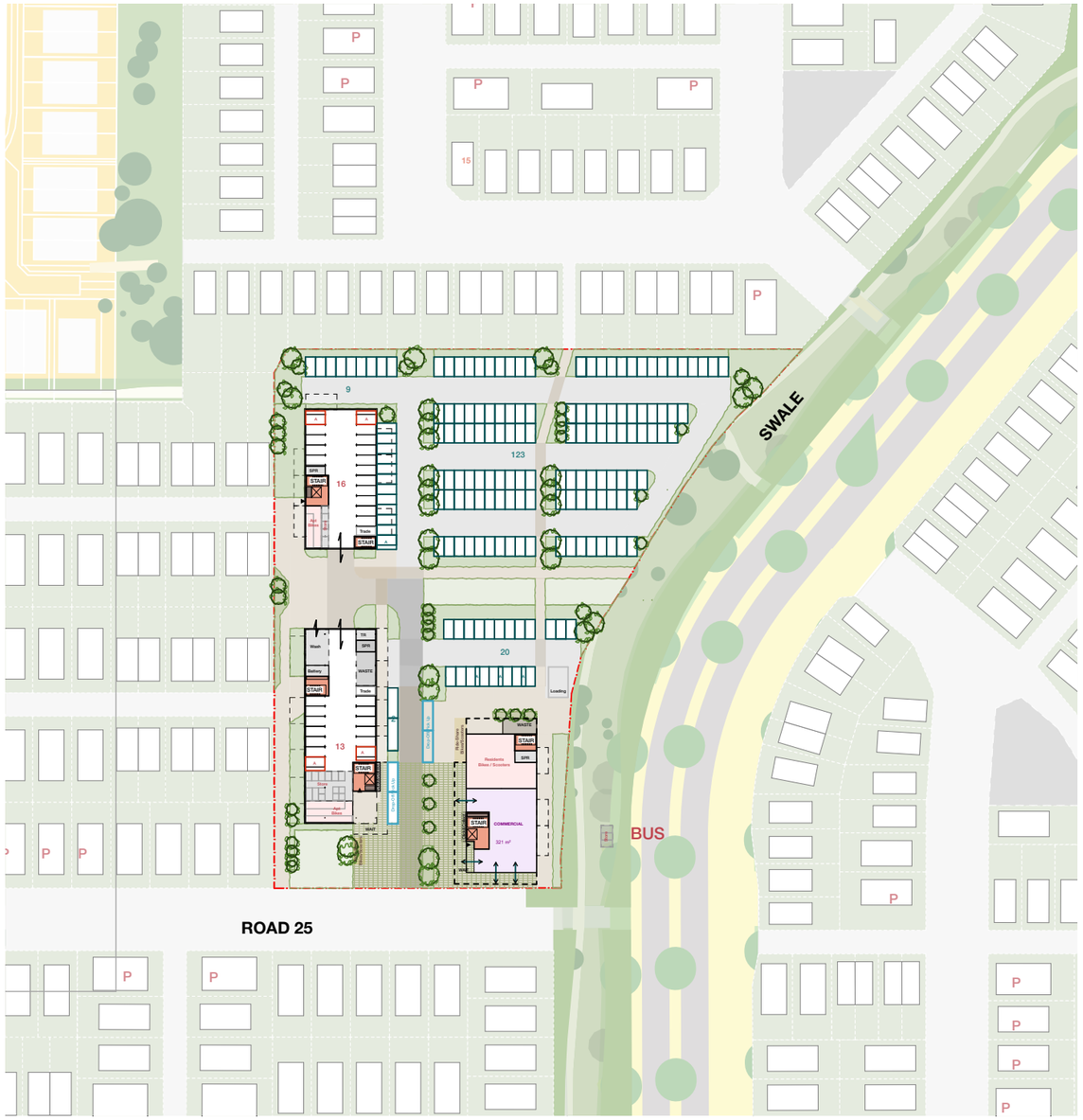


Hub D: Context

Hub D is located to service neighbourhoods 11, 12, 13, 14 & 15 as well as the nearby retirement living and school users coming from the west & north of Sunfield.

The site is bounded by an open space stormwater swale to the east (adjacent to the loop road) and neighbourhoods 11 & 15 to the west & north respectively.

The Hub is sited at the Neighbourhood 11 entrance and is linked to public transport with a bus stop located nearby on Road 5.



Hub D: Framework

The commercial offering for this hub takes advantage of its position at the entry corner of a neighbourhood, maximising visibility as well as providing active and passive surveillance at the intersection. Serving as a marker for the neighbourhood, the hub is connected by links across the site that integrate transport options with housing, the school, retirement living, and recreational spaces. A single centralised main vehicle entry point is located off the neighbourhood road, and transitions to open parking & planting in the north. The placement of two apartment buildings and a laneway adjacent to the west boundary mediate between the Hub and nearby residential areas.

Building Setbacks
Minimum setbacks from boundaries as shown, noting 5m balcony & 17m end setbacks to lane/ neighbourhood boundaries.

Hub Building (Parking / Living)
2 storey building located adjacent to neighbourhood orientated to east-west for solar gain & outlook for apartments.
GF to provide residents vehicle parking, cycle parking, trade park & building servicing/ storage and L01 for apartment use with balconies/ terraces.
See screening, servicing & entry notes.

Screening
Building facade to provide screening of parking to laneway and parking area additional to use of landscape elements in laneway.

Activated Entry
Apartment entry positioned to align and interface with neighbourhood laneway.

Laneway Link
Provide link between neighbourhood laneway and Hub circulation.

Laneway Activation
Apartment cycle parking screening at laneway side for activation.

Access Link
Provide shared space link between laneway and Hub circulation on axis to link across towards loop road as indicated.

Discrete Access & Servicing
Centralised and shared servicing including residential waste room with collection point from main entry/exit road side and discrete parking access break between buildings, also used for car wash access.

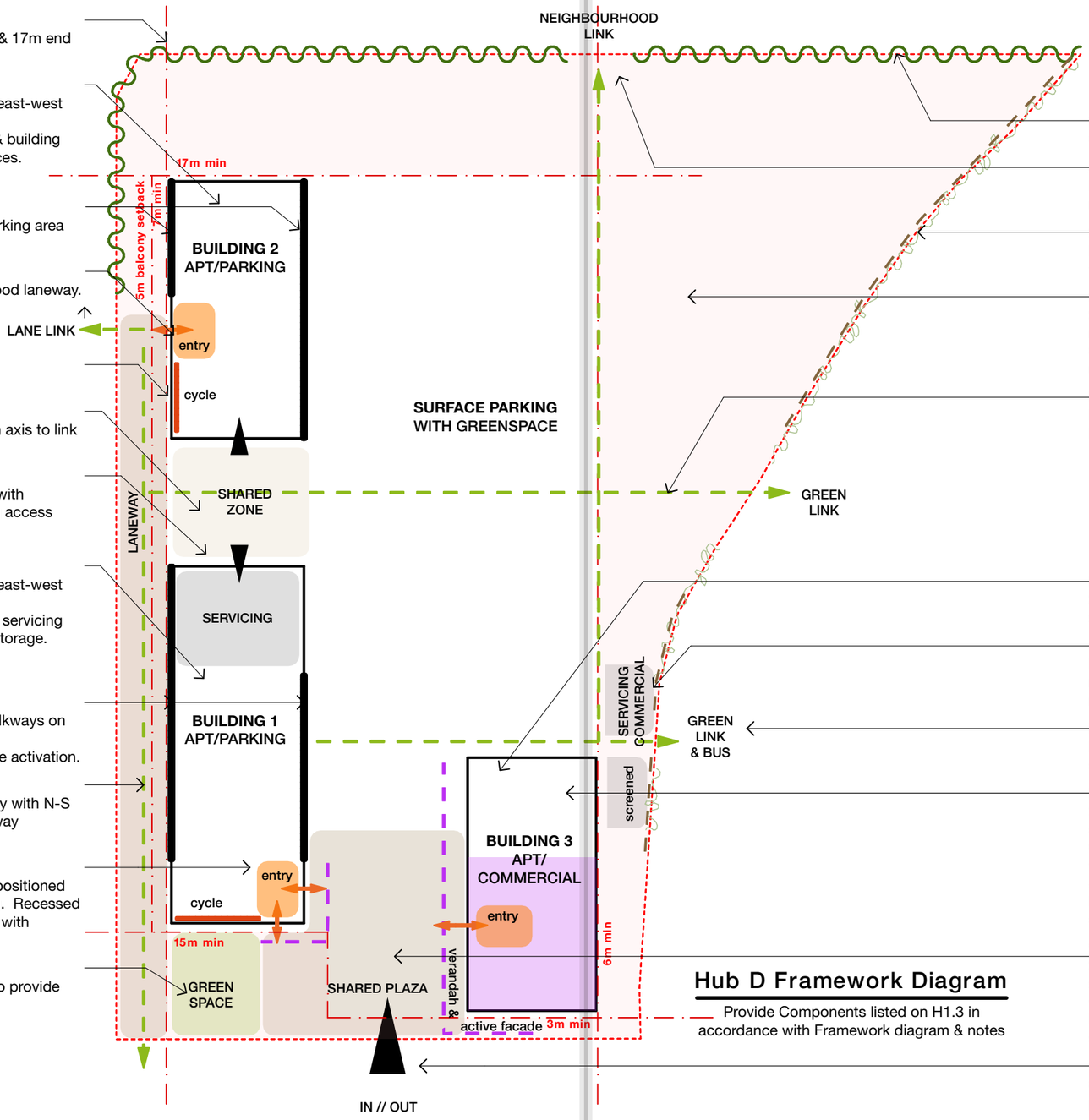
Hub Building (Parking / Servicing / Living)
2 storey building located adjacent to neighbourhood orientated to east-west for solar gain & outlook for apartments.
GF to provide residents vehicle parking, cycle parking & residential servicing including shared waste, car wash, trade park & building servicing/storage.
L01 for apartment use with balconies/ terraces.
See screening, servicing & entry notes.

Screening
Building facade to provide screening of parking to laneway and walkways on east & west additional to use of landscape elements in laneway.
Position cycle parking to main road end to screen parking & provide activation.

Laneway
Laneway provided between neighbourhood & hub at west boundary with N-S axis provides access to housing and site wide connections. Laneway landscape in accordance with Neighbourhood Laneway guides.

Activated Entry
Apartment entry positioned to face public road with cycle parking positioned nearby and facing greenspace for activation & screening of parking. Recessed entry & verandah cover (as minimum to extents shown) associated with waiting, pick up etc.

Greenspace
Flexible use community greenspace located adjacent to roadway to provide outlook and setback for apartment buildings.



Hub D Framework Diagram

Provide Components listed on H1.3 in accordance with Framework diagram & notes

Screening
Of parking to residential boundary via fencing/ planting to north boundary.

Access Link
Provide pedestrian shared space link between Hub parking & commercial to neighbourhood in north

Screening
Low level screening of parks alongside trees with clear canopies maintains visibility with 1.2m fencing/ wall to open space boundary, opening at links.

Surface Parking
Surface vehicle parking with integrated landscape planting provides for residents, visitor, commercial and car share use.
Consider safe walkways, sight-lines & CPTED in setout and opportunities to be used for community events and markets.

Landscape Element & Access Link
Landscape design in this area provides strong link across hub to open space & loop road circulation

EOT & Rideshare Zone
Secure residents end of trip for neighbourhoods as well as rideshare cycle & scooter zones associated with commercial area.

Commercial Servicing
Discretely located commercial waste, plant & loading positioned away from main road, accessed from within Hub site away from frequent vehicle movement areas. Waste area & plant to be screened all sides.

Pedestrian Link
Link to and from open space network & loop road bus stop on major commercial/parking axis.

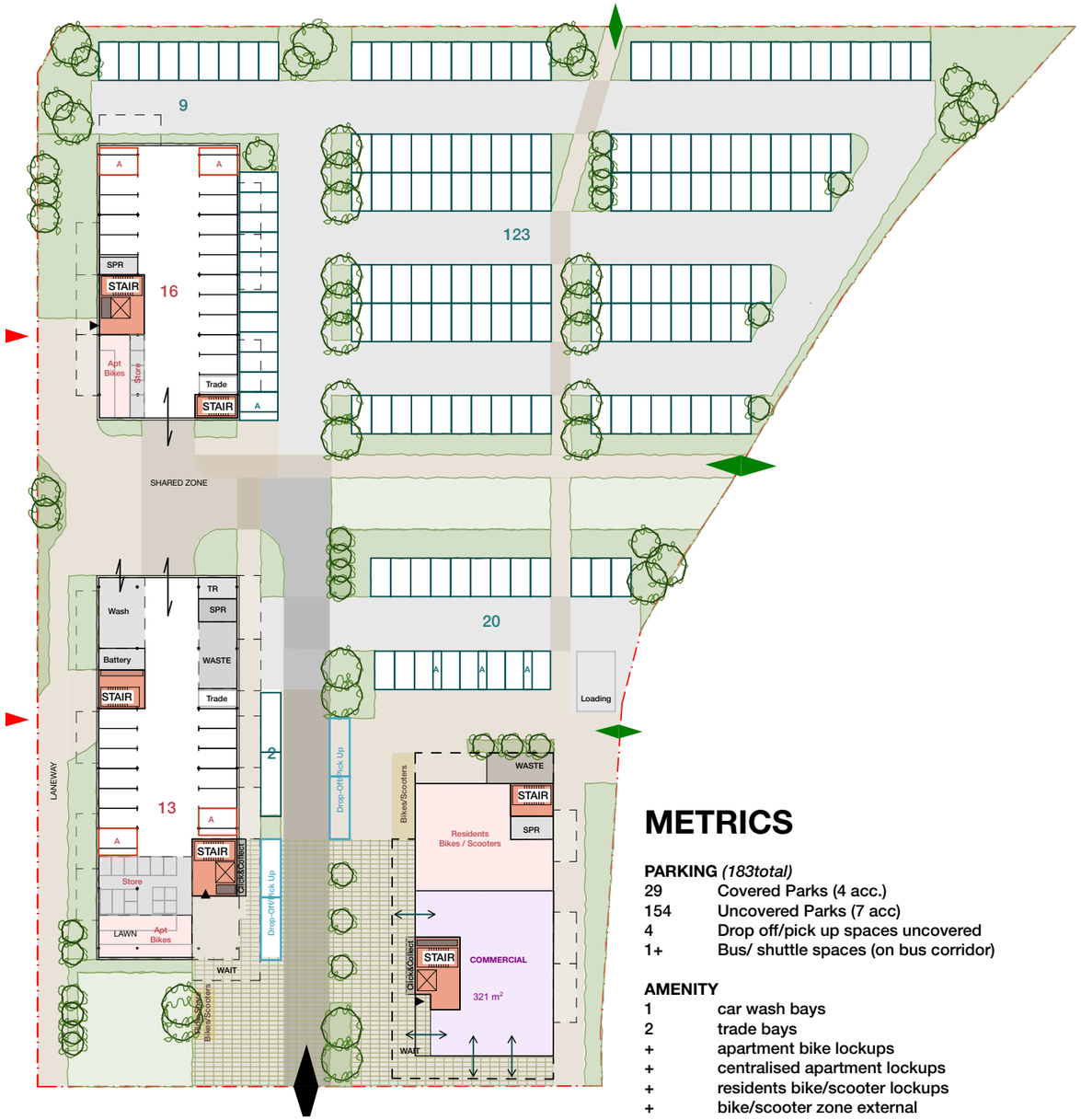
Hub Building (Commercial / Community / Living)
2 storey building located adjacent to road, cycle & walkway to define Hub entrance and provide street activation & commercial visibility.
GF to feature commercial community focused uses such as corner store, co-working space or cafe, as well as residents EOT parking. GF facades to be active to plaza & roadway with minimum verandah cover as indicated.
L01 for apartment use with balconies/ terraces to east, west & north and entrance from shared plaza side.

Shared Entry Plaza
Shared use entry space landscape area with high quality finishes, planting & seating integrated to design features; vehicle entry, exit, drop off/ pickup as well as short term cycle parking and a ride share cycle/ scooter zone.
Positioned at hub entry with verandah cover & active facades to building corners.

Vehicular Entry / Exit
One vehicle entry/ exit from main road positioned between buildings at shared plaza.

Hub D: Layout and Metrics

GROUND PLAN



METRICS

PARKING *(183total)*

29	Covered Parks (4 acc.)
154	Uncovered Parks (7 acc)
4	Drop off/pick up spaces uncovered
1+	Bus/ shuttle spaces (on bus corridor)

AMENITY

1	car wash bays
2	trade bays
+	apartment bike lockups
+	centralised apartment lockups
+	residents bike/scooter lockups
+	bike/scooter zone external
+	bike/scooter lockers and charging stations
+	solar battery storage zone
+	click & collect lockers
+	covered waiting zones

COMMUNITY/COMMERCIAL

320 m²	commercial zones
+	commercial loading zone
+	screened commercial waste area

UPPER PLAN

APARTMENTS *(21 total)*

6	3 beds
11	2 beds
4	1 beds
+	stairs
+	lifted option
+	shared waste area
+	sprinkler valve rooms
+	transformer

living
hall
dining
bath/ laundry
kitchen
bed
entry

Design Controls

Artist's impression

Local Hubs, General Controls

Standard	
Hub Design	• The Layout of each hub is to be in general accordance with the *Hub Layout and Metrics Diagrams* for each hub above. • Building footprints must be in general accordance with the *Hub Layout and Metrics Diagrams* for each hub above.
Emergency Services	• All hubs must be designed to allow emergency services into the hub, and for all buildings to be serviced by a fire truck.

Drop off / Pick up Zone	• Each hub shall include a drop off/pick up zone . It shall be;
	  • Associated with the entry plaza,
	  • Associated with a waiting or entry shelter,
	  • Easily visible from the main vehicle access of each hub,
	  • Provided with adequate lighting,
	  • Designed to fit a min. of two vehicles, or as shown on the *Hub Layout and Metrics Diagrams* (whichever is the larger)

Click and Collect	• Each hub shall contain a covered 'click and collect' area (or areas) with capacity for 80 storage units per hub. These areas shall be;
	  • Covered,
	  • Secure,
	  • Associated with the main plaza or within a commercial building,
	  • Well lit, and
	  • Located close to a loading zone or temporary parking area (to allow for easy delivery and collection) where practicable.

Loading Zone	• Each hub shall contain at least one loading zone to service the commercial buildings. • The design of the loading zone shall be based on the current AUP, and shall accommodate at min. space for a furniture delivery truck. • Loading areas to be designed so that manoeuvring of vehicles onto or off the road does not occur in situations which will compromise safety or the usability of the street or its users.
Community Green Space	• At least one community green space shall be provided per hub • These must include a flexible open space suitable for a variety of community functions
CPTED	• Designs must include and comply with a CPTED assessment. The assessment must consider, at minimum, building locations, entries, parking, pathways, lighting and boundaries/interfaces.

Standard	

Parking Variety	• Parking numbers and use shall be in general accordance with the *Hub Layout and Metrics Diagrams*.
	• Parking setout shall anticipate a range of users.
	• 20% of the gross car park numbers provided are to be share car priority. These parks shall be the ones closest to the entrance after any accessible parking.
	• The design of the parking shall be in accordance with the Auckland Unitary Plan (AUP).
	• Visitor bike and scooter parking shall be in close proximity to the main entrance.
	
	Accessible parking
	• Accessible parking shall be provided in every local hub.
	• The number of accessible visitor parks is to be in accordance with the *Hub Layout and Metrics Diagrams* for each hub.
	• Accessible parking spaces are to be provided with at least one accessible route from the parking spaces to the associated activity or road as required by the New Zealand Building Code D1/AS1
	
	Bicycle and Scooter Parking
	• Bicycle parking to serve neighbourhood residents shall be provided within a commercial building of the hub.
	
	Shared Micormobility Parking and Charging
	• Each hub shall also provide;
	  • Bicycle and scooter parking and charging stations,
	  • And storage lockers suitable for bicycles and scooters.

End of Trip Lockers	• Each hub must provide 'End of trip' (EOT) lockers for the residents of the surrounding neighbourhood within a commercial building. • EOT's must be provided at a min. rate of 60% of associated bicycle parks.

Landscape and Ground Cover Controls

Standard	
General Surfaces	• All thoroughfare surfaces shall have a slip resistance compliant with he New Zealand Building Code.
Impervious Surface	• All hubs must have a maximum impervious area of 90% of the total site area.
Lane, General	• Laneways must be minimum 6m wide. • They must have a clear width thoroughfare of 3.5m on Trafficable and Pedestrian Lanes.
Lane Surfaces	• Lanes should be a durable all-weather surface and of a design that emphasises that the lanes as a pedestrian and bicycle space. • Laneway paving must have accent banding at intervals no more than 6m. • Obvious variation and higher quality of materials (ie. paving features) shall occur at key locations including at minimum lane intersections. • The lane shall be designed to mitigate potential for pooling of water on the surface.
Lane Planting	• Lanes shall generally have planted edges. Planting shall primarily consisting of low and medium vegetation. • They must have a min. of 30% vegetation cover. • Min. planting density in planting areas of 4 plants per square metre. • They shall also include a blend of 80L and 160L specimen trees at 15m max. spacing.
Entries and Plazas	• Ground surface materiality must be a higher-quality material finish compared to the car parking and footpath areas (i.e. uses decorative banding and/ or pavers) to convey a sense of entry. • Must have a min. of 10% vegetation cover. • Must incorporate seating elements of high quality and durability.
Pedestrian Paths and Links	• Footpaths shall have a clear thoroughfare width of 2.2m min. • The materiality of footpaths are to be a sealed all-weather surface. • Footpaths must connect to public pathways adjoining the site. These locations must include landscape wayfindings elements (including signage and landscape wall/ ledge elements) to denote a threshold. • Footpaths around the carpark perimeter that lead building entrances shall integrate feature lighting such as bollards or downward wall washes on the buildings. • Incorporate material changes and landscape elements such as bollards and seating to clearly denote boundaries between pedestrian and trafficable areas. • Pedestrian paths shall be configured to avoid dead ends.
Shared Zones	• Shared zone surfaces must incorporate material changes or other means to clearly denote boundaries from other pedestrian and car zones. • Incorporate traffic calming measures between shared zones and vehicle zones/manoeuvring spaces.

Standard	
Parking Area Surfaces	Landscape • Car parking areas (which includes maneuvering spaces and associated pedestrian paths) must have a min. landscaping coverage in general accordance with the *Hub Layout and Metrics Diagrams*. • Incorporate tree and shrub planting along the edge of each parking bay row. Interfaces with open space/ swale • Provide a 1.2m high boundary fence. Fencing must be 50% permeable and enable public access where public pathways adjoin the site. • Include a wheel stop or similar kerb design at parking bays adjoining verticals elements including walls or fences to reduce likelihood of damage. Interfaces with residential properties • Incorporate tree and shrub planting along the edge of each parking bay adjoining a residential boundary. • Lighting must be directed away from, and have appropriate light shields to residential properties. Surveillance • All surface car parks must have passive surveillance overlooking from the apartments above as well as CCTV camera coverage.
Car Wash Area	• Car wash area to be adequately serviced with water supply and drainage. • The area must be designed so that surface water from car washing does not affecting any surrounding areas. • Water from car washing must drain to wastewater, not stormwater.
Parking	• Car parking and vehicle manoeuvring to be in accordance with the AUP. • Number of car parks must be in general accordance with the *Hub Layout and Metrics Diagrams*.
Planting	• 80% of selected planting must be from the *Planting Schedule*. • Min. planting density in planting areas of 4 plants per square metre.
Landscape Screening	• In screening areas identified in the Hub Plans, planting must provide a degree of visibility

Architecture, General

Standard	
Building Location and Size	• Position, internal layout and sizes of buildings to be in general accordance with the *Hub Layout and Metrics Diagrams*. • Buildings are generally to be east-west orientated to ensure adequate sunlight access and privacy to all residential units. Living and outdoor spaces must not be south facing.
Setbacks	• Building setbacks to boundaries are to be as per *Hub Layout and Metrics Diagrams*, except that overhanging balconies may encroach into setbacks to any boundary that does not border a residential neighbourhood. • Within the site, buildings must maintain a minimum distance of 18m to another building, except that balconies may extend 2m into this setback. • Where indicated on the *Hub Layout and Metrics Diagrams*, an exemption applies to buildings that are end-to-end with a service zone between which must maintain a min. setback of 13m.
Massing and Form	• Buildings must not exceed a height of 11m. Maximum height restrictions do not apply to solar panels. • Buildings (other than shelters) must be a minimum height of 7.5m. • Elevations over 20m long are to include a modulation change in the facade or roof in order to break down the visual appearance of the building.
Materiality	• Building cladding and roofing materials shall be (or be coated in) colours with a light reflectance value of between 20% and 90%. Colours less than 20% are to have Total Solar Reflectance value greater than 25. • Any projecting balconies must have enclosed undersides of durable finish (ie no open slats) and must not discharge directly below, except an overflow indicator shall discharge to a visible location.

Entries	• Entries to all commercial tenancies shall each have a legible entrance which;
	  • Is visually distinct from service entrances, and,
	  • Shall be protected from adverse weather by a canopy and/ or overhang (Refer to *Hub Layout and Metrics Diagrams* for locations.)
	• Ground floor commercial frontages must be a minimum of 50% glazed.
	
	• The apartment buildings shall each have a legible pedestrian entrance which;
	  • Is clearly visible and easily accessible from the road or laneway and visually distinct from service entrances, and,
	  • The position of the principal entrance shall be expressed by a canopy, recess or overhang, and shall be protected from adverse weather.

Standard	
Maintenance	• Paint, stain and other finishes on buildings and fences shall be maintained and reapplied at least every 5 years or less if required, as weathering can affect colour strength and weather resistance over time.

Signage	• Building signage shall be integrated with the building and shall not project above facades, roof lines and parapets, or outwards from the building facade by greater than 0.5m.
	• Mounting hardware, structural supports, and wiring shall be concealed.
	• The following types of signs are not permitted:
	  • Banners, balloons and inflatables.
	  • Any vehicle, trailer or container with signage of graphics parked or located as to serve as a sign.
	  • Signage with flashing lights or movement.
	  • Signage with bright lights which may cause a nuisance to residential dwellings.

Privacy and Passive Surveillance	Each dwelling must be designed to balance privacy and passive surveillance by the following means: • Bedrooms must not use floor-to-ceiling glass unless recessed from the main building facade by at least 1.5m. • Dwellings must not use reflective glass. • Balconies shall not overlook any neighbouring apartment's main private outdoor living, by exception unless further than 18m apart. • Main living rooms shall not face any neighbouring apartment's living rooms unless, by exception, further than 25m apart.
Waste and Plant Screening	• All waste and plant areas shall be secure (i.e not accessible by the public) and screened from public areas.

Enclosed car park areas	• Internal car parking areas are to;
	  • be accessible by controlled secure entry only and well lit at all times,
	  • incorporate secure and direct access to apartment entrance lobbies and stair wells.
	  • have a min. of 2.7m clearance height above accessible parks.
	• The external wall elevation of car parking areas is to provide visual interest in the form of planted screening, large-scale graphic artwork, visually permeable screening, or vandal-proof glazing that allows views into the interior space.

Standard	
General	• Position, space layout and sizes of buildings shall be in general accordance with the *Hub Layout and Metrics Diagrams*.
Dwelling size	• Dwellings must be of a layout, size, and number of bedrooms that is general accordance with *Hub Layout and Metrics Diagrams*. • All dwellings are to have a minimum internal floor area of 50m^2.
Activation	• All lobby and stair well areas and bike store areas are to have mostly glazed walls to activate edges. These areas are to be well lit at all times.
Mail Collection	• Letterboxes for the dwellings can be positioned either inside the lobby or under canopy cover adjacent the building entrance.

Internal Planning	• All dwellings must have a min. floor to ceiling height of 2.7m over living/dining areas.
	• All dwellings and common areas must have a min. common corridor width of 1080mm framing to framing.
	• 30% of units across each hub must be future-proofed to be an accessible dwelling by the following means;
	  • A bedroom and bathroom which are designed to NZS4121,
	  • A kitchen which can accommodate a 1.5m turning circle.
	  • A laundry zone which can be utilised by a wheelchair user, and
	  • An accessible route from a nominated car park and an entrance of the property to the apartment entry by lifted access.

Design for 'Age in Place'	• Public corridors must have a minimum width of 1800mm, and stairs must have a minimum width of 1200mm.
Identification	• All apartments must have a clear identification both within the building and externally to assist with emergency services.

Standard	

Outlook Spaces	• All habitable rooms must have a 6m deep x 3m wide external outlook space free of buildings
	  • Outlook areas from the same dwelling may overlap.
	• All habitable rooms must have at least one openable window to the outside environment.
	• Internal (shared) corridors must have an outlook provided by a window, skylight, or a combination of both to the following ratio;
	  • 1 for corridors up to 15m long
	  • 2 for corridors above 15m long
	• Outlook windows shall be floor to ceiling, and a minimum of 900mm wide (or as near as practicably possible).
	• Outlook skylights are to have a min. area of 1.5m^2.
	• Where more than one shared corridor outlook is required, it is recommended that they are located to provide an outlook from each end of the corridor, or as near as practicably possible.
	• Where possible, windows are to be used to provide outlook, with skylights as a secondary measure.

Outdoor Living	• All apartments must have a balcony or other outdoor space directly accessible from the primary living or dining space. • Must contain a covered area of a size that is at least half of the min. deck area. • Must have a min. area of 12m^2, and min. depth of 2m. • Must have drainage and an external water supply. • The total elevation area of the balcony balustrades must be no more than 25% visually permeable • Balconies may be used for the purpose of drying washing, and must be appropriately designed to do so.
Screening	• Screening elements shall not significantly impact sunlight access into any main living spaces or bedrooms, except for when used between tenancies. • Building screening elements above 1.2m high must be mostly visually permeable, except for when used except for when used between tenancies. • Screening between tenancies shall be over 1.2m high and solid for a min. of 2m as measured from the face of the building

Standard	
Utilities and Services	Waste Collection • Waste collection areas must have provisions for rubbish, recycling, and food waste collection. Mechanical Services • HVAC and similar services units must not be visible from the surrounding environment (i.e. hidden by a balcony, screening, or in a screen plant area hidden on the roof). They can only be externally mounted to a wall if they are integrated into the apartment balcony. • Minimise locating mechanical extract vents, pipe work, and conduits in areas visible from public areas. Where visible they should be colour matched to the cladding or window joinery frame. Car Wash Areas • Car wash area to be adequately serviced with water supply and drainage. • The area must be designed so that surface water from car washing does not affecting any surrounding areas. • Water from car washing must drain to wastewater, not stormwater. Other Services • Sprinklers, transformers, and other services required must be internally located and in accordance with utility provider. Battery Storage • Must be via centralised approach.
Bicycle Parking	• Each hub must provide a secure and enclosed ground level bike and micromobility storage area. • Each bicycle park is to be of a minimum size to accommodate freestanding e-bikes, each of a min. length of 2.0m. • The storage area must have provisions for e-bike and scooter charging. • The storage area must be well lit at all times. • Between the bicycle storage to a lane or street, there must be a free-draining 1.0m wide external unobstructed path (including free of downpipes, mechanical services).
Parking Ratios	• Each apartment building with a parking area shall include a min. of 2 accessible car parks.

Artist's impression

Sunfield