

+

Karaka Road Structure Plan and Plan Change

Consultation Summary Report

19 September 2024

B&A
Urban & Environmental

Prepared for:
Fisher & Paykel Healthcare Properties
Limited

Contents

1.0	Introduction	4
2.0	Auckland Council and Council-Controlled Organisations	4
2.1	Plans and Places	4
2.2	Development Planning Office	4
2.3	Auckland Council's Premium Consenting Team	5
2.4	Healthy Waters	5
2.5	Watercare Services Limited	5
2.6	Auckland Councillors	6
3.0	Transport Organisations	6
3.1	Auckland Transport and Waka Kotahi NZ Transport Agency	6
3.2	Te Tupu Ngātahi (the Supporting Growth Alliance)	7
4.0	Local Board	8
5.0	Mana Whenua	8
6.0	Public Consultation	15
7.0	Other	17
7.1	Neighbouring Developments	17
7.2	Members of Parliament	17
7.3	Te Whatu Ora - Health New Zealand	18
7.4	Counties Energy	18
7.5	Veolia Water	19
7.6	KiwiRail	19
7.7	Tātaki Auckland Unlimited	20
7.8	Development contribution forum	20

Appendices

- Appendix 1: Auckland Council Pre-Lodgement Meeting Presentation – 6 June 2024
- Appendix 2: DPO Meeting Minutes
- Appendix 3: Healthy Waters Meeting Minutes
- Appendix 4: Watercare Meeting Minutes and Notes
- Appendix 5: Watercare Capacity Assessment
- Appendix 6: AT and Waka Kotahi Regular Meeting Minutes
- Appendix 7: Te Ākitai Waiohū Engagement Letter
- Appendix 8: Te Ākitai Waiohū Hui Minutes
- Appendix 9: Ngāti Tamaoho Hui Minutes
- Appendix 10: Ngaati Te Ata Waiohū Hui Minutes
- Appendix 11: Community Engagement Follow-Up Correspondence
- Appendix 12: Community Engagement Posters
- Appendix 13: Letter of Support – Counties Energy
- Appendix 14: Veolia Meeting Minutes
- Appendix 15: KiwiRail Meeting Minutes 21 May 2024

1.0 Introduction

This Consultation Summary Report is provided in support of the Updated Karaka Road Structure Plan and the Private Plan Change request (**PPC**) submitted by Fisher & Paykel Healthcare Properties Limited (**FPH**) in relation to its landholdings at 300, 328, 350, 370 and 458 Karaka Road, Karaka (**the Structure Plan area**).

The Structure Plan area comprises approximately 105ha made up by the properties listed above. The area subject to the PPC comprises 86.5ha and is the portion of the Structure Plan area that is zoned Future Urban (**FUZ**) in the Auckland Unitary Plan (**AUP**) and is located inside the Rural Urban Boundary (**RUB**) (**the Plan Change area**).

Since planning for the PPC first commenced in late-2022, FPH has undertaken extensive and ongoing consultation and engagement with local authorities, stakeholders and iwi authorities on both the Structure Plan and PPC. This engagement and feedback received to date has informed the development of the PPC, including the precinct provisions submitted as part of the PPC request.

This report provides a summary and record of all relevant consultation to date.

2.0 Auckland Council and Council-Controlled Organisations

2.1 Plans and Places

FPH introduced Fisher & Paykel Healthcare to Auckland Council's Plans and Places team on 22 February 2023 and presented a high-level overview of the Karaka Campus project and proposed PPC.

A subsequent meeting was held on 25 March 2024 to update the Auckland Council Plans and Places team on progress and to introduce the wider Council processing team to the project.

A site walkover took place on 6 May 2024 with the Auckland Council processing team (including specialists listed in **Table 1** below) of both the existing East Tāmaki Campus as well as the Karaka Road Plan Change area.

A pre-lodgement meeting was held on 6 June 2024 with David Wren, the Council's processing planner. At the pre-lodgement meeting, the FPH team presented the PPC, including the proposed precinct provisions. A copy of the slides presented at this meeting is included at **Appendix 1** to this report.

2.2 Development Programme Office

A meeting was held with Auckland Council Development Planning Office (**DPO**) representatives Karen Foster and Ian Kloppers on 24 May 2024. Meeting minutes are attached to this report at **Appendix 2**.

Mr Ian Kloppers also attended the site walkover mentioned in section 2.1 above, on 6 May 2024.

A follow-up meeting with DPO staff was held on 12 June 2024 at the East Tāmaki Campus, minutes are also included at **Appendix 2** to this report. This included a visit of the existing campus to understand the Fisher & Paykel Healthcare operations currently, as well as to further discussions on the PPC and infrastructure staging and funding in the wider Drury-Opāheke area.

2.3 Premium Consenting Team

A meeting was held between FPH staff, the Planner (Cosette Pearson) and Mr Dean Williams, Manager of the Premium Resource Consents Unit at Auckland Council on 1 February 2024.

Mr Williams was interested in being provided an overview of the Structure Plan and PPC application, and noted that while the consenting stage is a while away yet, the work done to date was commendable, and when the site is rezoned and consent applications are being submitted for the area, they would qualify for and benefit from processing through Auckland Councils Premium Consents Team.

2.4 Healthy Waters

FPH's stormwater experts shared the draft Stormwater Management Plan with Healthy Waters in May 2024. The proposed stormwater and flood management strategies were presented to the Healthy Waters team on 31 May 2024. The Healthy Waters team were supportive of the proposed strategies and provided feedback on minor clarifications to include in the Stormwater Management Plan which has been updated accordingly. Minutes from consultation with Healthy Waters are attached to this report as **Appendix 3**.

A high-level summary of meetings held with Auckland Council staff, is set out in the **Table 1** below.

Table 1 Summary of Auckland Council staff attendees at meetings

Date	Auckland Council representatives present
22 February 2023	Craig Cairncross, Celia Davison
1 February 2024	Dean Williams
25 March 2024	Craig Cairncross, David Wren, Rebecca Skidmore, Ian Kloppers, Terry Church
9 April 2024	Terry Church, Harry Shepherd
6 May 2024 (East Tāmaki)	David Wren, Rebecca Skidmore, Ian Kloppers, Harry Shepherd, Derek Foy, Frank Havel, Andrew Gordon, Ruben Naidoo, Jason Smith
6 May 2024 (Karaka)	David Wren, Rebecca Skidmore, Ian Kloppers, Harry Shepherd, Derek Foy, Frank Havel, Andrew Gordon, Ruben Naidoo, Jason Smith, Rebecca Ramsay, Cara Francesco, David Russell
24 May 2024	Karen Foster and Ian Kloppers
31 May 2024	Danny Curtis, Lee Te, Brooke Waterson, Preetika Singh
6 June 2024	David Wren
12 June 2024	Karen Foster and Ian Kloppers

2.5 Watercare Services Limited

FPH has engaged with Watercare Services Limited (**Watercare**) on an ongoing basis since the PPC process commenced in late-2022.

Discussions with Watercare have confirmed that the development enabled by the PPC can be serviced by constructing a permanent pumpstation within the site and connecting it to Watercare's transmission infrastructure on Jesmond Road. A summary of meetings with Watercare is listed in **Table 2** below, and minutes are included at **Appendix 4**.

Watercare have prepared a Development Consultation Application Form to support the Plan Change application, which is included at **Appendix 5**.

Table 2 Summary of Watercare Meeting Attendees at Meetings

Date	Representatives from Watercare
13 December 2022	Kerryn Swanepoel, Sergiy Sivanenko, Suresh Mudliar
4 May 2023	Kerryn Swanepoel, Sergiy Sivanenko, Suresh Mudliar
14 February 2024	Kerryn Swanepoel

2.6 Auckland Councillors

FPH invited Auckland Councillors Angela Dalton (Papakura Manurewa Ward), Daniel Newman (Papakura Manurewa Ward) and Andy Baker (Franklin Ward) to attend both the public open day (refer to **section 6** below) and to visit FPH's East Tāmaki campus to understand the scale and type of development envisioned by the PPC request. This invitation was sent on 6 December 2023.

Councillor Angela Dalton visited the FPH East Tāmaki campus on 16 January 2024 and was very supportive of the project's potential.

Councillor Daniel Newman visited the public open day held on 10 February 2024 and expressed support for the project.

Councillor Andy Baker responded to the invitation to visit the East Tāmaki site. A date is to be confirmed.

3.0 Transport Organisations

3.1 Auckland Transport and Waka Kotahi NZ Transport Agency

Extensive engagement with Auckland Transport (**AT**) and Waka Kotahi NZ Transport Agency (**WK**) has been carried out by FPH throughout the preparation of the PPC application. Due to the interrelated nature of AT and WK, engagement with these organisations has largely been on a collaborative basis with representatives from both organisations present. Regular meetings are ongoing. Feedback received from AT and WK has been taken into account in the preparation of the PPC.

The most recent regular meeting was held on 31 May 2024, and the FPH team took the AT and WK staff, along with Mr Terry Church and Mr Harry Shepherd on behalf of Auckland Council, through the proposed transport-related precinct provisions.

A copy of the meeting minutes from recent meetings prior to the aforementioned workshop to discuss the precinct provisions is included at **Appendix 6**.

A summary of the engagement carried out to-date is provided in **Table 3** below.

Table 3: Overview of meetings with AT and WK.

Date	Representatives present from Waka Kotahi and Auckland Transport
9 September 2022	Mark Ware (WK), Brian Widell (WK), Sanjay Prasad (WK)
20 October 2022	Natalia Tropotova (Ministry of Housing and Urban Development (HUD)), Jaine Lovell-Gadd (Kainga Ora), Natasha Tod (HUD), Ash Peti (WK), Mark Ware (WK)
6 March 2023	Mark Ware (WK), Khomotso Mantikwe (WK), Susan Kendrick (WK), Kai Chan (WK), Nita Chhagan (WK), Shashi Lakshminarasimhaiah (WK)
19 April 2023	Jason Ashby (AT), Chris Freke (AT), Ian Blundell (AT)
22 May 2023	Mark Ware (WK), Evan Keating (WK), Ian Blundell (AT), Chris Freke (AT)
21 June 2023	Kai Chan (WK), Khomotso Mantikwe (WK), Mark Ware (WK), Evan Keating (WK)
29 June 2023	Ian Blundell (AT), Mark Ware, Evan Keating, Chris Freke (AT)
7 March 2024	Chris Freke (AT), Gemma Kean (WK), Sanjay Prasad (WK), Ian Blundell (AT), Evan Keating (WK)
21 March 2024	Stewart Thomson (WK), Kevin Jiang (WK), Lyn Williams (WK)
11 April 2024	Chris Freke (AT), Gemma Kean (WK)
16 May 2024	Chris Freke (AT), Gemma Kean (WK), Harry Shepherd (Flow/AC), Mark Ware (WK)
31 May 2024	Chris Freke (AT), Harry Shepherd (Flow/AC), Terry Church (Flow/AC), Evan Keating (WK), Rory Power (AT)

3.2 Te Tupu Ngātahi (the Supporting Growth Alliance)

FPH has engaged with Te Tupu Ngātahi (the Supporting Growth Alliance) on its plans for route protection of future transport networks supporting the surrounding Drury area.

FPH also lodged submissions in support of the following two notices of requirement (**NORs**) lodged by the Supporting Growth Alliance:

- Pukekohe: Drury West Arterial (NOR 1, Auckland Transport)
- Pukekohe: Drury – Pukekohe Link (NOR 2, Waka Kotahi NZ Transport Agency)

FPH met with Supporting Growth Alliance representatives on 19 May 2023 to discuss the Southern Growth Alliance's NORs and proposed timelines for the NORs. The meeting was attended by Helen Hicks and Werner Pretorius of the Southern Growth Alliance and Ian Blundell and Hyebin Han of Auckland Transport.

4.0 Local Board

FPH has hosted representatives from the Franklin Local Board and Papakura Local Board at its East Tāmaki campus. FPH provided a tour of the East Tāmaki campus and shared details of the proposed development at Karaka. The Local Board members asked questions to aid their understanding of the project with particular focus on transport, sustainability, job creation and job types, working with Mana Whenua and community development. Feedback from Local Board members was very positive. In particular, the Local Board expressed support for the employment opportunities that will be generated by the project to support their growing communities.

Dates and attendees of the two meetings are set out in **Table 4** below.

Table 4 Local Board Attendees at meetings with FPH staff

Local Board	Date of meeting	Attendees
Franklin Local Board	3 March 2023	Angela Fulljames, Alan Cole, Malcolm Bell, Amanda Hopkins, Amanda Kinzett, Andrew Kay, Christina Rogstad, and Sharlene Druyven
Papakura Local Board	23 February 2024	Brett Catchpole, Andrew Webster, Jan Robinson and Kelvin Hieatt.

5.0 Mana Whenua

FPH contacted 18 Mana Whenua identified on Auckland Council's website. This includes those with a registered interest in the Plan Change area and those outside of the Plan Change area but within the Auckland boundary. A letter of introduction to FPH, the proposed development, intended rezoning and an invitation to engage was sent via email on 23 March 2023. An overview of engagement and responses received is outlined in **Table 5** below.

Following this engagement, three Mana Whenua confirmed their interest in being involved in this project on an on-going basis:

- Te Ākitai Waiohū;
- Ngāti Te Ata Waiohū; and
- Ngāti Tamaoho.

In November 2023, all interested Mana Whenua attended a site visit with FPH staff of the Plan Change site, refer to **Figures 1-3** below)

A summary of the engagement carried out to-date is provided in **Table 5** below.



Figure 1 Jeff Lee – Kaitiaki, Te Ākitai Waiohū at FPH Karaka site on 20 November 2023



Figure 2 Ngāti Tamaoho Environment Team at FPH Karaka site on 17 November 2023



Figure 3 Ngāti Te Ata Waiohū and FPH at FPH Karaka site on 24 November 2023

Table 5: Overview of iwi engagement.

Iwi	Initial Engagement	Iwi Response	Subsequent Engagement
Mana Whenua Contacts on the Auckland Council database with registered interest in the PPC area			
Te Ākitai Waiohū	Letter of introduction and rezoning emailed 23 March 2023 (refer Appendix 7)	Response received 15 May 2023 confirming they would like to be involved	- Initial meeting with Kaitiaki to re-establish relationship on 30 June 2023 (Te Ākitai Waiohū have registered interest in the FPH East Tāmaki campus) - Site tour of FPH Karaka site on 20 November 2023 - First meeting with Chairperson of Te Ākitai Waiohū and Planning Consultant on 09 February 2024 - Site visit to FPH East Tāmaki campus and Karaka site by Chairperson cancelled due to unforeseen circumstances. Rescheduled for 18 April 2024 - Cultural Values Assessment hui with FPH, Planning Team and Masterplanning team was held 3 May 2024. Minutes attached as Appendix 8. - A hui focused on the presentation of the proposed precinct provisions and receiving Mana Whenua feedback on these was held on 28 May 2024. - Additional feedback on the draft precinct provisions was received from Te Ākitai Waiohū on 14 June 2024. A table prepared by B&A setting out the amendments made to the provisions along with the feedback to a number of requests was circulated to Te Ākitai Waiohū on 27 June 2024. - A hui that was focused upon the masterplanning principles and the revised precinct provisions (responding to feedback received from Te Ākitai Waiohū) was held with Karen Wilson and Chloe Trenouth on 2 July 2024. Subsequently the revised precinct provisions were circulated on 8 July 2024, and Te Ākitai Waiohū confirmed that the amendment were accurately captured in the revised precinct mark-ups. The minutes and revised precinct provisions are included in Appendix 8.

Iwi		Initial Engagement	Iwi Response	Subsequent Engagement
	Ngāti Tamaoho	Email to advise of agreement to acquire land sent on 05 September 2022.	Response received on 6 September to set up meeting. Ngāti Tamaoho had a governance change and discussions resumed in 2023.	- Initial meeting on 27 March 2023 - Introduction letter, rezoning and formal invitation to engage on Karaka campus development sent on 28 March 2023 - Email to advise of other registered Mana Whenua interests and invitation to visit FPH East Tāmaki campus sent on 06 June 2023 - Meeting and tour of FPH East Tāmaki campus on 18 July 2023 - Tour of FPH Karaka site on 17 January 2024 - A cultural induction hui with FPH, Planning Team and Masterplanning team was held on 03 April 2024 at Ngāti Tamaoho's offices. Minutes are included in Appendix 9. - A hui with a focus on sustainability was held 11 April 2024. - A hui with Ngāti Tamaoho's environment team sharing the principles and strategies developed for the masterplan was held 01 May 2024, minutes are included in Appendix 9. - A hui was held on 04 June 2024 to present the proposed stormwater management plan strategies. The proposed precinct provisions were also shared to seek Mana Whenua input and feedback. - A subsequent hui was held with Ngāti Tamaoho and Ngaati Te Ata representatives on 02 July 2024 at the Ngāti Tamaoho offices, in particular to discuss the stormwater management strategy proposed by Woods for the Plan Change. The minutes from this hui, as well as the presentation Woods provided at the hui on the recommended stormwater and flooding strategy are included in Appendix 9. - FPH attended a hui on 23 August 2024 with Matekino Marshall, Edith Tuhimata and Lucie Rutherford at Ngāti Tamaoho's offices regarding the cultural values assessment and partnership agreement. Minutes are included in Appendix 9.
	Ngaati Te Ata Waiohū	Letter of introduction and	Response received on 24 March 2023	- Initial meeting on 31 March 2023 - Sustainability Workshop and site tour held on 05 May 2023 - Tour of FPH Karaka site on 24 November 2023

Iwi		Initial Engagement	Iwi Response	Subsequent Engagement
		rezoning emailed on 23 March 2023		- Cultural Values Assessment hui with FPH, Planning Team and Masterplanning team held on 01 May 2024. - Transport hui with FPH and transport consultants to present a summary of the Integrated Transportation Assessment was held on 15 May 2024 - A stormwater and ecology focused hui was held on 20 May 2024 with FPH and its consultant ecologists and stormwater engineers to provide an overview of the ecology and stormwater reports. Minutes included in Appendix 10. - A subsequent hui was held with Ngāti Tamaoho and Ngaati Te Ata representatives on 02 July 2024 at the Ngāti Tamaoho offices, in particular to discuss the stormwater management strategy proposed by Woods for the Plan Change. The minutes from this hui, as well as the presentation Woods provided at the hui on the recommended stormwater and flooding strategy are included in Appendix 9 referenced above. - Hui were held between Ngaati Te Ata Waiohua representative and FPH on 30 July 2024 to discuss sustainability and environmental initiatives with the FPH sustainability team and on 20 August 2024 to share the journey of the development of the masterplan to date. Minutes are included in Appendix 10. - On 29 August 2024, the FPH Sustainability team held an onsite hui at the Karaka Road site, with Ngaati Te Ata Waiohua representatives to discuss sustainability and environmental initiatives.
Other Auckland Iwi Contacted				
Declined	Ngāi Tai Ki Tāmaki	Letter of introduction, rezoning and invitation to	Response received on 26 April 2023.	Declined offer to engage and asked FPH to defer to Ngāti Tamaoho and other Mana Whenua in the area.
	Ngāti Poua		Response received on 24 March 2023.	Declined offer to engage due to capacity.

Iwi		Initial Engagement	Iwi Response	Subsequent Engagement
	Ngāti Manuhiri	engage sent on 23 March 2023	Response received on 17 April 2023.	Declined offer to engage.
	Ngātiwai		Response received on 23 March 2023.	Declined offer to engage and asked FPH to defer to Mana Whenua directly in the area.
No response / no engagement required	Te Ahiwaru - Waiohua Waikato Tainui Ngāti Whānaunga Ngāti Tamaterā Settlement Trust Te Patukirikiri Te Kawerau Ā Maki Ngāti Whātua Ōrakei Ngāti Whātua o Kaipara Ngāti Rehua Te Uri O Hau Settlement Trust Te Rūnanga o Ngāti Whātua Ngāti Maru Runanga Trust	Letter of introduction, rezoning and invitation to engage sent on 23 March 2023	No response received.	

6.0 Public Consultation

FPH has also undertaken public consultation in the form of a public open day held at the Drury Town Hall on the morning of Saturday 10 February 2024 (refer **Figure 4** below).



Figure 4 Photographs taken from the public open day held at the Drury Town Hall

The purpose of the open day was to introduce FPH to the local community, provide an overview of the site and the proposed plans to develop a second campus in Drury West (Karaka Road) and to seek feedback on the Structure Plan and PPC. Key focus areas of the public open day included opportunities to discuss:

- FPH’s manufacturing and research and development activities;
- Employment opportunities;
- The development of a campus-style environment similar to the existing East Tāmaki Campus;
- Sustainability initiatives and planting initiatives currently being led by FPH;
- Biodiversity and ecological restoration;
- Transport; and
- Proposed land use: Business – Light Industry zone, enabling employment opportunities in Drury West.

Over 100 people attended the open day, with 25 attendees providing their contact details, requesting they be kept informed as the project further develops.

The feedback was extremely positive and supportive. Written comments, both via follow-up emails and via the feedback form made available on the day, included:

“A great opportunity for Drury.”

“I think this will be a fantastic asset for the community - lots of space and opportunities for parkland development, use of public transport, retention of manufacturing within NZ, employment opportunities.”

“Infrastructure and the design of the water and wastewater infrastructure plan and streets will be a challenge for consideration.”

“Great idea - The only part of Auckland where you have motorway, railway, waterway connecting in Drury.”

“The addition of the proposed walking, cycling, shuttle bus routes from the Ngākōroa station direct to the new campus is a compelling vision. It is beneficial to traffic/people flows in Drury, climate change goals, and F&P’s reliance on highly skilled, specialist people who may potentially reside across Greater Auckland.”

“The location of a F&P Healthcare campus in Drury will be mutually beneficial for F&P and Drury and supports the stated aspirations of both the FDS and the Structure Plan.”

Overall, the community was strongly supportive of the proposed approach in the Plan Change and Structure Plan. Verbal feedback received at the event, included the following:

- Strong support for providing significant employment opportunities in Drury, especially given the amount of re-zoning through recently approved private plan changes for residential use in the surrounding area;
- Support for the site to be developed in a campus-style, similar to the FPH East Tāmaki campus, with no public roads through the site;
- Support for providing an employment hub in a location within proximity to high density housing, the Ngākōroa station, State Highway 1 and a future Metropolitan Centre in Drury East;
- Concerns were raised about the upgrades necessary to the existing rural road network, as well as the cost of the infrastructure upgrades required, in particular Karaka Road which the community expressed is currently unsafe and heavily congested;
- Support for the provision of an active modes connection along the railway that forms the southern boundary of the site; and
- A need for more employment opportunities in South Auckland, with support for more people being able to live and work locally, as well as providing employment that will encourage traffic to move in the opposite peak-flow direction that is usually experienced (moving north in the AM, and south in the PM).

On 19 February 2024, an email was sent to all 25 members of the public who registered their contact details at the event. An email providing a summary of the event was also sent to stakeholders in the area, including representatives from Ngāti Tamaoho, Ngāti Te Ata Waiohua, Te Ākitai Waiohua, Franklin Local Board, Papakura Local Board, Ardmore Airport, Kiwi Property, Fulton Hogan, Counties Energy, Blue Scope Steel, Grafton Downs, as well as Papakura MP, Hon. Judith Collins. The display boards that were made available at the public consultation event were also provided as an attachment to the follow-up email correspondence and have been included as **Appendix 11** to this report.

The information presented on the Structure Plan and PPC at the Community Engagement event are included at **Appendix 12**.

7.0 Other

7.1 Neighbouring Developments

Kiwi Property

A meeting with David Schwartfeger and Scott Johansson from Kiwi Property was held at FPH East Tāmaki Campus on 9 November 2022. FPH and Kiwi Property shared their development plans for their sites in Drury. Both parties noted the synergies with each other's developments with Kiwi Property bringing residential accommodation and commercial hubs to the region and FPH bringing employment opportunities. Kiwi Property offered information about their development experiences to date and were eager to assist FPH in whatever way they could.

On 4 July 2023 FPH hosted Rod Cunningham from Kiwi Property who was the Kiwi Property local resident liaison. Rod offered insight into local Drury resident groups that advocated for current Drury residents.

Lomai Properties

A meeting with Lomai Properties representatives was held on 28 March 2023 to share development plans and discuss options for sharing funding on infrastructure required to be built.

MADE Group

Meeting with Gary Nolan from MADE Group to share development plans and discuss opportunities for options public transport in the region.

St Ignatius of Loyola Catholic College

FPH met with St Ignatius of Loyola Catholic College representatives on 26 May 2023 at their construction site office. FPH shared their plans for the site and the College representatives shared their plans for development, timeline for construction, capacity for students, their interests in public infrastructure and surrounding developments.

Southern Auckland Business Attraction Steering Group

On 21 November 2022 FPH presented to members of the Southern Auckland Business Attraction Steering Group. Members of the steering group include representatives from the Tataki Auckland Unlimited, Franklin Local Board, MADE Group, Kiwi Property, Ardmore Airport, Kainga Ora, Blue-Scope Steel, Drury South Crossing, Oyster Capital, Fulton Hogan, Waka Kotahi and MBIE. FPH gave a summary of its development plans and answered questions about employment opportunities, development staging and timeframes. Steering Group members indicated eagerness for more employment opportunities in the southern corridor area.

The Southern Auckland Business Attraction Steering Group met with the Ministers Simeon Brown and Andrew Bayley on 10 May 2024 to discuss the growth and opportunity in the Drury area. FPH representatives attended this meeting.

7.2 Members of Parliament

Papakura MP Hon. Judith Collins was invited to attend both the public open day and to visit the FPH East Tāmaki site to understand the scale and type of the proposed development. This invitation was sent on 6 December 2023.

Minister Collins visited the East Tāmaki campus on 5 February 2024 (refer **Figure 5** below) and was very supportive of FPH’s growth as a company in New Zealand and the significant science, technology, engineering, and mathematics employment opportunities FPH generates in New Zealand. Minister Collins' visit was also in line with her Cabinet portfolio as Minister for Science, Innovation and Technology.



Figure 5 Minister Collins visiting the existing East Tamaki Campus on 5 February 2024

7.3 Te Whatu Ora - Health New Zealand

FPH has been engaging with Te Whatu Ora in relation to the PPC since late-2022. Te Whatu Ora has expressed interest in the Plan Change as it is looking for a site to purchase land to develop a hospital to service the Northern Waikato – Thames/Coromandel area. Currently, extensive collaboration occurs between Counties Manukau DHB and FPH. This collaboration benefits both FPH and Counties Manukau DHB by providing leading edge medical technology straight to the patient and vital insights to the research and development activities of FPH.

A summary of consultation with Te Whatu Ora held to date is listed in the **Table 6** below.

Table 6 Representatives from Te Whatu Ora

Date	Te Whatu Ora Representatives
2 November 2022	Alan Greenslade, Patrick Long
8 February 2024	Alan Greenslade, Christopher Cardwell, Aaron Matthews
19 June 2024	Christopher Cardwell

7.4 Counties Energy

FPH has been engaging Counties Energy since May 2023.

Counties Energy has confirmed that there is infrastructure in the area with sufficient capacity to support the PPC. A letter of support from Counties Energy for the FPH plan change application is attached at **Appendix 13**.

A summary of consultation held to date is listed in **Table 7** below:

Table 7 Counties Energy Representatives who have attended meetings

Date	Representatives
11 May 2023	Dale Ashworth, Andrew Toop, Allen Sneddon, Adrian Nada, Jonathan Chen
15 August 2023	Dale Ashworth, Qays Mohammed, Allen Sneddon
27 February 2024	Jonathan Chen, Allen Sneddon, Qays Mohammed
01 August 2024	Jonathan Chen, Dale Ashworth, Qays Mohammed, Allen Sneddon

7.5 Veolia Water

Veolia Water is the franchisee for retail network distribution for public reticulated potable water supply. FPH has engaged with Veolia on three occasions in relation to infrastructure to service the Plan Change area. Discussions have confirmed potable water can be supplied to the site by a new public watermain from Watercare's Bulk Supply Point on Flanagan Road – consistent with the watermain strategy in the Drury-Opāheke Structure Plan.

A summary of consultations held to date is listed below, with minutes attached in **Appendix 14**.

Table 8 Veolia Representatives attending meetings

Date	Representatives
16 February 2023	Sanjeev Morar
4 May 2023	Sanjeev Morar
13 February 2024	Sanjeev Morar

7.6 KiwiRail

FPH has engaged with KiwiRail in relation to the Plan Change since late 2022. Discussions have been focused on progress of consent, design and construction of the Ngākōroa station and the provision of active mode connections from the Ngākōroa station to the Plan Change site.

A summary of consultations held to date is listed in the **Table 9** below. Minutes from the relevant meetings are attached in **Appendix 15**.

Table 9 Record of KiwiRail meetings

Date	Representatives
19 October 2022	Andrew Swan (KiwiRail), Andy Huang (AT)
8 May 2023	Andrew Swan (KiwiRail), Chris Freke (AT)
9 October 2023	Andrew Swan (KiwiRail), Kathleen Nidea (KiwiRail), Luiz Enriquez (KiwiRail), Dave Butler (KiwiRail)

9 April 2024	Andrew Swan (KiwiRail), Alastair Lovell (AT)
21 May 2024	Karla Avila (KiwiRail), Bingling Mei (KiwiRail), Ross Kaufusi (KiwiRail)
11 September 2024	Rob Mason (KiwiRail), Sandy Mills (KiwiRail)

7.7 Tātaki Auckland Unlimited

FPH engaged with Aldrin Thayalakal from Tātaki Auckland Unlimited (TAU) on 19 September 2022. FPH shared development plans and timeframes for delivery. TAU indicated that the Southern Auckland Business Attraction Steering Committee could be of interest to FPH to share development plans and understand what work was being done by others in the region.

FPH attended Southern Auckland Business Attraction Steering Committee meetings on 23 September 2022, 21 November 2022 and 11 August 2023, and the Southern Corridor Economic Masterplan Launch at the Cordis hosted by TAU on 28 April 2023.

7.8 Development contribution forum

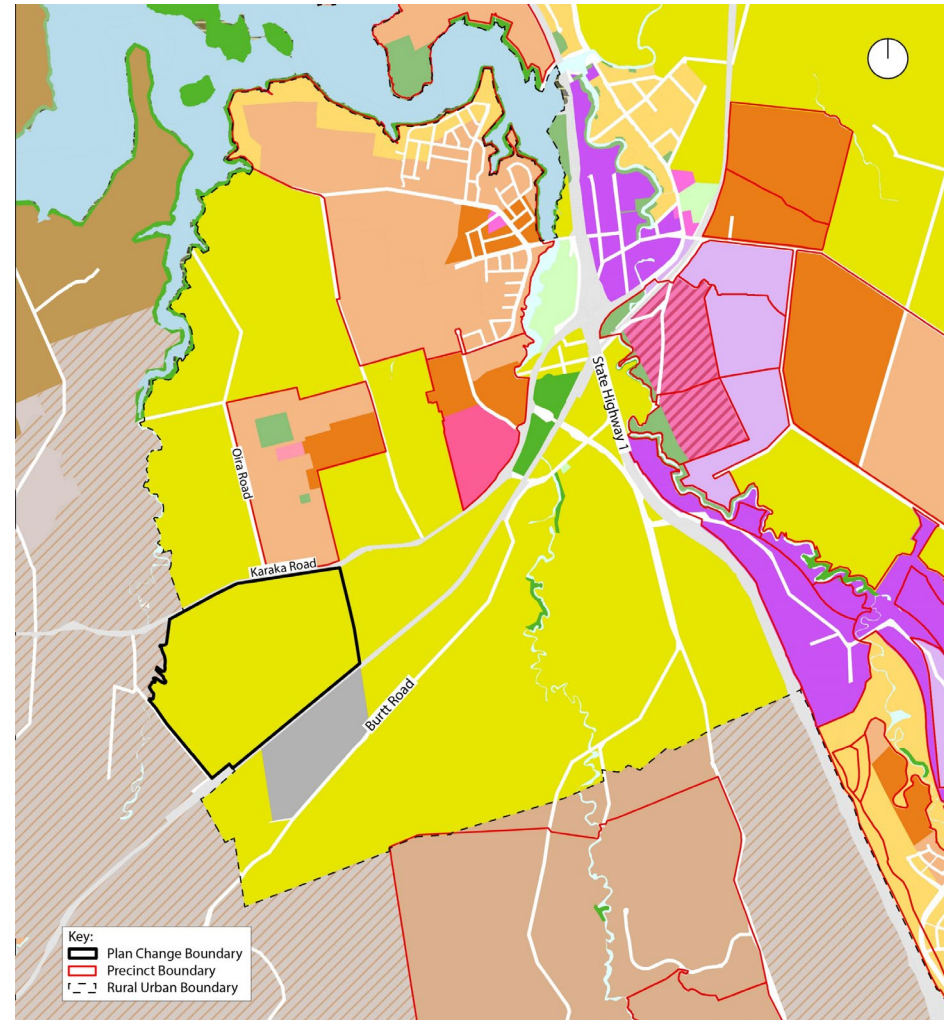
A meeting with Auckland Council, Oyster Capital, Kiwi Property and Fulton Hogan took place on 25 October 2022 to discuss Auckland Council's development contributions regime. The meeting was to get a better understanding of the rationale behind the new development contributions regime and to look for opportunities to assist the Council with land requirements and other costs now to offset the proposed development contribution increases.

Appendix 1

Auckland Council Pre-Lodgement Meeting Presentation- 6 June
2024



Urban & Environmental



Fisher & Paykel Healthcare (Karaka Road, Drury West) – Plan Change
6 June 2024 – Pre-application meeting

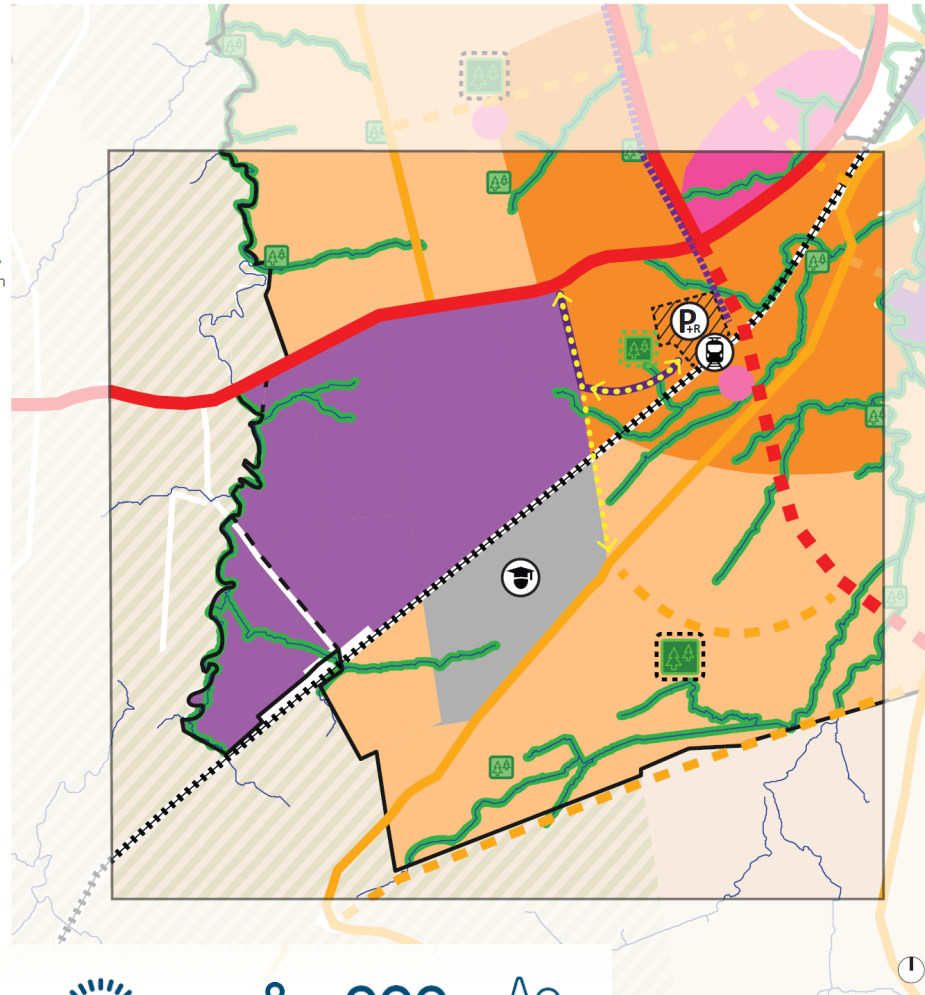
- The Updated Karaka Road Structure Plan
- The Plan Change area
- Summary of proposed provisions
- Lodgement

Proposed Structure Plan Addendum

The site analysis, aspirations of F&P Healthcare, design principles and key moves have informed amendments to the Drury-Opāheke Structure Plan in the vicinity of the Site and are shown to the right. This has been prepared and tested with various stakeholders. Details around the proposed amendments are set out overleaf.

Legend

- Drury-Opāheke Structure Plan Area
- Former Structure Plan Boundary
- Frequent & Express Bus Routes
- Rapid Rail Route
- R Railway Station Location
- P Railway Park 'n' Ride Location
- A Potential New Neighbourhood Park (0.3-0.5Ha)
- S Potential New Suburban Park (3-5Ha)
- L Potential New Suburban Park (5-10Ha)
- Arterial Roads (Existing & Upgrades)
- Recommended New Arterial Roads
- Collector Roads (Existing & Upgrades)
- Recommended New Collector Roads
- Recommended Active Modes (yellow) / Bus Corridor (purple) Connections
- Streams (including 20m margins)
- Indicative Neighbourhood Centres
- Business - Light Industry
- Residential - Terrace Housing & Apartment Buildings
- Residential - Mixed Housing Urban
- School



KEY DESIGN PRINCIPLES



Economic opportunity



Responding to landscape and ecology



Establishing a secure environment



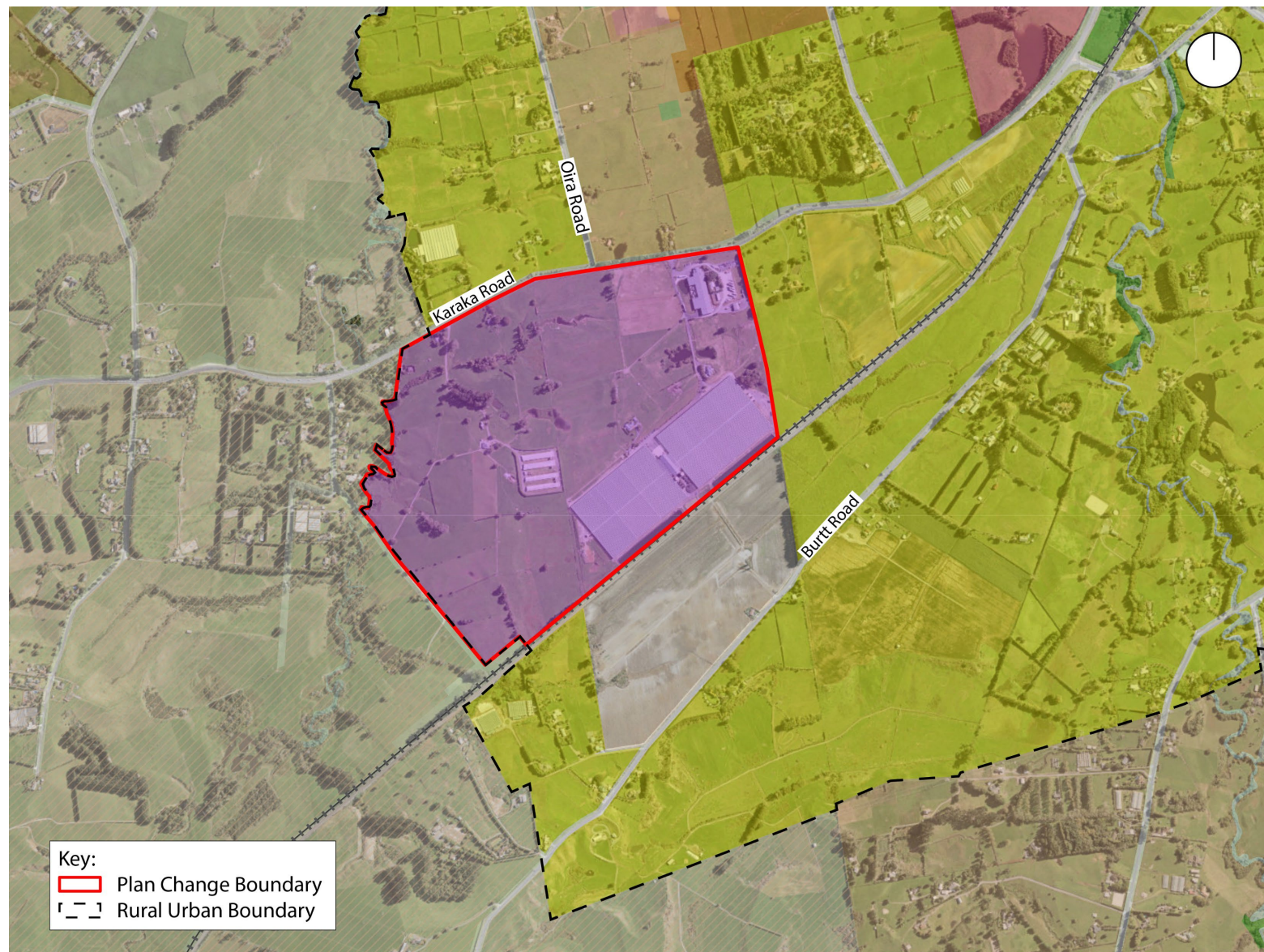
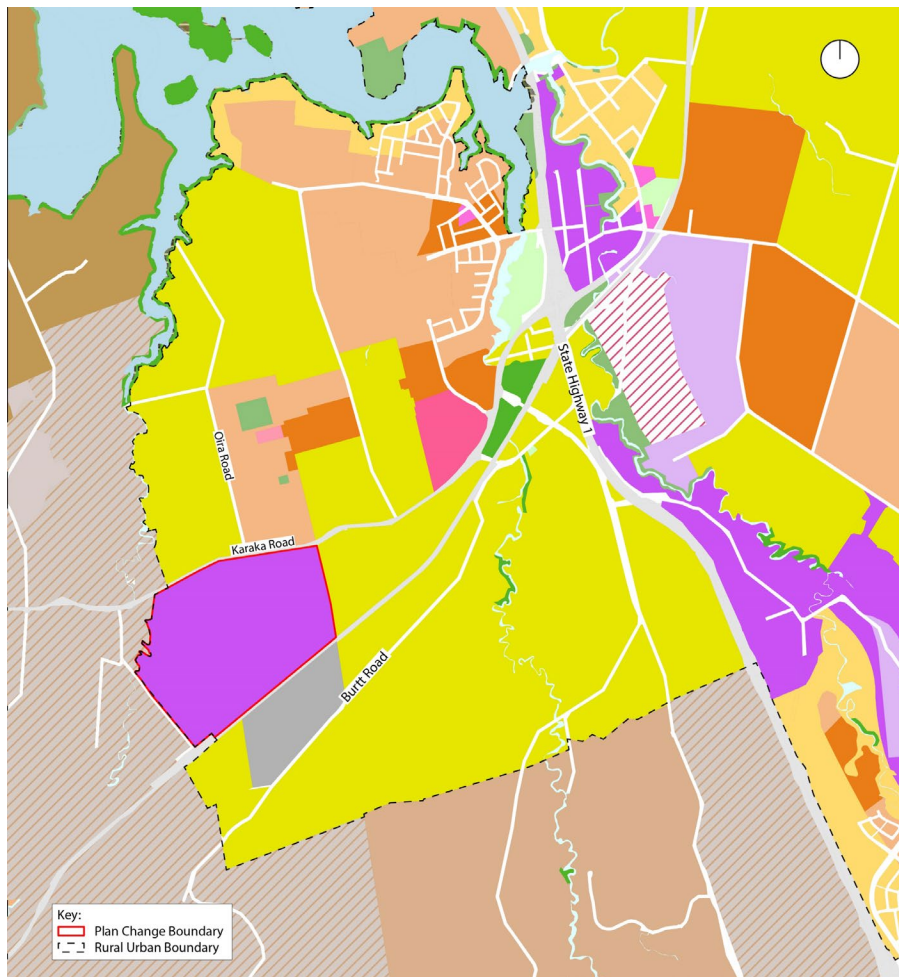
Connection into the wider network



Integration of amenities

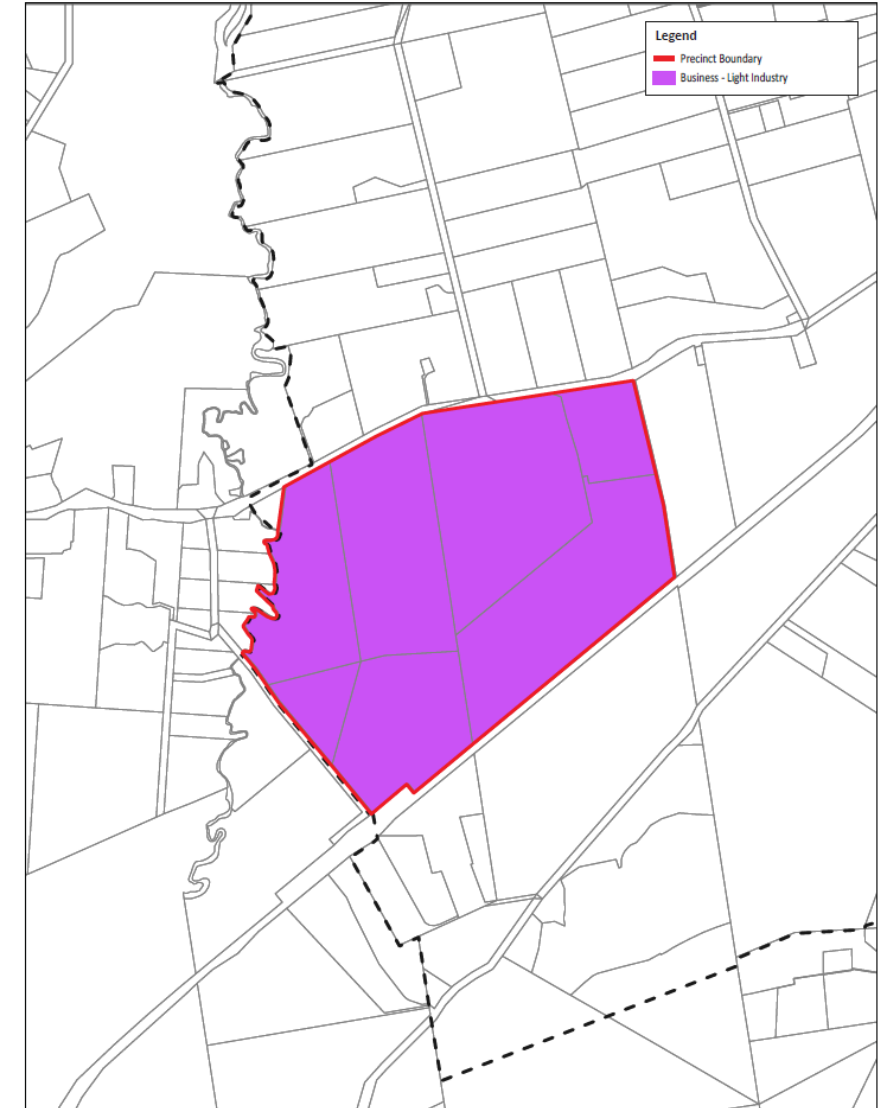


Quality public realm

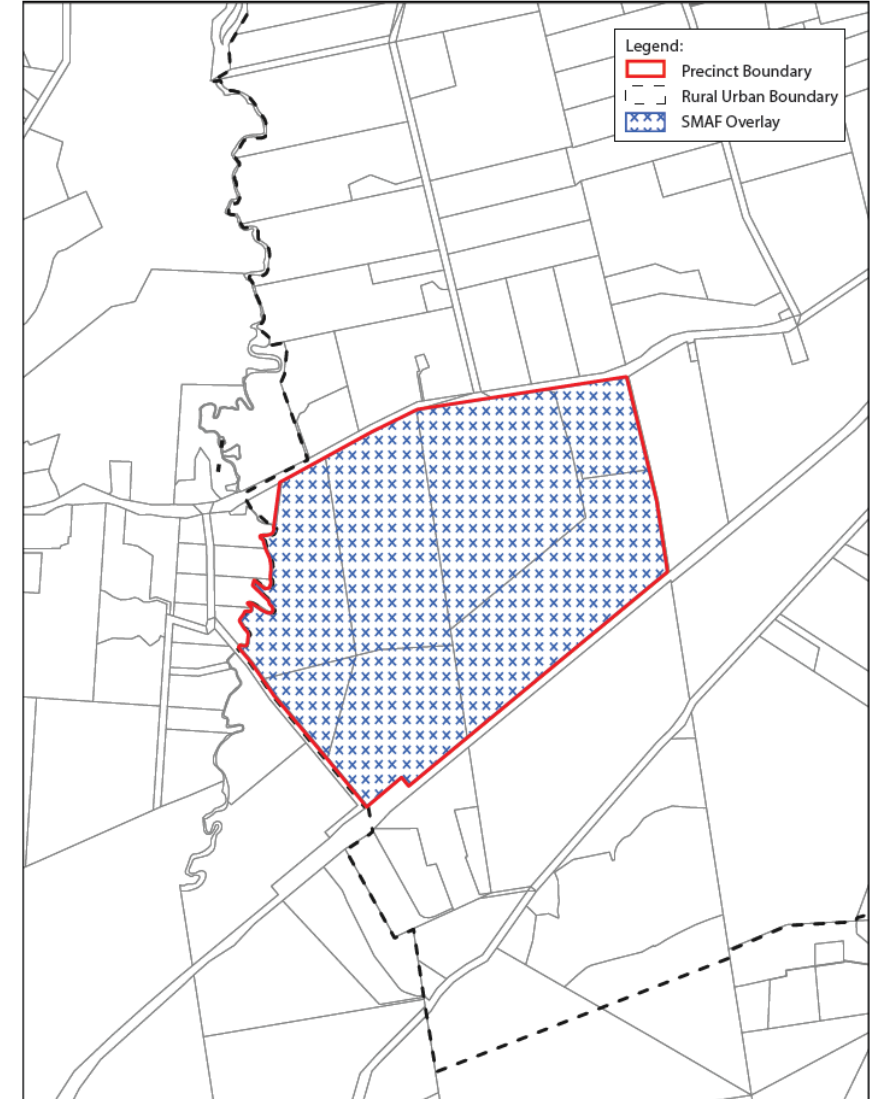


The Karaka Road Plan Change area

- The proposed Plan Change seeks to rezone approximately 86.5ha of land in Drury West from Future Urban zone to Business – Light Industry zone (with a precinct).
- The purpose of the Precinct is to provide for the development of an industrial campus in a comprehensive and integrated manner. The Precinct provides for a range of industrial activities, including manufacturing, research and development, accessory office use, and staff facilities including cafeterias.
- All relevant overlay, Auckland-wide and zone provisions apply in the precinct unless otherwise specified.



- The plan change proposes to apply the SMAF-1 overlay across the entire site.



- Where possible, we have relied upon the underlying B-LIZ provisions throughout the Precinct:
- New buildings (permitted);
- Industrial laboratory and light manufacturing and servicing industrial activities (permitted);
- F&B accessory to the primary activity on-site (permitted);
- Offices that do not exceed 40 per cent of all buildings on-site (permitted).
- Development that does not comply with Yard, Special Landscape Area, Maximum impervious area, Riparian planting, stormwater quality of water supply and wastewater connections standards (RD activity);

Table IX.4.1 Activity table

Activity		Activity status
Use and Development		
(A1)	New buildings	P
(A2)	Development that does not comply with standards IX.6.4 Yards, IX.6.5 Special Landscape Area, IX.6.6 Maximum impervious area, IX.6.7 Riparian planting, IX.6.8 Stormwater quality, or IX.6.9 Water supply and wastewater connections	RD
(A3)	Development that does not comply with standards IX.6.1. Informing lwi or IX.6.2 Staging of Development with Transport Upgrades	D
(A4)	Development exceeding xxm ² of commercial or industrial GFA	D
Industry		
(A5)	Industrial laboratory	P
(A6)	Light manufacturing and servicing	P
Commerce		
(A7)	Food and beverage accessory to the primary activity on the site	P
(A8)	Offices that are accessory to the primary activity on the site and the office gross floor area does not exceed 40 per cent of all buildings on the site	P
(A9)	Offices that are accessory to the primary activity activity on the site and the office gross floor area exceeds 40 per cent of all buildings on the site	RD
Transport		
(A10)	Construction of a new vehicle crossing from that part of a site boundary adjoining an arterial road as identified on the planning maps	C
(A11)	Construction of a new vehicle crossing that does not comply with standard IX.6.3 Vehicle Access	D

- Construction of a new vehicle crossing onto Karaka Road (controlled) and construction of a new vehicle crossing that does not comply with the Vehicle Access Standard (Discretionary); and
- Development that does not comply with the Staging of Development with Transport Upgrades (Discretionary).

Table IX.4.1 Activity table

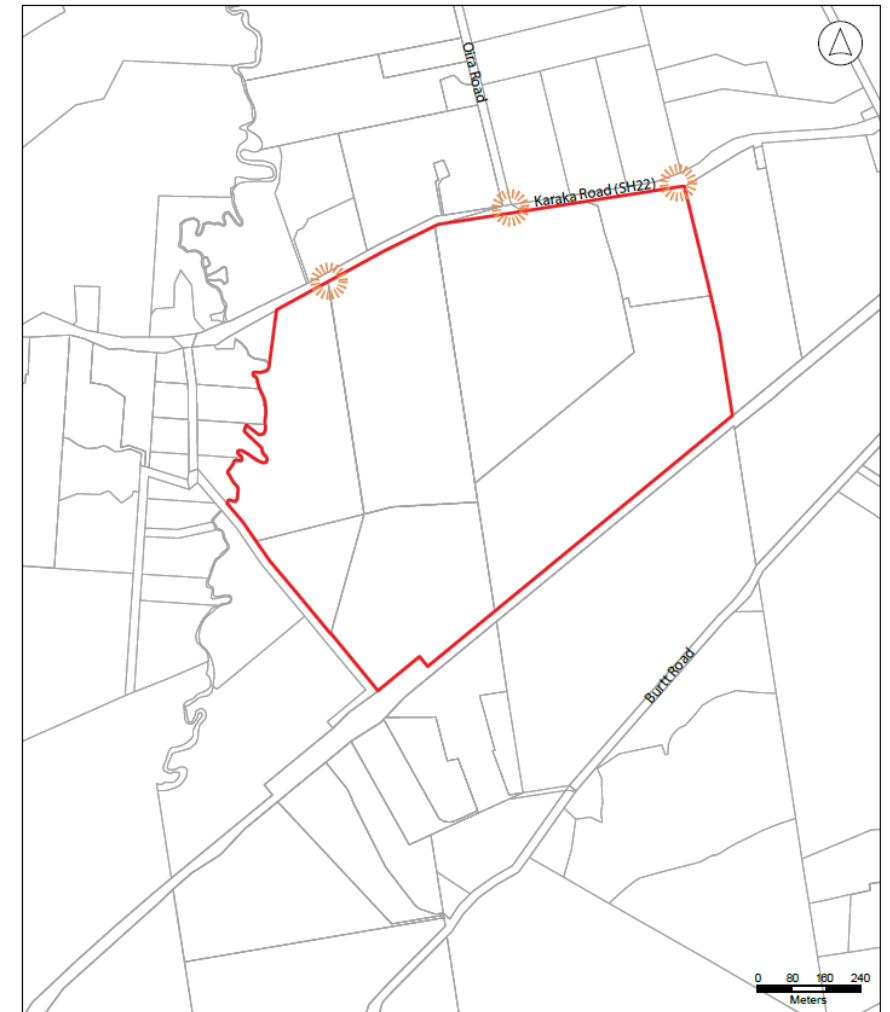
Activity		Activity status
Use and Development		
(A1)	New buildings	P
(A2)	Development that does not comply with standards IX.6.4 Yards, IX.6.5 Special Landscape Area, IX.6.6 Maximum impervious area, IX.6.7 Riparian planting, IX.6.8 Stormwater quality, or IX.6.9 Water supply and wastewater connections	RD
(A3)	Development that does not comply with standards IX.6.1. Informing lwi or IX.6.2 Staging of Development with Transport Upgrades	D
(A4)	Development exceeding xxm ² of commercial or industrial GFA	D
Industry		
(A5)	Industrial laboratory	P
(A6)	Light manufacturing and servicing	P
Commerce		
(A7)	Food and beverage accessory to the primary activity on the site	P
(A8)	Offices that are accessory to the primary activity on the site and the office gross floor area does not exceed 40 per cent of all buildings on the site	P
(A9)	Offices that are accessory to the primary activity activity on the site and the office gross floor area exceeds 40 per cent of all buildings on the site	RD
Transport		
(A10)	Construction of a new vehicle crossing from that part of a site boundary adjoining an arterial road as identified on the planning maps	C
(A11)	Construction of a new vehicle crossing that does not comply with standard IX.6.3 Vehicle Access	D

The Plan Change includes a Standard requiring the staging of development with transport upgrades to manage the adverse effects of traffic on the safety and efficiency of the surrounding road network for all modes of transport by ensuring development is coordinated with transport infrastructure.

Column 1 Activities or development enabled by Transport infrastructure in column 2		Column 2 Transport infrastructure required to enable activities or development in column 1
(a)	Prior to the occupation of any building and up to a maximum of xxm ² commercial and industrial GFA	Provision of an upgraded intersection (roundabout or traffic signals), including active mode facilities, located generally at the intersection of Karaka Road and Oira Road, as shown on Precinct Plan 1.
(b)	Occupied development greater than xxm ² and up to a maximum of xxm ² commercial and industrial GFA	Upgrades in (a) above; and The "Pukekohe Arterial Network" that comprises NOR1 Drury to Pukekohe Link and NOR2 Drury West Arterial; or Provision of a second site access, including active mode facilities, located generally at the locations shown on Precinct Plan 1.

The Plan Change includes a Standard requiring direct vehicle access points from the precinct to Karaka Road to be located generally at the points shown on Precinct Plan 1, and to not exceed three vehicle accesses.

The purpose of this standard is to ensure that vehicle access to and from the precinct occurs in a safe and efficient manner.

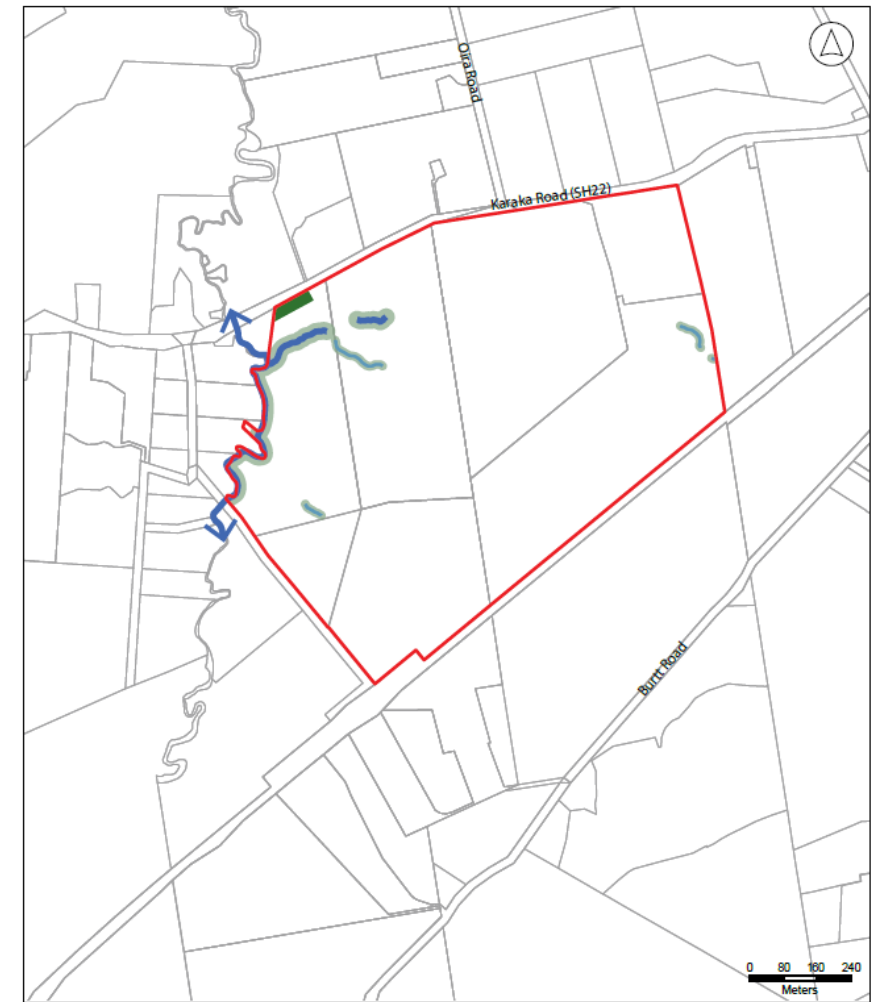


Karaka Road - Indicative Access Network Plan

-  Precinct Boundary
-  Parcels
-  Indicative Access Locations

The Plan Change includes a Standard requiring riparian planting to a minimum width of 20m width from the Oiroa Awa (Creek) and 10m from all other permanent and intermittent streams, prior to the subdivision of the site adjoining the awa or prior to the occupation of any building within a site adjoining the awa, as shown on Precinct Plan 2.

The Plan Change includes a Standard requiring the planting of the Special Landscape area identified on Precinct Plan 2 to a depth of at least 10m, to provide for a visual transition between industrial activities within the precinct and adjacent land uses within the Rural – Mixed Rural zone.

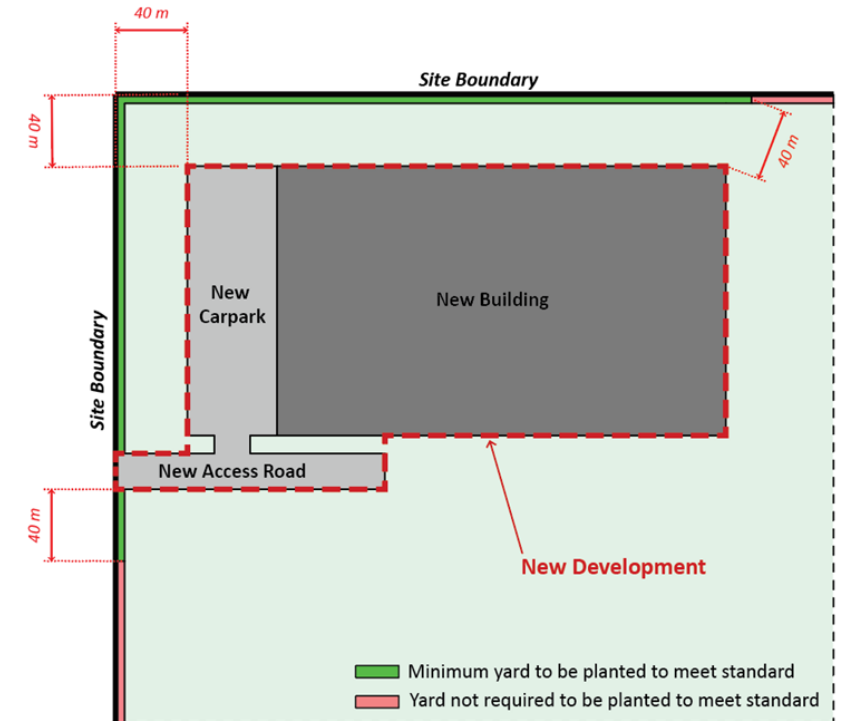


Karaka Road - Indicative Riparian Margin and Special Landscape Area Plan

- Precinct Boundary
- Parcels
- Oiroa awa (Creek)
- Other permanent or intermittent streams
- Indicative Riparian Margins
- Special Landscape Area

The Plan Change includes a Standard that requires buildings to be setback from the relevant boundary as set out below:

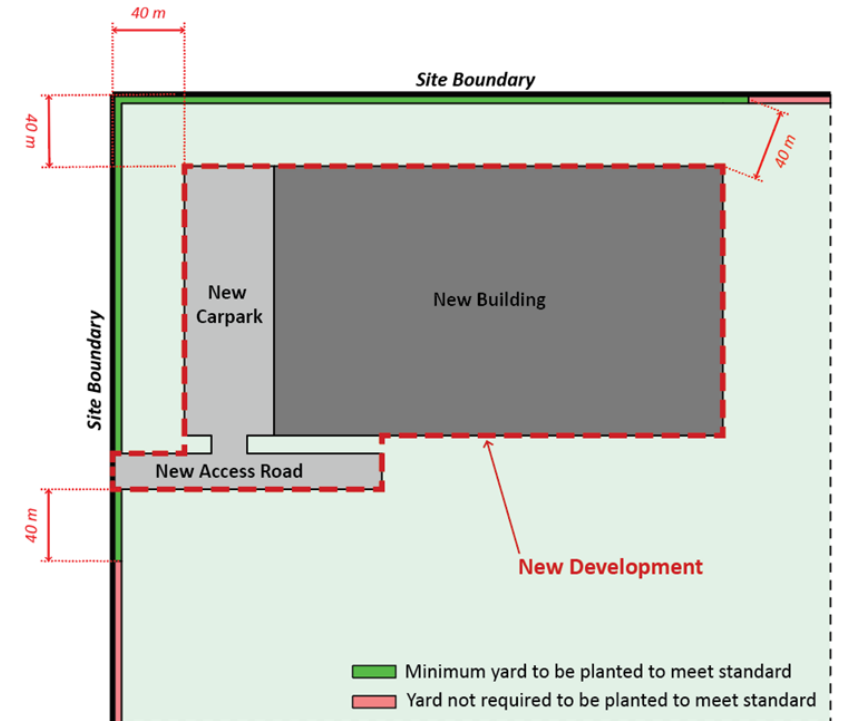
Yard	Minimum depth
Front	5m
Side	5m where the side boundary adjoins a residential zone, an open space zone, the Special Purpose – Māori Purpose Zone, the Special Purpose – School Zone or Future urban zone
Rear	5m
Riparian yard	20m from the edge of the Oiroa awa (Creek) 10m from the edge of other permanent and intermittent streams



The Yard Standard requires:

that part of a front yard (excluding access points) located within 40m of any new development must be planted with a mixture of trees, shrubs or ground cover plants (including grass); and

that part of a side and rear yard located within 40m of any new development must be planted with a mixture of trees, shrubs or ground cover plants (including grass) to provide a densely planted visual buffer for a depth of at least 3m.



The Plan Change includes a Standard requiring maximum impervious area to not exceed 80 per cent of the site area.

The purpose for this standard is:

- To manage the amount of stormwater runoff generated by a development, particularly in relation to the capacity of the stormwater network and potential flood risks; and
- To limit paved areas on a site to maintain the site's appearance.

The Plan Change includes a Standard requiring stormwater runoff from all new, or redevelopment of existing, high contaminant generating carparks, all carparks exposed to rainfall, and all roads to be treated with specified stormwater management device(s); and

New buildings, and additions to buildings must be constructed using inert cladding, roofing, spouting and building materials that avoid the use of high contaminant yielding building products which have.

The purpose of this Standard is to contribute to improvement to water quality, stream health and freshwater ecological values.

To ensure the coordinated delivery of water and wastewater infrastructure to support development in the Precinct, the Plan Change includes a Standard requiring buildings to be connected to a functioning water supply and wastewater network, or serviced by alternative on-site solution, (prior to the occupation of the buildings).

An alert area for encountering archaeological sites during any earthworks is shown on Precinct Plan 3.

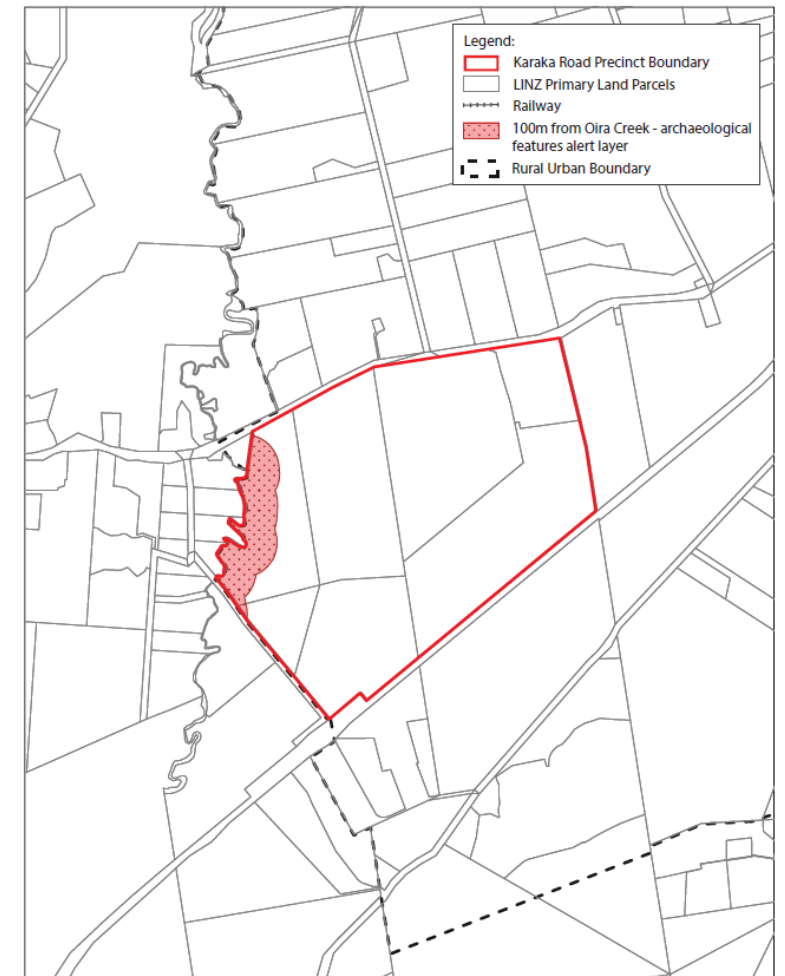
The archaeological alert layer is also referenced in the Policy on Mana Whenua Values:

Mana whenua values

Development recognises, protects and enhances the cultural, spiritual and historical values and relationships associated with the cultural landscape by:

...

Managing the impact of earthworks on Mana Whenua cultural heritage, including within the archaeological alert area in Precinct Plan 3.



Karaka Road - Archaeological Features Alert Layer

The "Archaeological features alert layer" notation along the Oira awa identifies areas that may encounter archaeological features, in particular relating to Māori horticulture.

Scale @ A4
= 1:12,000

To ensure that Te Waiohū are informed of development within the Precinct, the Plan Change includes a Standard requiring:

All development requiring resource consent within the Precinct must be communicated with written advice to, Ngāti Tamaoho, Ngaati Te Ata Waiohū, and Te Akitai Waiohū.

- The Precinct provisions have been drafted with input from the three involved mana whenua: *Ngāti Tamaoho, Ngaati Te Ata Waiohua, and Te Akitai Waiohua*;
- The mana whenua are working together to gift a name for the Precinct, this mahi is being progressed currently so the intention is to lodge the Plan Change without a Precinct name, however a name will be included as soon as we have progressed this further.
- The Plan Change will be lodged with Auckland Council on **Friday 7 June** (Craig Cairncross is expecting it).
- The Plan Change request will be supported by the following technical reports; Landscape and Visual Effects, Urban Design, Transport, Stormwater, Engineering, Geotechnical, Archaeological, Ecology, Soils, Contamination, Acoustic, Economics, CVAs, the Updated Karaka Road Structure Plan, along with the consultation summary report, the s32 assessment and the Plan Change request and Precinct provisions.

Other Matters and Next Steps

Questions?

Barker & Associates

Kerikeri | Whangārei | | Auckland | Hamilton | Napier | Wellington | Christchurch | Queenstown

Appendix 2

DPO Meeting Minutes



Urban & Environmental

Project: Fisher & Paykel Healthcare Karaka Road Plan Change – DPO Pre-application meeting

Date: 24 May 2024

Time: 11:00-12:00pm

Location: Online, via MS Teams

Attendees:

Name	Role/Organisation
Karen Foster (KF)	Development Programmes Office
Ian Kloppers (IK)	Development Programmes Office
Matt Comery (MC)	Fisher & Paykel Healthcare
James Hui (JH)	Fisher & Paykel Healthcare
Nick Roberts (NR)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	Kicked off the meeting with a round of introductions	
2	Fisher & Paykel Healthcare Overview MC provided an introductory overview of Fisher & Paykel Healthcare, including providing an overview of the operations (co-locating R&D and manufacturing), the existing campus in East Tāmaki and what is proposed out at the second campus in Karaka. MC noted that he would be more than happy to host KF out at the East Tāmaki Campus site for a visit, noting that there is nothing quite like it elsewhere in New Zealand. Once Building 5 (East Tāmaki Campus) is constructed (expected to be completed within the next three years), there will be no more space at the existing campus, and this is what initiated the search for additional land for continued expansion of FPH within New Zealand. FPH plans for the Karaka Road site are for the first building to be constructed early 2030.	
3	Structure Plan and Plan Change NR provided an overview of the Structure Plan and Plan Change processes that have been ongoing NR noted the site is well located, within walking distance of the planned Ngākōroa railway station, (this was an important consideration for FPH when undertaking site selection).	

NR noted that the Auckland Council's Drury-Ōpaheke Structure Plan which was prepared in 2019 identified the site for medium density residential land use, however at the time of Council's Structure Plan being developed, the unique proposition of a significant employment node for a second FPH Campus didn't exist, and with more workers in the area (which is subject to rapid change and rezoning) this project assists with turning traffic around – more people living closely to their workplace.

NR also noted that a lot the employment / business land identified through the 2019 Structure Plan, is in areas that are highly fragmented and within flood plains, so the potential for business development at a scale similar to this is highly unlikely. Providing employment opportunities close to people's homes enables a self-sustaining and resilient community moving forward.

Updated Structure Plan – NR noted that the updated Structure Plan proposes to identify the site as a Business – Light Industrial land use moving forward, shifting the north south pedestrian connection to the eastern boundary of the site (noting discussions around active modes and connectivity of the site with the wider area are ongoing with KiwiRail, AT and Waka Kotahi). Connection for employees to and from the Ngākōroa train station will be important, and an indicative road for bus provision over the medium term connecting the train station with the eastern and norther boundary of the site could be provided over the medium term. Through the Structure Plan, we are looking to secure good pedestrian and cycling connections with the railway station.

NR provided an overview of the key design moves that have guided the SP addendum; the green corridor along the Oira creek, a big new rail station within walking distance, connections with the planned growth area, as well as relocation of the RUB (in time).

NR noted that the Plan Change request just applies to the portion of the site that is zoned FUZ and there will be a second stage PC in the future for the remaining portion of the site. The Plan Change request seeks to apply a Business – Light Industry zone across the site, designed to provide an industrial employment hub for this side of Drury (west) – a strong employment node where people will be able to walk to and from work from their homes.

NR provided an overview of the ITA that has been prepared, based on updated AFC modelling, noting the assumptions that are included within this.

4	Infrastructure Upgrades KF queried if the ITA covered a 2048 option where the assumptions are not in place (a Plan B for example) – NR confirmed that the ITA uses the model prepared by AFC, which has the assumptions embedded within it. IK – assumption of what will be there and when is very important. IK noted that he is very supportive of the intent here for this site through the PC, however transport infrastructure is important, and the model used by AFC has got far less employment development growth than what this PC enables. This significant employment hub might trigger infrastructure ahead of what was envisaged, will need to make sure critical infrastructure is aligned with development here. NR and MC both agreed and emphasised that this development is a long-term plan, and will be developed incrementally (likely starting in the northeastern portion of the site). IK agreed and confirmed staging makes sense, noting that he is not concerned about the full build out so much, just to make sure infrastructure is in time that FPH need it for their development, both from an operation point of view and a safety point of view.	
5	Site specific upgrade requirements IK noted that it would be good to see what specifically is required for development of this site. MC noted that the Oira road roundabout forms the first access point required for this site, confirming FPH will work with WK and other developers to ensure this is constructed and access to the site is provided. Progressing on the basis that Ngākōroa railway station has funding and is being constructed, FPH will do everything possible to work with KiwiRail on that. Not only is the station important, as is the access for active modes to and from the station (integrated with the site) – this needs to be further worked through with KiwiRail.	
6	Stormwater MC confirmed that this can be self-managed, wetland design and stormwater management will be further developed through masterplan process. The stormwater management approach will be designed to achieve iwi objectives as well as FPH's own sustainability objectives which often exceed AC requirements.	
7	Water Supply and Wastewater All agree there is a solution to servicing the site. MC noted that through discussions with Watercare we understand there is manhole to the north which can service the site's wastewater.	

	MC noted that the site is of a size and development of a nature the FPH can self-sustain, which is an option being investigated through masterplanning (on-site wastewater and water supply solutions). Although the desire is to connect to the network. All understand there is sufficient capacity in the planned infrastructure as FPH's water and wastewater use is lower than the mixed residential housing development otherwise planned	
8	Other matters discussed / general comments IK noted that at the existing East Tāmaki Campus there are no public roads, MC confirmed that this will also be the case at Karaka, a campus like scenario, FPH will control the roading within the site, masterplanning process will pick up on the need to separate vehicles and active modes so everyone can move around the site safely and efficiently. DPO are currently putting triggers onto a bigger picture plan – to understand impacts on developments – will share this information when available, which illustrates, when, what, how the critical infrastructure to enable development is happening – NR confirmed he would be very keen to receive this. IK noted that AC are working on an updated model – NR clarified that it is difficult working to so many unknowns, and at this stage all we can do is use the AFC model. NR requested to be kept up to date on this. NR emphasised that this is a great news story and hopeful that DPO will be able to assist us. IK was happy to assist and agreed meeting regularly would be useful. KF noted in-house staff working on IFAs if that could be of assistance. All agreed regular meetings post-lodgement as the request moves through the process – Clause 23, Clause 25 etc would be useful. All agreed an in-person meeting at the existing Campus on Wednesday 12 June from 10am-12pm would work.	DPO to circulate bigger picture plan showing triggers for developments within the Drury-Ōpaheke area, when available. CP to send meeting invite for 12 June 10am-12pm at East Tāmaki Campus.

Project: Fisher & Paykel Healthcare Plan Change – DPO Meeting

Date: 12 June 2024

Time: 10-11am

Location: Fisher & Paykel healthcare Campus, East Tāmaki

Attendees:

Name	Role/Organisation
Karen Foster (KF)	Development Programmes Office (DPO) Auckland Council
Ian Kloppers (IK)	DPO – Auckland Council
Matt Comery (MC)	Fisher & Paykel Healthcare
Nick Roberts (NR)	Barker & Associates
Cosette Pearson	Barker & Associates

Item	Detail	Action
1	Topics Discussed: • Development Contributions (DC) Policy – being updated at the end of August (a review of the previous funding area) – to include Drury, Inner Northwest and Tāmaki area. • IK noted that the FPH area (Drury West) is to be considered in the future DC Policy – IK to clarify whether the FPH site was included and upgrades were included (transport and three waters) for the Drury West Future Urban area. • Timing of Infrastructure upgrades critical in the Drury-Opāheke Future Urban area – to ensure that the wider network operates efficiently and safely, and to avoid re-work of infrastructure due to coordination and timing not being forward planned. • Oira Road Upgrade – IK confirmed that an IFA could be developed for the delivery of this, if it is to be delivered ahead of Councils anticipated timing due to it being a requirement for accessing the FPH site. The IFA would enable the delivery of the roundabout to be bought forward. • Working together – NR noted that it would be helpful if DPO could assist FPH (where possible) and work with FPH on the infrastructure side of things, and help facilitate FPH having discussions at the right stages of the process with the right CCOs and staff members to progress.	

- **Funding agreements** – all agreed that these could be developed for wastewater connection, connecting water supply as well as Oira Road roundabout upgrade. There is an appetite to enter IFAs (if required) to provide the Oira Road roundabout as the safe entry and exit from the site (as this is necessary). All agreed to working constructively to understand what is required and the best way forward. IK provided context to IFAs which are entered into where infrastructure is delivered on behalf of Council (by developers) and IFAs are entered to manage delivery, mitigate risk and ensure equitable share of cost. IFAs are generally Developer to Council. Mechanism not currently in place for Developers to deliver infrastructure and then recover costs from Council, however this is becoming more frequently sought so Council are developing a mechanism around this process.
- **DPO (restructure)** – IK and KF provided a general update – DPO disestablished as of last Friday, and joining the Policy, planning and consenting team (Built Environment) under Megan Tyler / John Duguid.
- **Lodgement** – Lodgement of the Plan Change is running slightly behind expected schedule, and we are targeting end of June 2024 for lodgement of a complete and comprehensive application.
- **Existing Campus Tour** – KF stayed for a site visit of the existing Campus with MC.

Appendix 3

Healthy Waters Meeting Minutes



Urban & Environmental

Minutes

Project: Fisher & Paykel Healthcare Plan Change + Healthy Waters Meeting

Date: 31 May 2024

Time: 2:00-3:00pm

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Preetika Sing (PS)	Healthy Waters (Auckland Council)
Brooke Waterson (BW)	Healthy Waters (Auckland Council)
Danny Curtis (DC)	Healthy Waters (Auckland Council)
Lee Te (LT)	Healthy Waters (Auckland Council)
Pranil Wadan (PW)	Woods
Bidara Pathirage (BP)	Woods
Kobe Daniel (KD)	Woods
James Hui (JH)	Fisher & Paykel Healthcare
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	Meeting started with a round of introductions	
2	General PW provided an overview of the stormwater management and flooding strategy for the site (Plan Change area), noting that the SMP has been pre-issued for comments. PW noted that the SMP is being updated based on a revised 80% impervious surface (conservative figure, and a standard for maximum building coverage will also be proposed as part of the Plan Change).	
3	Stream Erosion BW requested a copy of Bioresearches ecological assessment, and was interested in gaining a better understanding of the stream erosion assessment. PW confirmed that the commentary around stream erosion was more based upon observations of the existing stream banks and vegetation, PW also confirmed that he was happy to circulate the final ecological assessment.	PW to circulate final Ecological assessment for BW review.

	BW noted it would be helpful to go out and walkover the site, CP confirmed B&A happy to facilitate this with FPH and Healthy Waters staff.	BW to advise of preferred date for site visit and CP to facilitate access to the site.
4	Stormwater Management & Flooding – SMP review DC noted that he has undertaken a review of the pre-circulated SMP and is generally very happy with it. DC noted he was originally unclear on the two different areas (Structure Plan + Plan Change areas) however PW's earlier general overview has clarified this. DC noted mana whenua engagement important for the SMP being adopted by Auckland Council into the NDC – CP clarified that further mana whenua engagement had occurred following draft SMP, and will be ongoing throughout the duration of this project. DC noted the flow chart that sets out the proposed stormwater management strategy was very helpful in understanding the SMP and strategy, and requested this be included into the SMP. DC queried roof area and the required treatment. If re-use is not provided, where does the treatment come from – flow chart helpful for explaining the treatment train approach and hence to be included into SMP. PW clarified that if re-use is not achievable, all stormwater gets drained into the wetlands and treated – DC confirmed happy with this approach. Wetland sizing – confirmed that wetlands have been sized both for detention and retention. This needs to be clarified in the flow chart also. A smaller wetland in the proposal is queried – PW confirmed that the strategy proposes a shift to size for wetlands rather than large communal rain gardens due to feedback from Drury east developments. However, during detail design, the devices can be amended to be large raingardens if the wetland sizing is inadequate.	
5	Ownership & Maintenance PW confirmed that all stormwater management devices are private will be held in ownership of FPH and will be maintained by FPH – no stormwater devices to be vested with Auckland Council.	
6	Flooding Habitable floors are classed as commercial given the proposed zoning and use is for Business (Light Industry zone). DC noted he was unclear on the pre-development scenario and what this scenario is presenting. DC noted that he agrees with PW on the point that the site is extremely low down in the catchment, and passing flows forward is the most appropriate flood strategy given to location within the	

	wider catchment and to ensure flood flows from upper reaches of the catchment don't coincide with release of flows from this site, and noted that these results are believable. However, DC did request that pre-development scenario will need to be ED levels rather than MPD (undeveloped). DC has requested updated modelling undertaken to show pre-development scenario based on ED (existing impervious) rather than MPD. PW confirmed that this modelling has been done, and will provide this post-lodgement (w/c 10 June 2024).	PW to circulate modelling results post-lodgement based on pre-development scenario being MPD rather than ED.
7	Amendments to SMP reviewed DC noted a number of errors and amendments required to the SMP prior to lodgement, including duplication of a Figure (13 a copy of Figure 12), and run-ff depths added to a Table in section 8.2 (among other minor mark-ups). DC agreed to circulate his review comments of the SMP immediately following the meeting to help PW and BP with updating the SMP based on discussions.	

Appendix 4

Watercare Meeting Minutes



Urban & Environmental

Meeting Minutes / Action Points

Subject: Fisher & Paykel Healthcare – Watercare Engagement

Date: December 13, 2022

Time: 12:00pm

Venue: Teams

Attendees: Dave Cuff FPH
Jonathan Sng FPH
James Hui FPH
Cosette S Barker and Associates
Mary Wong Barker and Associates
Cameron Gifford Crang Consulting
Kerryn Swanepoel Watercare
Suresh Mudliar Watercare

Apologies: Nick Roberts Barker and Associates
Matt Comery FPH

Item	Note	Action	By When
1.1	Cuff modified by CG 24/04/2024 Dave Cuff (DC) presented the vision for the FPH second campus at Drury and discussed the following features of the development compared to their existing campus: - Existing Campus in East Tamaki to remain - Site in Drury to be developed in stages modified by CG 24/04/2024 - First building to be occupied early 2030's modified by CG 24/04/2024, with a new building approximately every 5 years to 2060 – subject to actual growth modified by CG 25/03/2024 Master plan for site indicates potential for 10 buildings - Staffing numbers could range between 14,000 and 18,000 (FTE?) - Staff work shifts. Assume 100% in morning shift, 60-80% in afternoon shift and 20-50% for overnight shifts - Existing Campus operates a closed loop water supply and therefore does not consume a lot of water. - Water consumption on current campus further reduced by rainwater harvesting - Main water use is toilet flushing, handwashing and for on-site cafes		
1.2	Cosette (CS) discussed the planning framework around proposal The site is located in future urban zone		



Item	Note	Action	By When
	- The FULSS has this land development ready between 2028 and 2032. The proposed development will be ahead of the FULSS. - Initially the team will engage/consult with relevant stakeholders and work to update the existing structure plan - Once updated, a private plan change will be lodged mid 2023 ^{modified by CG 24/04/2024} ²⁰²⁴ - The structure plan is non statutory - The structure plan has this land zoned as a mixture of mixed housing urban and mixed housing Suburban - The land zoning sought to support the FPH application will be light industry.		
1.3	Cameron Gifford (CG) discussed: - the location of the site in the context of the infrastructure upgrades indicated through the structure plan - the location of the site relative to existing infrastructure		
1.4	Kerryn Swanepoel (KS) & Suresh Mudliar (SM) spoke to Watercare's current infrastructure position and direction in Drury as follows: <u>Wastewater</u> - Engagement is timely. Watercare is looking to make decisions around provision of future infrastructure in this area - Proposed servicing strategy has changed significantly from structure plan - The proposed development area is now proposed to be serviced by gravity line (as opposed to pumpstation) - Watercare are currently in design for this gravity pipeline through the zoned land to the north (Waipupuke – PC61). The design is underway to MH13 (~221 Jesmond Road). - Works beyond MH13 are not yet designed nor have a firm completion date but could be 2032. Works are later in Watercare's AMP - Any infrastructure ahead of sequence to be funded by developer - Out of sequence infrastructure is typically funded by the developer who requires it first. - KS suggests discussing infrastructure provisioning with Lomai Properties Ltd. The proposed pipeline traverses their site and a funding arrangement could be discussed directly with them - This infrastructure (wastewater only) would need to be delivered by Watercare as it is transmission infrastructure.		

Item	Note	Action	By When
	- Watercare note that their capacity to undertake designs of this nature are under pressure due to forward workload on other projects. This would need to be discussed further to confirm capacity. - The site is at the head of the proposed gravity sewer catchment. It is therefore important that Watercare receive guidance on expected wastewater flows - The effect on wastewater flows from the proposed change in land use will need to be confirmed. Currently infrastructure is planned on the assumption of mixed housing urban and mixed housing Suburban. - CG to provide calculations demonstrating flow rates for light industry compared to housing. - Dave Cuff to review and confirm water use for Tamaki Campus to infer likely peak wastewater flow rates and peak time for Drury development – noting that no flow meter exists in wastewater so wastewater flows will be inferred from water use. - It is noted by CS that flow rate profile for light industry could be complementary when considering the surrounding housing as the peaks are not likely to coincide. - Hingaia pumpstation will require upgrade in the future. The timing of upgrade is not clear and will be subject to timing on demand from the wider area. <u>Water</u> - The development is within Veolia Waters management area - Water servicing will need to be discussed with Veolia (Sanjeev) - The extension is likely required from the Bulk Supply Point on Flanagan Road - Meeting closed at 1:00pm before discussion could conclude on Water matters - Further meetings to be scheduled for the early in the new year	CG DC CG	Jan 23 Jan 23 Jan 23

Cameron Gifford

From: Cameron Gifford
Sent: Tuesday, 13 February 2024 3:15 pm
To: Morar, Sanjeev
Cc: Cosette Pearson; Matt Comery; James Hui; Nick Roberts
Subject: RE: FPH - Veolia Plan Change Discussion
Attachments: SK004 RISING MAIN OFFSITE SERVICING PLAN.pdf

Hi Sanjeev,

Thanks for meeting earlier this afternoon.

As requested, please find enclosed sketch plan SK004 showing the pumpstation and rising main proposed to service the FPH Plan Change area.

Key points to note:

- The proposed pumpstation is in alignment with the Drury Structure Plan
- The proposed rising main discharges to MH13 on Jesmond Road
- Capacity has been allocated for the FPH Plan Change within the transmission network downstream of MH13
- The proposed plan change area is at the head of the catchment and constitutes a large contiguous land holding of 105 Ha.
- The site topography generally falls east to west from RL 35 to RL10.
- The proposed pumpstation ensures that the full plan change area can be serviced without major land modification

Can you please follow up with Watercare.

Regards
Cam

CAMERON GIFFORD SENIOR ENGINEER | CPEng
MOB 021 0343995 | cameron@crangcivil.co.nz



AUCKLAND | 1016A Great South Road, Penrose
QUEENSTOWN | 2/70 Glenda Drive, Frankton
PO Box 42-089, Orakei, Auckland 1745

From: Cameron Gifford
Sent: Thursday, February 8, 2024 4:35 PM
To: Morar, Sanjeev <sanjeev.morar@veolia.com>
Cc: Cosette Pearson <CosetteP@barker.co.nz>
Subject: FPH - Veolia Plan Change Discussion [Filed 08 Feb 2024 16:35]
Importance: High

Hi Sanjeev,

I hope you're well.

We were looking to pick up the conversation around servicing the proposed Fisher and Paykel Campus on Karaka Road in Drury in advance of technical reporting being prepared to support the plan change.

Previously we'd discussed water supply only however we would also like to discuss our proposal to service the site with a retail network pumpstation and rising main which connects to Watercare's transmission network at MH13 (outside 201 Jesmond Road) which is forecast to be complete in 2028.

We've had a meeting with Kerryn earlier in the week who deferred comment on this to Veolia given that the infrastructure would be a retail asset.

Can we please arrange a brief Teams meeting to discuss the proposal at your earliest convenience?

Regards
Cam

CAMERON GIFFORD SENIOR ENGINEER | CPEng
MOB 021 0343995 | cameron@crangcivil.co.nz



AUCKLAND | 1016A Great South Road, Penrose
QUEENSTOWN | 2/70 Glenda Drive, Frankton
PO Box 42-089, Orakei, Auckland 1745

Cameron Gifford

From: Cameron Gifford
Sent: Thursday, 15 February 2024 9:27 am
To: KSwanepoel (Kerryn) 1
Cc: Matt Comery; Cosette Pearson; Nick Roberts; James Hui
Subject: FPH Plan Change - Wastewater Servicing
Attachments: SK004 RISING MAIN OFFSITE SERVICING PLAN.pdf

Hi Kerryn,

Thanks for the chat up yesterday afternoon.

It was a good opportunity to go through the updates we provided to Sanjeev earlier in the week.

The key features of the wastewater servicing strategy discussed were that:

- The proposed pumpstation is in alignment with the Drury Structure Plan
- The proposed rising main discharges to MH13 on Jesmond Road
- Capacity has been allocated for the FPH Plan Change within the transmission network downstream of MH13
- The proposed plan change area is at the head of the catchment and constitutes a large contiguous land holding of 105 Ha.
- The site topography generally falls east to west from RL 35 to RL10.
- The proposed pumpstation ensures that the full plan change area can be serviced without major land modification

Please find enclosed sketch plan SK004 to assist your discussions with Sanjeev and the network team.

Let's reconvene once this has occurred. I'll send a meeting invite for mid next week to ensure we keep up momentum.

Regards
Cam

CAMERON GIFFORD SENIOR ENGINEER | CPEng
MOB 021 0343995 | cameron@crangcivil.co.nz



AUCKLAND | 1016A Great South Road, Penrose
QUEENSTOWN | 2/70 Glenda Drive, Frankton
PO Box 42-089, Orakei, Auckland 1745

Appendix 5

Watercare Capacity Assessment



Urban & Environmental

12/6/2024

James Hui
Fisher & Paykel Healthcare Properties Limited
15 Maurice Paykel Place
East Tamaki 2014

Dear James,

Re: Your request for an assessment of wastewater capacity

Address: 300/328/350/370/458 Karaka Road, Drury

Watercare application number CON-230743

This assessment is independent of the Auckland Council consenting process. This letter does not constitute a pre-approval from Watercare.

In your consultation application you requested information from Watercare regarding the capacity in the transmission wastewater systems to service a proposed plan change area covering the following properties:

- 300 Karaka Road (5.2750 Ha)
- 328 Karaka Road (19.5700 Ha)
- 350 Karaka Road (19.5860 Ha)
- 370 Karaka Road (27.4481 Ha)
- 458 Karaka Road (29.8371 Ha)

Fisher & Paykel Healthcare Properties Limited (FPH) is proposing a private plan change to rezone the land, within the identified sites, from Future Urban Zone to primarily Business-Light Industry Zone. The information in this letter sets out a high-level assessment of the availability of transmission wastewater infrastructure to enable development of this site. Please note that the proposed plan change is within the Veolia service area. Local network queries will need to be directed to Veolia.

Future Development Strategy

The proposed plan change area is located in the Drury West (Stage 2) Future Urban Area which is not anticipated under Auckland Council's Future Development Strategy 2023-2053 (FDS) to be urbanised until 2035+.

Watercare's bulk infrastructure programme is planned, funded and sequenced in accordance with the Auckland Council Development Strategy (previously the Future Urban Land Supply Strategy 2017 and more recently the FDS), the Auckland Council Growth Scenario (previously i11v6 and more recently AGSv1), and the Auckland Unitary Plan.

Watercare does not support out of sequence development that would impact Watercare's ability to deliver its planned infrastructure programme or result in reprioritisation or reallocation of funding in the 30 year Watercare AMP.

Yield Calculation

The application has assumed the development consists of dry industry with light water use and office use over 27.2 hectares and 10.8 hectares, respectively. This gives an expected peak design flow 122l/s. These assumptions appear reasonable for the proposed zoning.

Water

Water capacity must be addressed through Veolia directly.

Wastewater

Transmission

Watercare has three key projects in its Asset Management Plan to enable service to the Drury West catchment. They are:

- The Southern Auckland Wastewater Servicing Scheme, which includes an upgrade to the Hingaia Wastewater Pump Station and an associated rising main to the north of the development.
- The Bremner Road Pump Station upgrade.
- The Drury West Transmission Sewer.

These projects are currently expected to be completed to service the land in accordance with the FDS (2035+). These are indicative timelines only and may be subject to change. Once these projects are completed, the network is expected to have capacity to service the proposed development with a peak expected flow of 122l/s as stipulated in the demand calculations provided. The consultation application anticipates the development will connect to manhole 13 (MH13) shown on your engineering plans below:



The above projects extend the network to MH13. FPH would need to deliver the network after MH13. As MH13 is a transmission asset, a satellite manhole to connect to MH13 must also be delivered by FPH.

Please note that it was originally planned that the plan change area would connect to MH29. As described above, MH13 can be accommodated, however this would nullify any possibility of connecting to MH29 as the capacity of this section of the network between MH29 and MH13 will be adjusted to provide suitable

operational conditions. Equally, if it is chosen to connect to MH29 then changing the connection point to MH13 at a later stage will not be allowed, as it will create unsuitable operational conditions in the section of the network between MH29 and MH13.

Watercare confirms that once delivered, the transmission network in Drury West, including upgrades to the Bremner Road Pump Station and the network downstream of MH13, will have sufficient capacity to service the plan change with the design flow of up to 122 L/s.

Yours faithfully,

A handwritten signature in black ink that reads "Oliver MacKinnon". The script is cursive and fluid.

Oliver MacKinnon
Major Developments Programme Lead
Watercare Services Limited

Appendix 6

AT and Waka Kotahi Regular Meeting Minutes



Urban & Environmental

Project: Fisher & Paykel Healthcare Karaka Road Site – Regular Transport Meeting – Waka Kotahi and Auckland Transport

Date: 16 May 2024

Time: 2-3:00pm

Location: Online via MS Teams

Attendees: Chris Freke (AT), Gemma Kean (WK), Mark Ware (WK), Harry Shepherd (Flow – Council Processing), James Hui (FPH), Nick Roberts (B&A), Cosette Pearson (B&A), Trevor Lee-Joe (Stantec), Daryl Hughes (CKL)

Item	Detail	Action
1	CP provided programme update, finalising Plan Change application over next three weeks and targeting lodgement with Auckland Council 1 st week of June.	
2	Daryl provided an overview of the different scenarios that were tested as part of the ITA prepared for the Plan Change. Modelling confirms that other than access into the site nothing else is required by 2038, regardless of what external infrastructure is provided by then. In 2048, a second site access would be required should Pukekohe Arterial Network not be in place by then. Overall, the modelling showed that there was negligible difference in network performance when comparing the three subject site development scenarios (F&P activity; medium density housing as envisaged in the existing Council Drury-Opaheke Structure plan; and current rural activities). As such, no further transport mitigation is required to support the effects of the proposed Plan Change. As expected, the modelling also confirmed that transport infrastructure and land development scenarios assumed to be in place in 2038 and 2048 work well, regardless of the Plan Change proposal. Daryl also stated that although anticipated infrastructure upgrades had been removed from the network to test the effect of the Plan Change without them, the additional land use assumed in 2038 and 2048 enabled by those upgrades remained within the model, which is considered a very conservative assumption. The exception being the portion of the Drury Centre Plan Change (PC48) yield that relies upon the full Mill Road upgrade – those land uses were capped at the appropriate level in scenarios that did not include the full Mill Road upgrade.	

	Harry questioned if Flow's queries from earlier meetings had been taken into consideration in the modelling. Daryl confirmed that they had. The main issue raised was concern over staff travel times and their coincidence with background traffic peaks, particularly in the AM. Daryl confirmed that development trip rates had been adjusted upwards to account for this, and a full response to Flow's queries will be provided shortly. Harry noted the importance of not just providing efficient transport but also safe transport infrastructure – any accesses onto SH22 need to provide a safe connection. Daryl confirmed that this would be taken into consideration. Chris noted that this could be carried through in assessment criteria "providing safe and efficient access along SH22".	
3	Chris enquired if triggers would include a direct active mode connection between site and rail station. Daryl commented that a direct connection is desired, but as it would pass over private land, it could not be guaranteed. Further, although discussions with KiwiRail over an active mode connection alongside the tracks within KiwiRail land are ongoing, this could not be guaranteed either. As such, a Provision will be developed that would ensure a temporary active mode diversion along SH22 would be provided should a more direct connection not be possible. This would be similar to the provision adopted at PC48 Drury Centre. Cosette stated that the Structure Plan shows the intention of a direct connection between the sites.	
3	Mark provided an update on SH22 Upgrades in light of recent announcements. Mark noted that there is not enough funding (old NZUP package) to cover all projects. SH22 still has funding for the preliminary phases, including full design and the purchasing of all land required. However, funding for the implementation /construction is not currently budgeted in this round of funding. WK currently seeking alternative funding source.	
4	Mark confirmed that the three new Drury train stations (including Ngākōroa) have full funding. Paerata Station and Drury Centre station enabling works / earthworks underway. SH22 Intersection with interchange facility at Ngākōroa Railway Station and Jesmond Road was originally part of the funding but is currently unknown whether it will be funded or not. This must/will be resolved and funded before station opening, as vehicle access is a necessity.	
5	Oira Road Discussions have come to a halt as the Waipupuke site remains on the market for sale. Waka Kotahi have purchased the land required	

	in the northwestern portion of the future roundabout for future upgrades when required.	
6	Chris noted it would be helpful to understand how the modelling results and ITA conclusions are carried through in to transport trigger upgrade standards and provisions in the precinct being lodged with the Plan Change. All agreed a meeting to work through the transport related precinct provisions prior to lodgement would be beneficial. Exact date for this TBC, however Cosette indicated it would likely be w/c 27 May and will coordinate closer to the time.	

Project: Fisher & Paykel Healthcare – Monthly Transport Meeting – AT & Waka Kotahi

Date: 7 March 2024

Time: 2:00-3:00pm

Location: Online, via MS Teams

Attendees: Chris Freke (AT), Ian Blundell (AT), Evan Keating (WK), Gemma Kean (WK), James Hui (FPH), Matt Comery (FPH), Nick Roberts (B&A), Cosette Pearson (B&A), Trevor Lee-Joe (Stantec), Sanjay Prasad

Item	Detail	Action
1	Round of Introductions	
2	Structure Plan and Plan Change Update CP provided an update on the completion of the Structure Plan for the site, and the transport related feedback received at the community engagement event hosted mid-February. Majority of community feedback related to transport matters, in particular congestion at peak times, the rural standard of SH22 and concerns that this isn't being upgraded at the same rate of urbanisation occurring in the area, and the overall safety of SH22. Feedback was generally extremely positive towards a significant new employment opportunity being located so close to SH1 and the rail line (future Drury West station). There was also strong support received for a walking / cycling connection to and from the Campus via the Drury West train station. CP clarified that we are tracking towards May lodgement of PPC request with Auckland Council.	CP to share material displayed at community engagement to group.
3	Traffic Modelling CF explained the most recent update received from Auckland Council with regard to traffic modelling for private plan change applications, requiring use of a new model: Auckland Growth Scenario 2023 version 1, rather than previously agreed upon i11v6 (which is what the AFC are currently running the updated modelling from). This update was new information, and AT and WK staff acknowledged the extent of work that has been undertaken to run the i11v6 model through AFC, and have recommended FPH continue to proceed on the basis that this model is appropriate, and	

	if anything, it takes a more conservative approach than the new model considering the Updated FDS. All agreed that the plan change application will continue to proceed to lodgement with the model that is currently being run by AFC for the purpose of this project.	
4	SH22 Update WK staff provided an update on the status of the SH22 Upgrade, consenting work is underway, and a site blessing is being held tomorrow (8 March) morning. Initial geotech work underway, and 50% of design works complete. Confirmed that the funding for the SH22 Upgrade remains within the NZUP package and target is to award construction for this work in June 2025. Speed limits discussed – likely to be 60km/h along SH22, within the bounds of the project.	
5	Oira Road Intersection Discussions ongoing with potential future land purchasers – may result in fragmented ownership, adding to the complexity of the delivery of the Oira Road intersection in its ultimate form immediately. CF confirmed that FPH should continue to design / masterplan for the ultimate, providing the land area for a future ultimate design, however it may be appropriate to deliver an interim solution if required, to provide initial access into the FPH site. CP expressed interest on behalf of FPH to continue to be involved in any future design discussions around Oira Road, as and when these discussions progress.	
6	Other Matters CF queried whether the indicative active modes connection shown along the eastern boundary of the site and connecting with the Drury West station and Park + Ride could also include provision for buses. CF noted appreciation and support for not providing public bus routes through the FPH Campus, however noted it would be beneficial if buses could run along the boundary with bus stops to move future employees to/from the site – this will be looked into further by urban design and planning team. CF also noted support for requesting a plan change which seeks relocation of the Rural Urban Boundary west to align with Oira Creek as a logical urban boundary, given the site is within one landholding, and will be developed based on a comprehensive masterplan. FPH Planners noted that once pre-application discussions with the Council team commence, we will discuss this as a potential opportunity.	

From: [Kasey Zhai](#)
To: [Nick Roberts](#); [Mary Wong](#); Matt.Comery@fphcare.co.nz; James.Hui@fphcare.co.nz; daryl.hughes@ckl.co.nz; Chris.Freke@at.govt.nz; Ian.Blundell@at.govt.nz; [Mark Ware](#)
Cc: [Cam Wallace](#)
Subject: Karaka Road Structure Plan/Plan Change - FPH and AT/Waka Kotahi meeting minutes
Date: Monday, 22 May 2023 3:36:46 pm

Hi all,

Thanks for your time this afternoon.

Key discussion points and actions are included below – let us know if you have any additional comments.

Structure Plan/Plan Change	• New Structure Plan to be prepared, as recommended by Auckland Council • FPH team is investigating: ◦ Alternatives to the indicative north south collector road to facilitate connectivity around the perimeter of the site ◦ East west active mode connection to the Drury West Station • AT recommended investigating a PT linkage along SH22 from the Drury West Train Station
Transport modelling	• Modelling data outstanding - awaiting update from AFC • Chris to follow up with internal team • FPH modelling work to consider the nature of shift work and traffic volumes for other light industry activities
Drury West Station active mode connections	• Led by Alastair Lovell, work in progress and ongoing for the next 1-2 months • FPH awaiting direction from AT regarding location and alignment on the southern side of the railway corridor
Utilities	• FPH is leading work on the utility services required within the road corridor • Initial discussions have been held with Watercare/Veolia/Counties Power • Detailed investigation work programmed to commence
Next steps	• FPH team to refine/update Structure Plan on receipt of modelling and update to active mode connections • Agreed to monthly meetings - invite circulated • Next meeting scheduled for 29th June

Ngā mihi | Kind regards,

KASEY ZHAI
Senior Planner
[027 305 8458](tel:0273058458)
KaseyZ@barker.co.nz

PO Box 1986,
Shortland Street, Auckland 1140
Level 4, Old South British Building,
3-13 Shortland Street, Auckland

B&A Logo



Kerikeri, Whangārei, Warkworth,
Auckland, Hamilton, Cambridge,
Tauranga, Napier, Wellington,

From: [Kasey Zhai](#)
To: [Nick Roberts](#); [Mary Wong](#); daryl.hughes@ckl.co.nz; Matt.Comery@fphcare.co.nz; James.Hui@fphcare.co.nz; Chris.Freke@at.govt.nz; Ian.Blundell@at.govt.nz; [Mark Ware](#); evan.keating@nzta.govt.nz; [Lee-Joe, Trevor](#)
Cc: [Cam Wallace](#)
Subject: RE: Karaka Road Structure Plan/Plan Change - FPH and AT/Waka Kotahi meeting minutes
Date: Thursday, 29 June 2023 1:48:57 pm

Hi all,

Notes from our meeting below:

SH22 upgrade	Business cases for funding scheduled July 2023. Noted that due to funding constraints, walking and cycling facilities will not extend beyond Jesmond Road/Oira Road.
Transport modelling	Outputs from AFC due end of day today. Saturn model to be updated in the next 2-3 weeks. Updated to be provided at the next monthly meeting. Waka Kotahi will share additional modelling that has been completed.
Drury West Station active mode connections	B&A will co-ordinate a meeting with Alastair Lovell's team.

Thanks

Ngā mihi | Kind regards,

KASEY ZHAI
Senior Planner
027 305 8458
KaseyZ@barker.co.nz

B&A Logo



barker.co.nz



This email and any attachments are confidential. They may contain privileged information or copyright material. If you are not an intended recipient, please do not read, copy, use or disclose the contents without authorisation and we request you delete it and contact us at once by return email.

From: Kasey Zhai
Sent: Monday, 22 May 2023 3:37 pm
To: Nick Roberts <nickr@barker.co.nz>; Mary Wong <MaryW@barker.co.nz>; Matt.Comery@fphcare.co.nz; James.Hui@fphcare.co.nz; daryl.hughes@ckl.co.nz; Chris.Freke@at.govt.nz; Ian.Blundell@at.govt.nz; [Mark Ware](mailto:Mark.Ware@nzta.govt.nz) <Mark.Ware@nzta.govt.nz>
Cc: Cam Wallace <CamW@barker.co.nz>
Subject: Karaka Road Structure Plan/Plan Change - FPH and AT/Waka Kotahi meeting minutes

Hi all,

Thanks for your time this afternoon.

Key discussion points and actions are included below – let us know if you have any additional comments.

Structure Plan/Plan Change	• New Structure Plan to be prepared, as recommended by Auckland Council • FPH team is investigating: ◦ Alternatives to the indicative north south collector road to facilitate connectivity around the perimeter of the site ◦ East west active mode connection to the Drury West Station • AT recommended investigating a PT linkage along SH22 from the Drury West Train Station
Transport modelling	• Modelling data outstanding - awaiting update from AFC • Chris to follow up with internal team • FPH modelling work to consider the nature of shift work and traffic volumes for other light industry activities
Drury West Station active mode connections	• Led by Alastair Lovell, work in progress and ongoing for the next 1-2 months • FPH awaiting direction from AT regarding location and alignment on the southern side of the railway corridor
Utilities	• FPH is leading work on the utility services required within the road corridor • Initial discussions have been held with Watercare/Veolia/Counties Power • Detailed investigation work programmed to commence
Next steps	• FPH team to refine/update Structure Plan on receipt of modelling and update to active mode connections • Agreed to monthly meetings - invite circulated • Next meeting scheduled for 29th June

Ngā mihi | Kind regards,

KASEY ZHAI
Senior Planner
[027 305 8458](tel:0273058458)
KaseyZ@barker.co.nz

PO Box 1986,
Shortland Street, Auckland 1140
Level 4, Old South British Building,
3-13 Shortland Street, Auckland

barker.co.nz



B&A Logo



Kerikeri, Whangārei, Warkworth,
Auckland, Hamilton, Cambridge,
Tauranga, Napier, Wellington,
Christchurch, Queenstown, Wānaka

Waka Kotahi meeting 21/06/2023

Attendees:

- Mark Ware, Kai Chen Khomotso Mantikwe
 - James Hui, Daryl Hughes and Mary Wong
-
- Prelim concept design of Oira Road roundabout by WK available and design standards have been provided to Balu for review and to advance the roundabout design.
 - NZTA will share indicative design with FPH following discussion and agreement with Balu to confirm circulation.
 - SH22 designation has the final roundabout design but Balu will be advancing the detailed design.
 - Concept design by Balu hasn't been accepted by WK yet so there is still a review and approval process to go through.
 - Funding for Drury Arterials: Business case approval almost complete with recommendation for Minister to approve the funding. Going to Board approval and Minister in late August but WK is 90% sure that the funding will be approved.
 - Two Traffic models: Saturn model updated and will be provided to SGA, planned to be completed by mid-July (up to the 2028 period) and Microsimulation model will be ready at end of month. These will be available for FPH to use and Daryl sourcing that. 2023 base model can be shared with FPH and action for WK to provide that.
 - SH22 designation is not entirely funded but WK does not intend to change the scope of the designation because there is no funding. In time WK still wants this to be four lanes but there is no funding available for the full extent of the designation. Daryl will investigate implications and what is required as part of traffic modelling for FPH.

Appendix 7

Te Ākitai Waiohū Introduction Letter



Urban & Environmental

23 March 2023

Te Ākitai Waiohū (Te Ākitai Waiohū Iwi Authority)
c/o Karen Wilson
Chairperson

By email
kaitiaki@teakitai.com

Tēnā koutou kei aku rangatira,

RE: THE KARAKA DEVELOPMENT AND INTRODUCING FISHER & PAYKEL HEALTHCARE

Introduction

Kei ngā tini mate o te wā, haere, haere, haere atu rā.

E whai whakaaro ana ki ngā whānau pani, me ngā whānau e noho taumaha tonu ana i ngā whiu a Tāwhirimātea i roto i ngā wiki kua taha ake nei.

Tēnā tātou katoa e ngā kanohi ora.

My name is Jonti Rhodes and I am writing to you on behalf of Fisher & Paykel Healthcare, acknowledging you as tāngata whenua and recognising your relationship with the land in Karaka in accordance with tikanga. Tēnā koutou kei aku rangatira.

Fisher & Paykel Healthcare is planning to develop a new technology campus in Karaka (the **Karaka Development**) and we would value the opportunity to meet with you to discuss our long term intention and discuss any feedback or questions you have about us and/or the Karaka Development.

This letter introduces us, provides a summary of the Karaka Development, and describes how we feel tāngata whenua may benefit. We hope to discuss these matters further with you ā-kanohi.

Fisher & Paykel Healthcare

We are a leading designer, manufacturer and marketer of products and systems for use in acute and chronic respiratory care, surgery and the treatment of obstructive sleep apnea. Our products enable patients to transition into less-acute care settings, recover more quickly, and avoid more serious conditions.

Founded in Aotearoa, we have been operating since 1969, when our first prototype respiratory humidifier was developed. Today, we are still headquartered in Aotearoa, while we operate globally. We have more than 6,000 employees in 53 countries. This includes 4,000 employees working at our East Tāmaki campus.

F&P products and therapies impact the lives of approximately 20 million patients around the world. During the most acute phases of the COVID-19 pandemic, we sold 10 years' worth of hospital hardware in two years and 'nasal high flow therapy', something we worked hard to promote before the pandemic, is now part of clinicians' everyday vocabulary. Like the strategies and aspirations of iwi and tāngata whenua, our business is focused on sustainable growth over a long-term course with a resolve to improve patient care and outcomes while leaving a lasting positive impact on society and the environment.

This focus extends to tāngata whenua. In 2021, we established the Fisher & Paykel Healthcare Foundation to support healthier communities through health, education and environmental initiatives that help those who are under-served and under-represented. Many of our partnerships are aimed at improving health or education outcomes for Māori – this includes \$2.8 million in funding to:

- The Māori Child Health Research Collaborative to continue the Implicit Bias project to address bias at Kidz First, Middlemore Hospital, and create a Māori Implicit Association Test
- Ko Awatea (Middlemore Hospital) to support two research projects: one on care pathways for injured rangatahi, and one on diabetic kidney disease
- Cure Kids to support their pilot Asthma Project aimed at reducing childhood mortality resulting from severe asthma in Māori and Pasifika children
- Pūhoro STEMM Academy to address the national low engagement of Māori in STEM-related (science, technology, engineering and mathematics) careers and create positive generational impact
- The University of Auckland's Faculty of Engineering to increase representation of Māori students choosing to study engineering through their outreach work in 17 mainly low decile high schools across Tāmaki Makaurau
- Kura Cares Charity to help lift whānau out of the cycle of poverty
- Garden to Table to support primary and intermediate schools and kura to engage with the taiao and cooking
- Fibre Fale to improve digital equity and support rangatahi Māori and Pasifika into the tech industry.

The Karaka Development

The high demand for our respiratory products and therapies has accelerated our growth aspirations, and we are planning to invest over \$700 million in land and buildings in New Zealand in the near future (five years) with plans covering the next 40+ years. In September 2022, we entered a sale and purchase agreement to acquire 105 hectares of land in Karaka to construct a second campus. This purchase is still subject to Overseas Investment Office approval, which we expect in the very near future.

Development of the site is planned to occur over a long term horizon (40+ years) with a focus on earthworks and core infrastructure over the next five years. Over time, this world-class campus will house a large number of employees in research and development, manufacturing and supporting roles, providing a major boost to the local area.

Key details of the sale and purchase agreement are **attached** with this letter.

Benefits to Tāngata Whenua

Our intention is to create a positive lasting impact on society and the environment and we believe this is in line with the aspirations of tāngata whenua.

We are conscious of the rich whakapapa that tāngata whenua have to the Karaka area that stretches back to the earliest inhabitants of the land and their descendants. We acknowledge the unique perspective of tāngata whenua and the spiritual, ancestral, cultural, customary and historical knowledge and expertise built over time has the potential to bring significant benefits to all New Zealanders when aligned with commercial enterprise in trusted, long-term relationships.

We see the benefits of working together on this development as improved decision-making around resource management and the environment, cultural understanding and preservation, and economic and social benefits including job creation, career pathways and generational wealth.

We will be adopting best-in-class sustainable design principles and careful planning, as we have with our East Tāmaki campus. This includes facilities, benefits and career development opportunities that provide a high quality of life for our people and the wide network that supports our business.

We would like to develop a sustainable long-term relationship with interested iwi/hapū on the Karaka Development, working together and contributing to the prosperity of the people and land of Aotearoa.

Hui Ā-kanohi

I would value some time to meet and introduce myself and discuss any concerns, feedback or questions you have about Fisher & Paykel Healthcare and/or the Karaka Development. I would also be really interested to hear about your vision and aspirations for the wellbeing of your people and land.

If you are agreeable to this approach, please reply to this email and we can work with you to arrange a suitable day, time and place to meet with you and/or your leadership group.

For your reference, I have included an overview of the planned rezoning of the land under the Auckland Unitary Plan to enable the Karaka Development and would appreciate you providing any feedback you might have. Please see Appendix below.

Nāku i roto i ngā mihi, nā



Jonti Rhodes

Vice President – Supply Chain, Facilities and Sustainability

Fisher & Paykel Healthcare

- Appendix: Rezoning under the Auckland Unitary Plan
- Attached: Summary of Key Terms of Sale and Purchase Agreement.

Rezoning under the Auckland Unitary Plan

Our planners welcome any feedback you have on our rezoning proposal outlined below.

The site comprises 300, 328, 350, 370 and 458 Karaka Road, Drury (approximately 105 hectares). We are preparing an updated Structure Plan for the area of land identified in Figure 1 below and seeking to rezone the land under the Auckland Unitary Plan (“AUP”) through a subsequent Private Plan Change process.

The current zoning of the site under the AUP is a combination of both Future Urban zone and Rural – Mixed Rural zones. The Plan Change will only seek to urbanise the parts of the site that are zoned Future Urban and located inside the Rural Urban Boundary (in the first instance). However, the Structure Plan will cover the entire area identified in Figure 1.

We intend to develop the site in three stages, to be completed in 2060. The site will be comprehensively master planned, and zoned Business – Light Industry zone (with a precinct) to enable business development and construction of the campus.

As part of this project, Council's Drury-Opāheke Structure Plan will also be amended and updated accordingly, to provide for light industrial activities within this area.

We are currently working on an updated Structure Plan that will inform the Private Plan Change request to rezone the majority of the site (the portion of the site zoned FUZ). The updated Structure Plan and Plan Change will be informed by input from various specialists' assessments of the site. The proposed Plan Change will facilitate rezoning only. Any future development of the sites will be subject to the usual requirements under the AUP for the relevant zone, including any earthworks or stormwater discharge.

If you would also like to provide direct feedback on the proposed Structure Plan and Plan Change request, please contact Cosette Saville at cosettes@barker.co.nz.

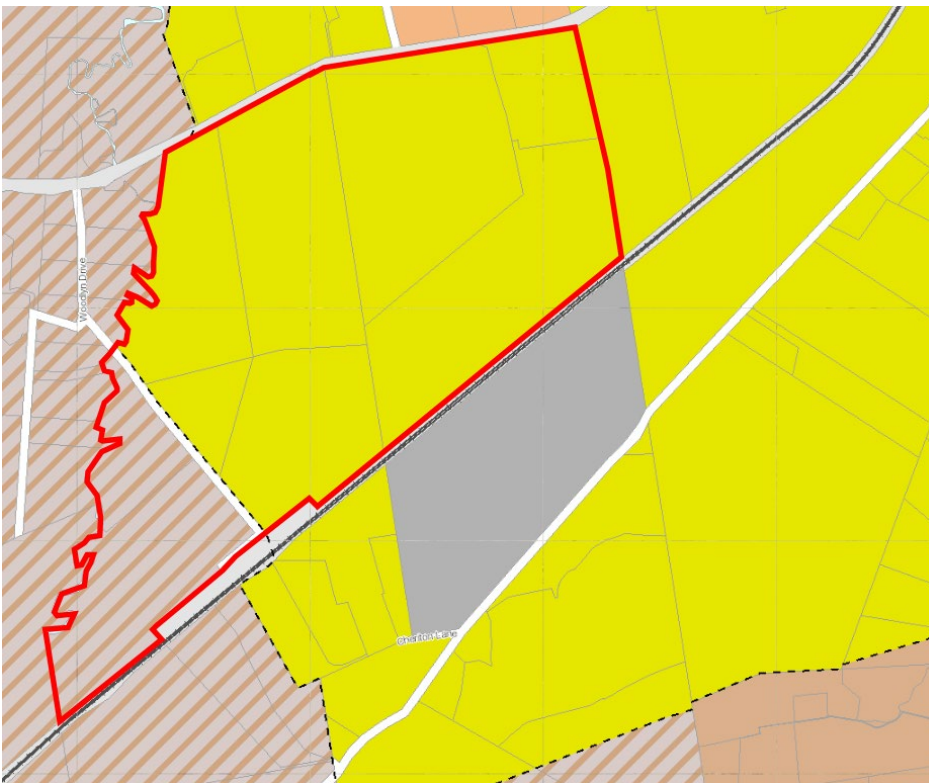


Figure 1 Karaka Road Structure Plan / Plan Change zoning under the AUP(OP)

Appendix 8

Te Ākitai Waiohū Hui Minutes



Urban & Environmental

Minutes of the Hui between Fisher & Paykel Healthcare and Te Ākitai Waiohū Environment Team

Held on FRIDAY 3 MAY 2024, online, commencing at 1:30PM.

Present:	Karen Wilson (KW)	Matt Comery (MC)
	Chloe Trenouth (CT)	James Hui (JH)
	Sarah Daniell (SD)	Veronica Matheson (VM)
	Emma McDonald (EM)	Nick Roberts (NR)
	Mary Wood (MW)	Tom Locke (TL)
	David Fullbrook (DF)	Cosette Pearson (CP)
	Claire Lavelle (CL)	

MINUTES

Karakia: Veronica opened the hui with a karakia.

Team introductions:

- Karen Wilson, Chair, Te Ākitai Waiohū
- Chloe Trenouth, Planning Consultant for Te Ākitai Waiohū
- Matt Comery, Infrastructure Development Manager, F&P
- James Hui, Project Manager, F&P
- Veronica Matheson, Senior Communications Manager, F&P
- Nick Roberts, Planner, Barker & Associates
- Cosette Pearson, Planner, Barker & Associates
- Mary Wood, Stormwater Engineer, GHD
- Sarah Daniell, Sustainability Consultant, eCubed
- David Fullbrook, Sustainability Lead, eCubed
- Tom Locke, Masterplan Lead, Warren and Mahoney
- Emma McDonald, Project Director, Pragmatix
- Claire Lavelle, Senior Project Manager, Pragmatix

CULTURAL INDUCTION

Fisher & Paykel Healthcare (F&P) advised that the purpose of the hui is to get to know each other and to discuss the masterplan and plan change for the Karaka campus. It was noted that the project is in very early stages, although technical reports have been undertaken for the plan change. With regards to the masterplan the team are currently listening to mana whenua and F&P groups and will then prepare the guiding principles document, which will be shared and discussed.

Te Ākitai Waiohū have already shared a CVA which the team have reviewed, and it was helpful to have a clear set of guidelines included in the CVA.

F&P are not land developers, they have a long-term interest and are acknowledge that they are custodians of the land. Karaka Campus has several waterways around the boundaries that have introduced species and have a lot of sediment run off in the area. F&P see this as an area of priority.

The CVA gave Te Ākitai Waiohū the ability to outline the nature of their connection to the site.

F&P OVERVIEW

Current Campus

F&P provided an overview of their current East Tāmaki campus, which is 42Ha and the first building was completed in 2000, with the fifth building currently under construction. F&P are nearing capacity at East Tāmaki, and the new Karaka campus will be an extension not a replacement to the East Tāmaki campus. The East Tāmaki campus consists of single storey buildings that co-locate

research and development with manufacturing in each building, it is a non-hierarchical environment which encourages collaboration.

Karaka Campus

The Karaka Campus site is 105ha and will be a light industrial development for medical device technologies. F&P expect that the land will facilitate their future growth.

The campus supports F&P growth plans and could create up to 18,000 new jobs once fully developed. The current campus has approximately 3,600 employed, with a fifth building in construction with capacity to house an additional 1,300 jobs.

The site is located where it will have good public transport in future, with a new railway station and there have been initial discussions with KiwiRail and Auckland Transport with regards to walkways and cycle paths to the site from the proposed train station.

Sustainability

While F&P want to continuously improve things, they also want to make sure that the Karaka Campus has the same look and feel as and builds on the successes of East Tāmaki.

At East Tāmaki, they currently harvest rainwater from 2 of 4 buildings and the fifth building currently under construction will have grey water. One building also has solar and F&P are looking at what other opportunities are available at East Tāmaki and Karaka campuses.

It was noted that Nic Bishop is the Head of Sustainability at Fisher and Paykel, and he is best placed to discuss in detail what F&P are currently doing to lessen their impact on the environment.

Timeline for the development

- Zoning/ plan change 2024/2025.

- First building expected to be built in the next decade 2032/33.
- Next 30/40 years of developing the campus.

In 2024 discussing zoning and just setting principles for masterplan on what F&P and the masterplan team will hold ourselves accountable for.

The goal is to have the first building available in Karaka in the first half of the next decade, then construct and develop new building every 4/5 years after based on current growth rates.

Planning and Environmental

With reference to the attached slides, the following was discussed:

Structure Planning

The area has a lot of residential development and there is a demand for jobs in the area, rather than people commuting to CBD, Penrose, East Tāmaki etc.

The Karaka Campus development will be low height, single storey buildings with large green space. The Plan Change team are currently giving thought to the precinct plan with landscape buffers to boundary and consideration to future residential neighbourhood on boundary. F&P buildings do not emit noise, light, or smell pollution.

F&P are aware that the Ministry of Health requires a hospital in the area and are keen to accommodate co-location and collaboration with a new hospital. F&P currently have great relationships with Waikato, Middlemore, and Auckland hospitals.

In the Council's structure plan, it showed an arterial road through site, campus-style development. However, this has been discussed with the Council and Auckland Transport and they have all agreed to routing this arterial road around the site.

Plan Change Application

The Plan Change application will be for a business/ light industry zone. The transport specialist and Council transport specialist have been able to have discussions early on. There has been quite a collaborative approach with Council.

Ecology

Bioresearches have done ecological report.

The site has no significant ecological areas identified. There are several waterways identified within the site:

- Oira creek and associated tributary
- Intermittent and ephemeral streams
- Riverine wetlands
- Natural inland wetlands
- Ponds.

Bat surveys are ongoing, and the results will be shared.

F&P noted that the whole stream will be a focus, nearly 2km of stream and that they will need to liaise with all neighbours across.

The masterplan will cover whole area not just the plan change area.

Archaeology

A survey has been carried out and there has been nothing identified from a visual point of view, however noted that the highest risk area is within 100m of the stream.

Te Ākitai Waiohū suggested that Geoff and Nigel go for a walk around with archaeologist.

Geotechnical/ Contamination

It is a flat site with low levels of contamination. There are small discharges that have occurred in the past due to farming activity.

Infrastructure, Stormwater and Flooding

Adjacent to key waterways, will need piped network for primary stormwater conveyance and green treatment methods where possible. There are no significant flooding issues.

Transport

The new Ngākōroa train station will be 200m from the site. The site is also walking catchment to the residential areas and vehicle access from Oria Road. A key focus of the campus will be to encourage public transport, walking and cycling.

Community Open Day

Overwhelming support from community. Concerns raised were in relation to roading network.

CVA Key Principles

Te Ākitai Waiohū reinforced their key principles from their CVA as:

- Whakapapa – genealogical connections and knowledge
- Tikanga – traditional customs to guide behaviour
- Kotahitanga – united in solidarity as one
- Whanaungatanga – reciprocal relationship of working together.
- Kaitiakitanga – guardianship and stewardship over the environment
- Rangatiratanga – independence and authority to decide.

SUMMARY

F&P noted that they are targeting plan change to be lodged by late May/early June.

Te Ākitai Waiohū would like to see something on precinct regarding the archaeological approach for the site.

Next Steps

- CVA received, masterplan team to review and consider items when drafting the guiding principles.
- B&A to issue updated technical reports to Te Ākitai Waiohū
- B&A to issue a map showing the various infrastructure projects planned for the Karaka and Drury area and to update Te Ākitai Waiohū on the high level discussions with Waka Kotahi and Auckland Transport
- Te Ākitai Waiohū to advise if Geoff and Nigel want to meet with the archaeologist for site walk around.
- Planning discussion to be arranged with Te Ākitai Waiohū, for a face-to-face meeting and also a tour of the East Tāmaki campus.
- Te Ākitai Waiohū to propose dates for next hui for the masterplan team to present the guiding principles.
- Te Ākitai Waiohū and F&P to arrange a discussion on a memorandum of understanding (MOU) to capture the formal or informal relationship arrangements going forward.

NEXT MEETING

Review of the Masterplanning Principles – TBC

Planning discussion - TBC

ATTACHMENTS

Plan Change reports - technical summary

Minutes of the Hui between Fisher & Paykel Healthcare and Te Ākitai Waiohū

Held on TUESDAY 2 JULY 2024, commencing at 9am.

Present: Karen Wilson (KW) Matt Comery (MC)
Chloe Trenouth (CT) James Hui (JH)
Tom Locke (TL) Nick Roberts (NR)
Claire Lavelle (CL) Cosette Pearson (CP)

Apologies: Emma McDonald (EM) Veronica Matheson (VM)

MINUTES

Team introductions:

- Karen Wilson, Chair, Te Ākitai Waiohū
- Chloe Trenouth, Planning Consultant for Te Ākitai Waiohū
- Matt Comery, Infrastructure Development Manager, F&P
- James Hui, Project Manager, F&P
- Nick Roberts, Planner, Barker & Associates
- Cosette Pearson, Planner, Barker & Associates
- Tom Locke, Masterplan Lead, Warren and Mahoney
- Claire Lavelle, Senior Project Manager, Pragmatix

INTRODUCTION

Fisher & Paykel Healthcare (F&P) advised that the purpose of the hui is to go through the precinct provisions and the feedback, which B&A has pre-circulated and also to discuss the masterplanning principles, which were drafted following hui with the interested mana whenua and various workshops with F&P. The principles and strategies as a result of that will keep the masterplan team guided as a reference point, so it is important to obtain feedback on them.

Te Ākitai Waiohū have already shared a CVA which the team have reviewed, and it was helpful to have a clear set of guidelines and recommendations included in the CVA.

F&P are not land developers; they have a long-term interest in the land, and acknowledge that they are custodians of the land. Karaka Campus has several waterways around the boundaries, in particular the Oira awa, that have introduced species and have a lot of sediment runoff in the area. F&P see this as an area of priority.

In contrast to the existing site, the focus at Karaka is on the wider site rather than building by building. The intentions at the Karaka Campus are to develop buildings that support one another, a shift to people centred movement, a mode shift to how people access the site, and a shift from campus thinking to a wider ecosystem approach to development.

The CVA gave Te Ākitai Waiohū the ability to outline the nature of their connection to the site.

MASTERPLANNING PRINCIPLES

Te Ākitai Waiohū provided a CVA, which includes their guiding principles.

WAM provided an overview of the masterplanning principles for the Karaka Campus, which have been prepared following the previous hui.

The following nine guiding principles were noted:

- Partnership and exchange – strengthen connections internally and externally

- Celebrating Identity
- Economically Sustainable
- Connection and collaboration
- Inspiring People
- Environmentally positive
- Resilient futures – noting that this is a big topic of conversation for the project and that there is a resilience workshop with the masterplan team and F&P arranged during this phase.
- Flexible and adaptable – key thing. Recognises operational flexibility and adaptability. It is a masterplan supporting growth for next 40 years
- Staging logic

It was noted that the East Tāmaki Campus is very vehicle centric, and the intention is to make the Karaka Campus more people centric, with people at the heart of the campus.

The intention is that Karaka Campus will have a site wide campus infrastructure, instead of being developed building by building and it will have a flexible and adaptable approach. There will be a landscaped edge along the Oria creek, which will have ecological restoration and buffer from the lifestyle blocks.

Te Ākitai Waiohūa requested that the proposed principles are matched with their principles to understand what is aligned and where there may be items that haven't been aligned.

It was noted that there were a lot of synergies, although some differences from the initial three hui, held with the three mana whenua. However, Te Ākitai Waiohūa advised that māori words can have different meanings to different people.

Te Ākitai Waiohūa suggested that partnership is at governance level, and welcome governance level discussions with F&P moving forward.

With regards to the Te Aranga Design principles, Te Ākitai Waiohūa advised that they do not support these, have become meaningless and only form a good starting point for talking to mana whenua about the design for a specific place and space.

Timeline for the masterplan

- Next stage is defining parameters then define some options on how we could set out the infrastructure of the campus. An implementation plan which sets out how the partnership will look.
- Over next 6 months have to identify key hold points with mana whenua for feedback/ consultation

Precinct Provisions

B&A have sent response table over to Te Ākitai Waiohūa in relation to the precinct provisions.

Name of precinct

The name of the precinct given by B&A was “Karaka Rd Industrial Complex”, however through hui with mana whenua, it was noted that there was a misspelling of the stream and given that there are no significant features on the site that we are aware of, thought it was a nice way to reference the Oiroa.

F&P have asked Ngaati Te Ata Waiohūa for more information on where the name came from.

Archaeology

Te Ākitai Waiohūa are pleased to see part of the permanent stream included, however noted their concerns about the lower wetland area as they thought that the archaeological report refers

to a fire pit in the area (Pr1) which has not been captured by the alert layer as currently mapped.

Te Ākitai Waiohū suggested that the archaeology section be updated as it still reads with a focus on archaeology from Heritage NZ and it should potentially include for engaging with mana whenua, as Heritage NZ are only looking at the archaeological values and not the cultural values, B&A team acknowledged Te Ākitai Waiohū's feedback in relation to the archaeology provisions, and have amended the precinct (refer to track changes in Attachment 1).

Riparian Planting

Clarification on the riparian planting standard and how it applies to the occupation of any buildings within a site which adjoins the stream. As the site is currently made up of a number of legal lots (already subdivided) the way the rule works for this precinct was clarified and understood.

SUMMARY

F&P noted that they are targeting plan change to be lodged by mid-late July.

Te Ākitai Waiohū would like to see something on precinct regarding the archaeological approach for the site (refer amended precinct provisions at Attachment 1, which has attempted to address matters raised in the hui, however this is a draft working document and B&A team welcome feedback).

Next Steps

- Masterplan team to provide table with nine masterplanning principles, showing how they have understood the principles in Te Ākitai Waiohū CVA, and how these principles will be reflected on the ground (an implementation type plan which

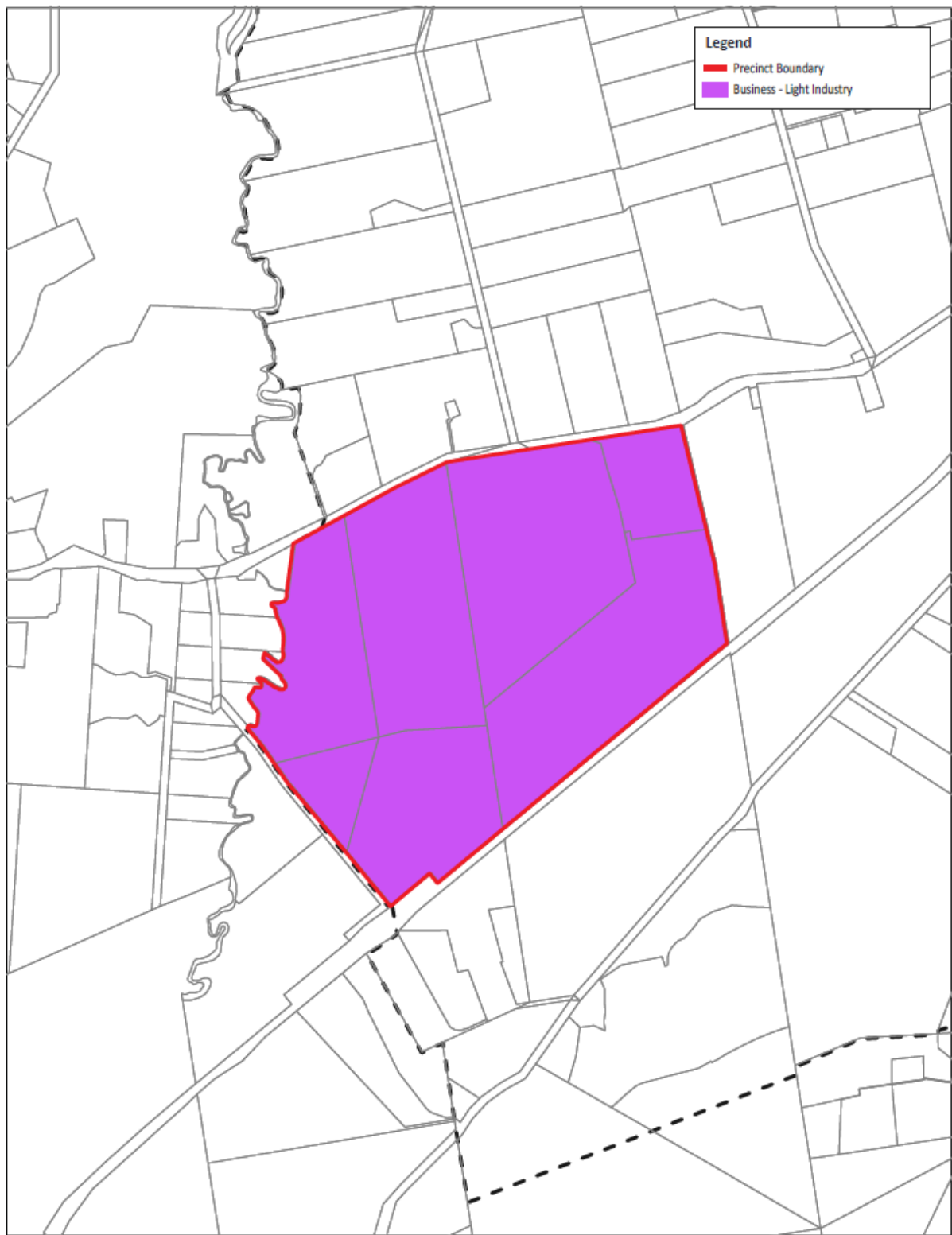
defines parameters around what the Campus is looking to achieve)

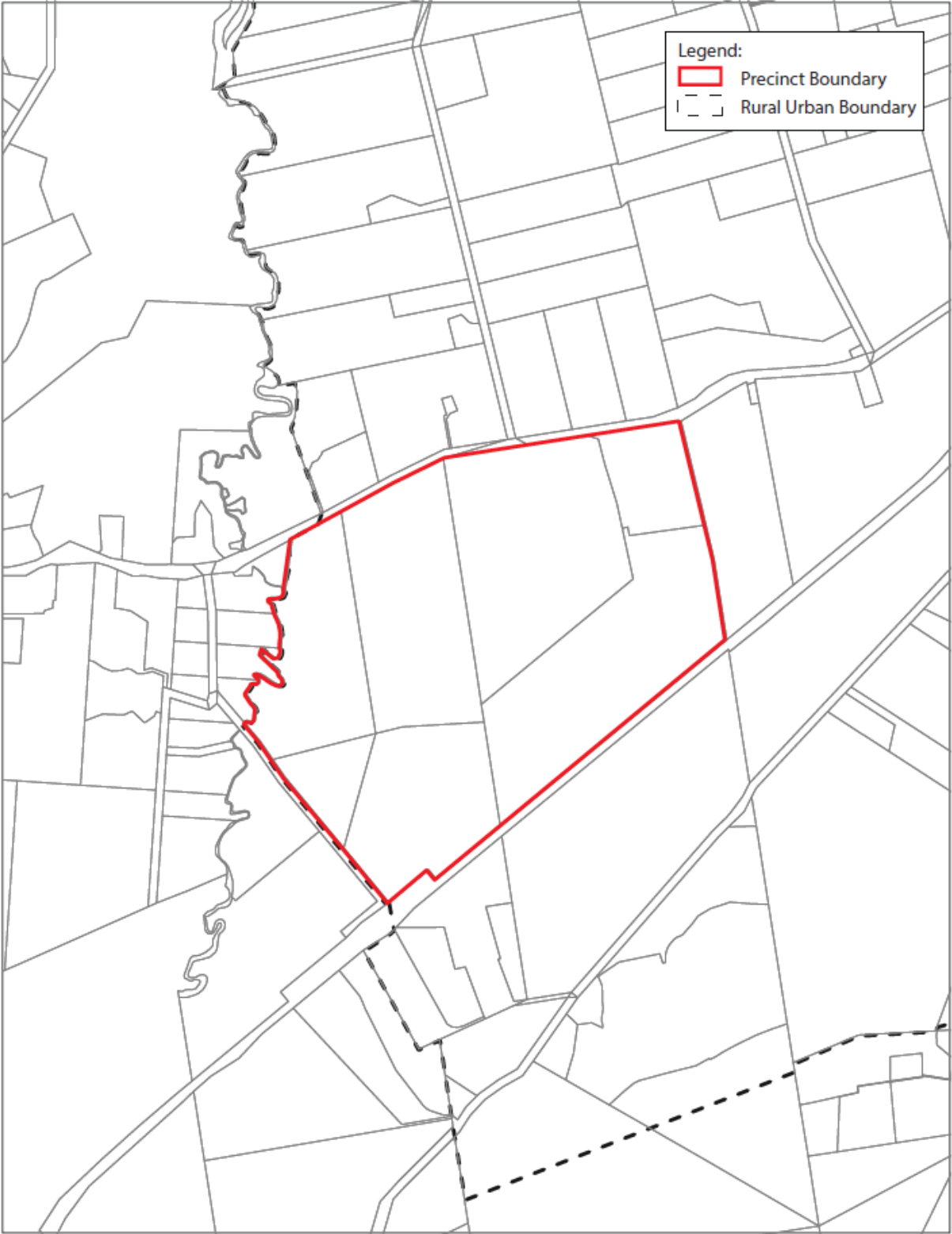
- B&A to issue revised precinct provisions (Attachment 1) to address matters raised, in particular with regard to archaeology and cultural values as raised by Te Ākitai Waiohū

Attachments

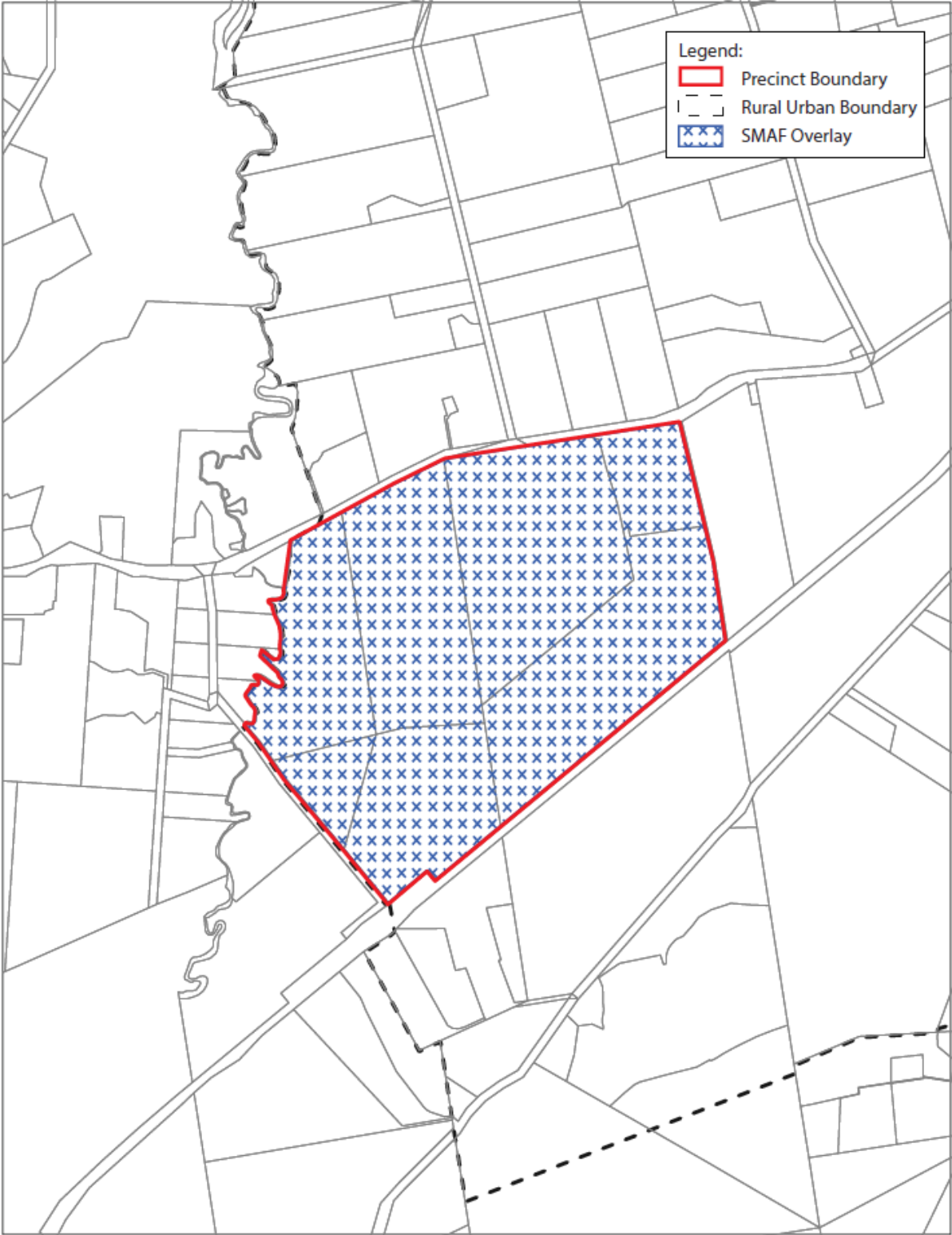
Precinct Provisions (tracked changes version).

[Precinct Name TBC] Precinct - Zoning Plan





[Precinct Name TBC] Precinct – SMAF Overlay



IX.1. Precinct description

The [Precinct Name TBC] Precinct applies to approximately 86.5ha of land bordered by Karaka Road which forms part of State Highway 22 to the north, the North Island Main Trunk Railway Line to the south, and Oiroa awa (Creek) to the west.

The purpose of the [Precinct Name TBC] Precinct is to enable a transition from rural and future urban land uses, and provide for the development of an industrial campus in a comprehensive and integrated manner. The Precinct provides for a range of industrial activities, including manufacturing, research and development, accessory office use, and staff facilities including cafeterias.

The development of buildings in a campus-like environment is enabled, providing significant employment opportunities in the south of Auckland, while acknowledging the Oiroa awa (Creek) and the adjacent rural environment to the west, and integrating with the existing and planned Drury-Opāheke Future Urban area.

The Precinct seeks to promote the enhancement of ecological values present within the network of existing waterbodies, and recognise their cultural importance to Ngāti Tamaoho, Ngaati Te Ata Waiohua and Te Ākitai Waiohua (and other relevant tangata whenua).

The Precinct recognises the cultural values associated with the site as it forms part of the cultural landscape, of importance to Ngāti Tamaoho, Ngaati Te Ata Waiohua and Te Ākitai Waiohua (and other relevant tangata whenua).

A key attribute of the Precinct is sustainability, contributing to mitigating the effects of climate change and supporting a reduction in greenhouse gas emissions. The Precinct achieves this by enabling the provision of employment opportunities and jobs close to existing and future residential areas and within walking distance of the Ngākōroa train station and promoting the use of active and public modes of transport.

An alert area for encountering archaeological sites during any earthworks is shown on Precinct Plan 3.

The zoning of land within this Precinct is Business – Light Industry zone.

All relevant overlay, Auckland-wide and zone provisions apply in this Precinct unless otherwise specified below.

IX.2. Objectives

- (1) The [Precinct Name TBC] Precinct enables the development of a significant employment node with a primarily light industrial land use.
- (2) The [Precinct Name TBC] Precinct contributes to a well-functioning urban environment, integrates with the natural environment and respects Mana Whenua values.
- (3) The development of a high-quality campus environment is enabled.
- (4) Access to and from the precinct occurs in an efficient and safe manner that mitigates adverse effects of traffic generation on the surrounding road network.
- (5) The [Precinct Name TBC] Precinct develops and functions in a way that:
 - (a) Promotes public transport use and active modes of transport including walking and cycling; and
 - (b) Encourages the safe and effective active mode movement between the Ngākōroa train station and the Precinct.

- (6) Development is coordinated with the supply of sufficient three waters infrastructure to service the Precinct.
- (7) The [Precinct Name TBC] Precinct is a sustainable, low carbon, urban environment.
- (8) Freshwater quality, sediment quality and biodiversity are improved.

IX.3. Policies

General

- (1) Enable light industrial activities to operate efficiently within the Precinct.
- (2) [Precinct Name TBC] Precinct is a comprehensively developed industrial campus that integrates with the surrounding area, the natural environment, and supports public and active transport use.

Transport, infrastructure and staging

- (3) Ensure that the adverse effects of traffic generation on the surrounding transport network are mitigated, by ensuring:
 - (a) The surrounding road network can operate with reasonable efficiency during inter-peak periods;
 - (b) Any upgrades or new connections to the transport network are safe for pedestrians, cyclists and motorists; and
 - (c) The transport network operates safely at all times.
- (4) Ensure that development in the [Precinct Name TBC] Precinct is coordinated with sufficient stormwater, wastewater, and water supply, infrastructure to service the Precinct.

Sustainability

- (5) Develop the [Precinct Name TBC] Precinct as a sustainable and low-carbon urban environment by:
 - (a) Enabling employment opportunities in proximity to existing and planned residential activities in the surrounding area;
 - (b) Encouraging the implementation of water sensitive design principles in all development to maintain and enhance water quality in the receiving environment;
 - (c) Promoting mode shift to public and active modes of transport, including by encouraging safe and efficient access for pedestrians and cyclists within the Precinct to the Ngākōroa train station.
 - (d) Contributing to mitigating the effects of climate change by encouraging native revegetation within riparian margins to enhance carbon sequestration and biodiversity values.

Stormwater management

- (6) Require development to be consistent with the water sensitive approach outlined in the supporting stormwater management plan, including:

- (a) Application of water sensitive design to achieve water quality and hydrology mitigation;
- (b) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
- (c) Requiring treatment of runoff from road carriageways by a water quality device designed in accordance with GD01;
- (d) Requiring runoff from other trafficked impervious surfaces to apply a treatment train approach to treat contaminant generating surfaces;
- (e) Providing planting on the riparian margins of permanent or intermittent streams; and
- (f) Ensuring development is coordinated with sufficient stormwater infrastructure to service the development.

Ecology

- (7) Contribute to improvements to water quality, ecological habitat and biodiversity, including by providing native planting on the riparian margins of permanent and intermittent streams.

Mana whenua values

- (8) Development recognises, protects and enhances the cultural, spiritual and historical values and relationships associated with the cultural landscape, including by:
 - (a) Delivering a green corridor following the Oiroa awa;
 - (b) Taking an integrated approach to stormwater management;
 - (c) Ensuring the design of communal green spaces incorporate Te Aranga design principles;
 - (d) Engaging with Mana Whenua to inform the design of development in the [Precinct Name TBC] Precinct; and
 - (e) Managing the impact of earthworks on Mana Whenua cultural heritage, including within the archaeological alert area in Precinct Plan 3 and protecting, where practicable, identified archaeological and cultural features.

IX.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table IX.4.1 below.

Activity Table IX.4.1 specifies the activity status of subdivision and development in the [Precinct Name TBC] Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table IX.4.1 Activity table

Activity		Activity status
Use and Development		
(A1)	New buildings	P

(A2)	Development that does not comply with standards IX.6.4 Yards, IX.6.5 Special Landscape Area, IX.6.6 Maximum impervious area, IX.6.7 Riparian planting, IX.6.8 Stormwater quality, or IX.6.9 Water supply and wastewater connections	RD
(A3)	Development that does not comply with standards IX.6.1. Informing Iwi or IX.6.2 Staging of Development with Transport Upgrades	D
(A4)	Development exceeding 128,900m ² of commercial or industrial gross floor area	D
Industry		
(A5)	Industrial laboratory	P
(A6)	Light manufacturing and servicing	P
Commerce		
(A7)	Food and beverage accessory to the primary activity on the site	P
(A8)	Offices that are accessory to the primary activity on the site and the office gross floor area does not exceed 40 per cent of all buildings on the site	P
(A9)	Offices that are accessory to the primary activity activity on the site and the office gross floor area exceeds 40 per cent of all buildings on the site	RD
Transport		
(A10)	Construction of a new vehicle crossing from that part of a site boundary adjoining an arterial road as identified on the planning maps	C
(A11)	Construction of a new vehicle crossing that does not comply with standard IX.6.3 Vehicle Access	D

IX.5. Notification

- (1) Any application for resource consent for an activity listed in Table IX.4.1 Activity will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding on who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

IX.6. Standards

- (1) All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table IX.4.1 above except for the following:
 - (a) E27.6.1 Trip generation
 - (b) E27.6.4.1 Vehicle Access Restrictions

(c) H17.6.4 Yards

- (2) All activities listed in Activity Table IX.4.1 must also comply with the following standards.
- (3) Where there is any conflict or difference between standards in this Precinct and the Auckland-wide and zone standards, the standards in this Precinct will apply.

IX.6.1. Informing Iwi

Purpose: To ensure that Te Waiohū are informed of development within the Precinct.

- (1) All development requiring resource consent within the Precinct must be communicated with written advice to Ngāti Tamaoho, Ngaati Te Ata Waiohū, and Te Ākitai Waiohū.
- ~~(1) For any land disturbance within the archaeological alert area in Precinct Plan 3, an archaeological assessment must be developed with iwi, in accordance with IX.9(3).~~

IX.6.2. Staging of Development with Transport Upgrades

Purpose: To manage the adverse effects of traffic on the safety and efficiency of the surrounding road network for all modes of transport by ensuring development is coordinated with transport infrastructure.

- (1) Development within the Precinct must not exceed the thresholds in Table IX.6.2.1 Threshold for Development in [Precinct Name TBC] Precinct until such time that the identified infrastructure upgrades are constructed and are operational.

Table IX.6.2: Threshold for Development in the [Precinct Name TBC] Precinct.

Column 1		Column 2
Activities or development enabled by Transport infrastructure in column 2		Transport infrastructure required to enable activities or development in column 1
(a)	Prior to the occupation of any building and up to a maximum of 79,750m ² commercial and industrial gross floor area	Provision of an interim upgraded intersection (roundabout with two approach lanes in each direction or equivalent interim traffic signals), including active mode facilities, located generally at the intersection of Karaka Road and Oira Road, as shown on Precinct Plan 1.
(b)	Occupied development greater than 79,750m ² and up to a maximum of 88,000m ² commercial and industrial gross floor area	Provision of an ultimate upgraded intersection (roundabout with three approach lanes from the Precinct or equivalent traffic signals), including active mode facilities, located generally at the intersection of Karaka Road and Oira Road, as shown on Precinct Plan 1.
(c)	Occupied development greater than 88,000m ² and up to a maximum of 128,900m ² commercial and industrial gross floor area	Upgrades in (b) above; and Provision of a second site access, including active mode facilities, located generally at the locations shown on Precinct Plan 1.

- (2) For the purpose of this standard:

- (a) 'Occupied development' or 'occupation' means occupation and use for the building's intended purpose, but not including occupation by personnel engaged in construction fit out or decoration; and
- (b) 'Operational' means the relevant upgrade is available for use and open to all traffic.

IX.6.3. Vehicle Access

Purpose: To ensure vehicle access to and from the Precinct occurs in a safe and efficient manner.

- (1) The maximum number of direct vehicle access points from the precinct to Karaka Road is limited to three and these shall be located generally at the points shown on Precinct Plan 1.

IX.6.4. Yards

Purpose:

- To provide a buffer and screening between industrial activities within the Precinct and adjacent land uses to mitigate adverse visual effects; and
 - Ensure buildings are adequately set back from streams to maintain water quality, amenity, and provide protection from natural hazards.
- (1) A building or parts of a building must be set back from the relevant boundary by a minimum depth listed in Table IX.6.4.1.

Table IX.6.4.1 Yards

Yard	Minimum depth
Front	5m
Side	5m where the side boundary adjoins a residential zone, an open space zone, the Special Purpose – Māori Purpose Zone, the Special Purpose – School Zone or Future urban zone
Rear	5m
Riparian yard	20m from the edge of the Oiroa awa (Creek) 10m from the edge of other permanent and intermittent streams

Note 1

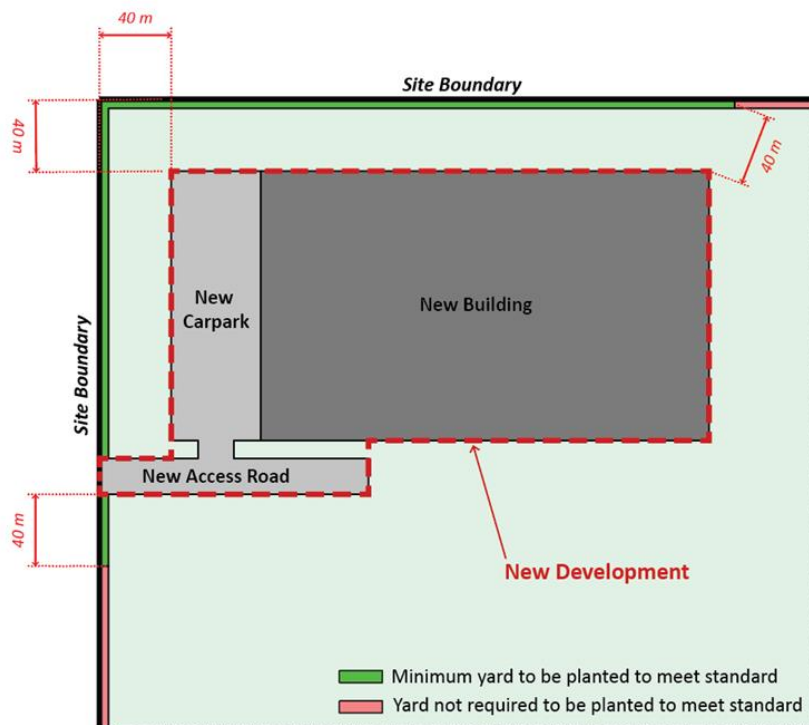
Yards are not required for internal roads, internal site boundaries, or service lanes.

Note 2

Side yards are not required where the side boundary does not adjoin one of the zones specified in Table IX.6.4.1.

- (2) All yards must be planted and appropriately maintained thereafter as follows:
- (a) As shown in Figure IX.6.4.1 below, that part of a front yard (excluding access points) located within 40m of any new development must be planted with a mixture of trees, shrubs or ground cover plants (including grass);
 - (b) As shown in Figure IX.6.4.1 below, that part of a side or rear yard located within 40m of any new development must be planted with a mixture of trees, shrubs or ground cover plants (including grass) to provide a densely planted visual buffer for a depth of at least 3m.

Figure IX.6.4.1 Front, side, and rear yard landscaping.



IX.6.5. Special Landscape Area

Purpose: To provide for a visual transition between industrial activities within the Precinct and adjacent land uses within the Rural – Mixed Rural zone.

- (1) Prior to any subdivision of a site adjoining the Special Landscape Area, or the occupation of any building within a site which adjoins the Special Landscape Area as shown on Precinct Plan 2, the Special Landscape Area must be planted with a mixture of trees, shrubs or ground cover plants to provide a densely planted visual buffer, to a depth of at least 10m, and maintained thereafter.

- (1) No buildings or parts of the building shall be constructed within the Special Landscape Area identified on Precinct Plan 2.

IX.6.6. Maximum impervious area

Purpose:

- To manage the amount of stormwater runoff generated by a development, particularly in relation to the capacity of the stormwater network and potential flood risks; and
 - To limit paved areas to maintain the appearance of the [Precinct Name TBC] Precinct.
- (1) The maximum impervious area must not exceed 80 per cent of the area within the [Precinct Name TBC] Precinct.

IX.6.7. Riparian planting

Purpose: Contribute to improvements to water quality, ecological habitat and biodiversity.

- (1) Prior to any subdivision of a site adjoining Oiroa awa (Creek), or the occupation of any building within a site which adjoins Oiroa awa (Creek) as shown on Precinct Plan 2, those riparian margins of the Oiroa awa (Creek) that are located within the [Precinct Name TBC] Precinct boundary must be planted to a minimum width of 20m measured from the top of the bank of the stream, provided that:
 - (a) This rule shall not apply to road crossings over streams; and
 - (b) Walkways and cycleways must not locate within 10m of the streambank.
- (2) Prior to any subdivision of a site adjoining any permanent or intermittent stream other than the Oiroa awa (Creek), or the occupation of any building within a site which adjoins any permanent or intermittent stream other than the Oiroa awa (Creek) as shown on Precinct Plan 2, the riparian margins of the permanent or intermittent stream must be planted either side to a minimum width of 10m measured from the top of bank of the stream, provided that:
 - (a) This rule shall not apply to road crossings over streams; and
 - (b) Walkways and cycleways must not locate within the riparian planting area.
- (1) For the purpose of this standard:
 - (a) 'Occupied development' or 'occupation' means occupation and use for the building's intended purpose, but not including occupation by personnel engaged in construction fit out or decoration.

IX.6.8. Stormwater quality

Purpose: Contribute to improvement to water quality, stream health and freshwater ecological values.

- (1) Stormwater runoff from new, or redevelopment of existing, high contaminant generating carparks, all carparks exposed to rainfall, and all roads must be treated with a stormwater management device(s) meeting the following standards:

- (a) The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
 - (b) Where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
 - (c) For all other trafficked impervious surfaces, water quality treatment in accordance with the approved stormwater management plan must be installed.
- (2) New buildings, and additions to buildings must be constructed using inert cladding, roofing, spouting and building materials that avoid the use of high contaminant yielding building products which have:
- (a) Exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
 - (b) Exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or
 - (c) Exposed treated timber surface(s) or any roof material with a copper-containing or zinc-containing algaecide.

IX.6.9. Water supply and wastewater connections

Purpose: To ensure the coordinated delivery of water and wastewater infrastructure to support development in the [Precinct Name TBC] Precinct.

- (1) Prior to occupation, buildings shall be connected to a functioning water supply and wastewater network, or serviced by alternative on-site solution.
- (2) For the purpose of this standard:
 - (a) 'Occupied development' or 'occupation' means occupation and use for the building's intended purpose, but not including occupation by personnel engaged in construction fit out or decoration.

IX.7 Assessment – controlled activities

IX.7.1 Matters of control

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) Construction of a new vehicle crossing from that part of a site boundary adjoining an arterial road as identified on the planning maps:
 - (a) Effects of the design and location of access on the transport network;
 - (b) Effects on the safety of all road users; and
 - (c) The provision of active mode facilities.

IX.7.2 Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities, in addition to the matters specified for the relevant controlled activities in the overlays, Auckland-wide or zones provisions:

- (1) Construction of a new vehicle crossing from that part of a site boundary adjoining an arterial road as identified on the planning maps:
 - (a) Effects of the design and location of access on the safe and efficient operation of the transport network, having regard to:
 - (i) Visibility and safe sight distances; and
 - (ii) Existing and future traffic conditions, including speed, volume, type, current accident rate, and the need for safe manoeuvring.
- (2) Whether the design of access will integrate with existing and planned active mode facilities.

IX.8. Assessment – restricted discretionary activities

IX.8.1. Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) Buildings that do not comply with standards IX.6.4 Yards, IX.6.5 Special Landscape Area, IX.6.6 Maximum impervious area:
 - (a) Matters of discretion H17.8.1(4) apply.
- (2) Development that does not comply with standard IX.6.7 Riparian planting:
 - (a) Effects on water quality, biodiversity and stream erosion.
- (3) Development that does not comply with standard IX.6.8 Stormwater quality:
 - (a) Matters of discretion E9.8.1(1) apply.
- (4) Development that does not comply with standard IX.6.9 Water supply and wastewater connections:
 - (a) Infrastructure and servicing.
- (5) Offices that are accessory to the primary activity on the site and the office gross floor area exceeds 40 per cent of all buildings on the site:
 - (a) Matters of discretion H17.8.1(2) apply.

IX.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) Buildings that do not comply with standards IX.6.3 Yards, IX.6.4 Special Landscape Area, IX.6.5 Maximum impervious area:
 - (a) Whether the proposal achieves policies H17.3(1), H17.3(4), IX.6.3(1), and IX.6.3(2).
- (2) Development that does not comply with IX.6.6 Riparian planting:

- (a) Whether the proposal achieves Policy IX.3(7).
- (3) Development that does not comply with Standard IX.6.7 Stormwater quality:
 - (a) Assessment criteria E9.8.2(1); and
 - (b) Whether the proposal achieves Policies E1.3(1)-(10), (12)-(14) and IX.3(6).
- (4) Development that does not comply with standard IX.6.9 Water supply and wastewater connections:
 - (a) Whether there is adequate infrastructure to service the proposed development.
 - (b) Whether the proposal achieves Policy IX.3(4).
- (5) Offices that are accessory to the primary activity on the site and the office gross floor area exceeds 40 per cent of all buildings on the site:
 - (a) Assessment criteria H17.8.2(2);
 - (b) Whether the proposal achieves Policies IX.6.3(1) and IX.6.3(2).

IX.9 Special information requirements

(1) Addendum Transport Assessment

A proposal that does not comply with standard IX.6.2 Staging of development with transport upgrades or development exceeding 128,900m² of commercial or industrial gross floor area must be accompanied by an addendum assessment of transportation effects, to be prepared by suitably qualified transport planner or traffic engineer in accordance with the Auckland Transport Integrated Transport Assessment Guidelines applying at the time of the application.

Without limiting the scope of the integrated transport assessment, the integrated transport assessment must assess and provide details of the following:

- (a) Whether the proposal maintains the safe and efficient operation of the transport network, including Karaka Road;
- (b) Whether the proposal achieves Policy IX.3(3);
- (c) Whether the transport network, including Karaka Road, can operate safely and efficiently;
- (d) The available capacity and effectiveness of the surrounding transport network, including having regard to whether any of the following provide additional available capacity:
 - (i) Whether the actual rate of development in the wider area is slower than anticipated;
 - (ii) Whether residential development within Drury is coordinated with industrial development within the Precinct to minimise trips;
 - (iii) Increased use of public transport within Drury.
- (e) Whether the proposal demonstrates methods that promote or provide for the increased use of public transport, including details of how those methods would be

implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips; and

- (f) The effect of the timing and development of any other transport upgrades or transport infrastructure.

(2) Riparian planting plan

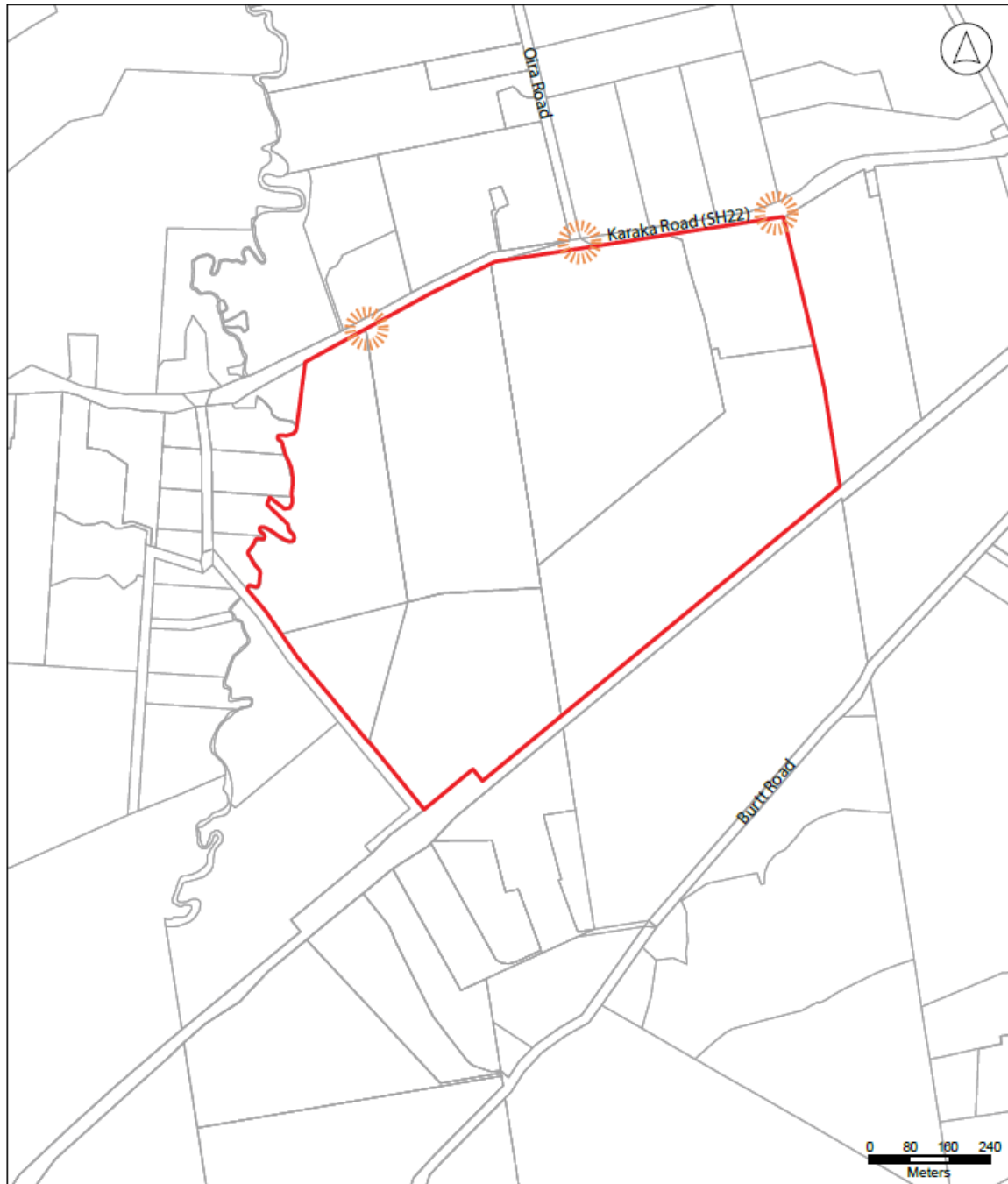
- (a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native. The riparian planting plan must be prepared in accordance with Appendix 16 - Guideline for native revegetation plantings.

(3) Archaeological and Cultural assessment

- (a) An application for land modification must be accompanied by an archaeological assessment, including a survey. The purpose of this assessment is to evaluate the effects on archaeological and cultural values and must include a detailed assessment of those values developed in partnership with iwi, prior to any land disturbance, planting or demolition of a pre-1900 building, with the goal to protect any identified features where practicable. ~~and to confirm whether the development will require an Authority to Modify under the Heritage New Zealand Pouhere Taonga Act 2014.~~

IX.10. Precinct plans

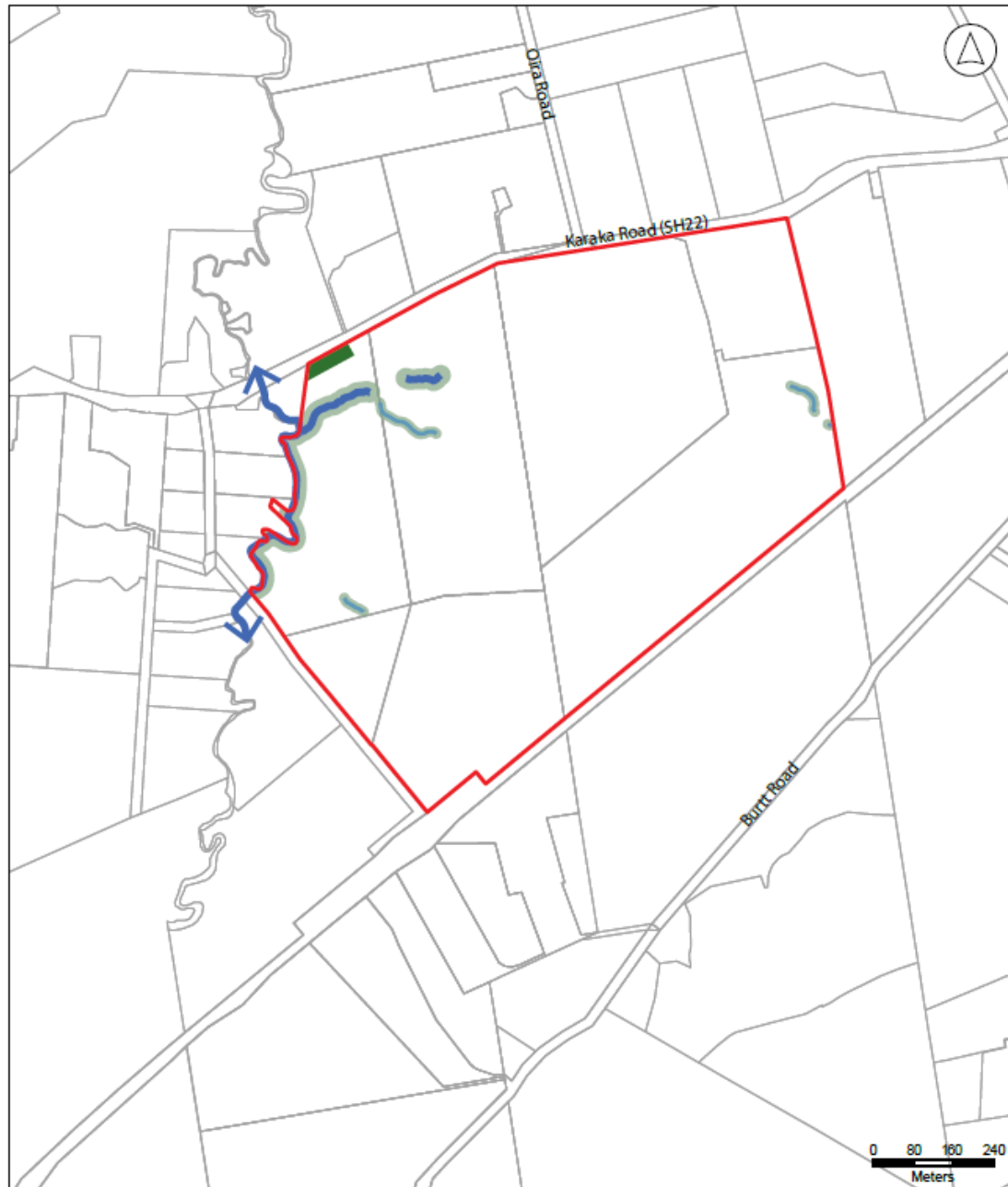
IX.10.1 [Precinct Name TBC]: Precinct Plan 1: Indicative Access Network



Karaka Road - Indicative Access Network Plan

- ▬ Precinct Boundary
- ▬ Parcels
- ☀ Indicative Access Locations

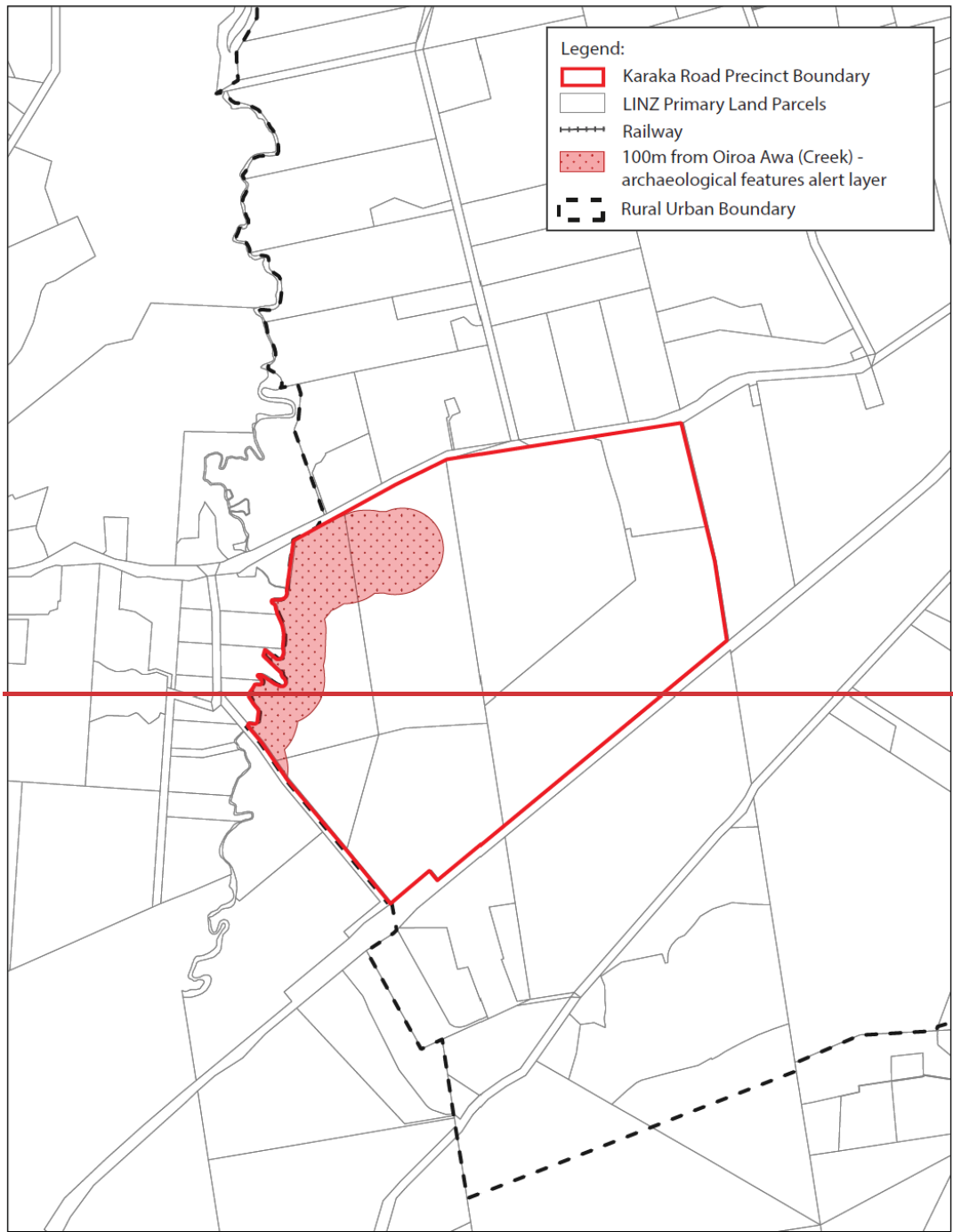
IX.10.2 [Precinct Name TBC]: Precinct Plan 2: Indicative Riparian Margins and Special Landscape Area Plan



Karaka Road - Indicative Riparian Margin and Special Landscape Area Plan

- | | |
|---|-----------------------------|
| Precinct Boundary | Indicative Riparian Margins |
| Parcels | Special Landscape Area |
| Oiroa awa (Creek) | |
| Other permanent or intermittent streams | |

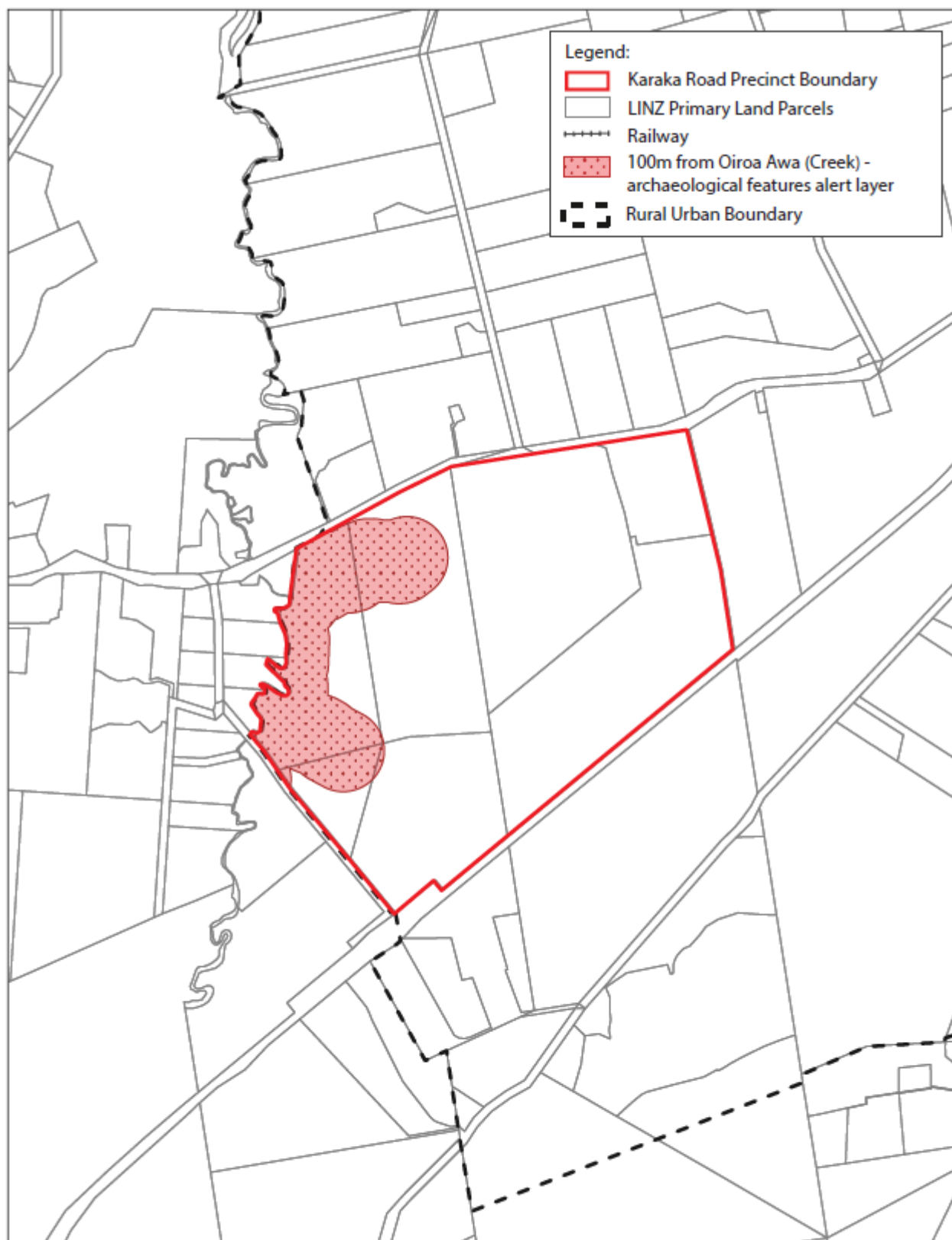
IX.10.3 [Precinct Name TBC: Precinct Plan 3: Archaeological Sites



Karaka Road - Archaeological Features Alert Layer

The "Archaeological features alert layer" notation along the Oiroa awa (creek) identifies areas that may encounter archaeological features, in particular relating to Māori horticulture.

0 80 160 240
Meters
Scale @ A4
= 1:12,000



Karaka Road - Archaeological Features Alert Layer

The "Archaeological features alert layer" notation along the Oiroa awa (creek) identifies areas that may encounter archaeological features, in particular relating to Māori horticulture.

0 90 180 240 Meters
Scale @ A4
= 1:12,000

Appendix 9

Ngati Tamaoho Hui Minutes



Urban & Environmental

Minutes of the Hui between Fisher & Paykel Healthcare and Ngāti Tamaoho Environment Team

Held on WEDNESDAY 3 APRIL 2024, Ngāti Tamaoho Charitable Trust Office, 128 Hingaia Road, Karaka , commencing at 9:30AM.

Present:	Edith Tuhimata (ET)	Matt Comery (MC)
	Lucie Rutherford (LR)	James Hui (JH)
	Beau White (BW)	Nic Bishop (NB)
	Sarah Daniel (SD)	Veronica Matheson (VM)
	Emma McDonald (EM)	Nick Roberts (NR)
	Mary Wood (MW)	Tom Locke (TL)
	David Fullbrook (DF)	Claire Lavelle (CL)

MINUTES

Karakia: Edith Tuhimata opened the hui with a karakia.

Team introductions:

- Edith Tuhimata, Environmental Manager, Ngāti Tamaoho
- Lucie Rutherford, RMA Officer, Ngāti Tamaoho
- Beau White, Environment Officer, Ngāti Tamaoho
- Matt Comery, Infrastructure Development Manager, F&P
- Nic Bishop, Head of Sustainability and Environmental Innovation, F&P
- James Hui, Project Manager, F&P
- Veronica Matheson, Senior Communications Manager, F&P
- Nick Roberts, Planner, Barker & Associates
- Mary Wood, Stormwater Engineer, GHD
- Sarah Daniel, Sustainability Consultant, eCubed
- David Fullbrook, Sustainability Lead, eCubed
- Tom Locke, Masterplan Lead, Warren and Mahoney
- Emma McDonald, Project Director, Pragmatix
- Claire Lavelle, Senior Project Manager, Pragmatix

CULTURAL INDUCTION

ET provided a cultural induction advising Ngāti Tamaoho's relationships with ancestral land and the principals of the Treaty of Waitangi.

Key notes:

- Kaitiakitanga – defined in the Resource Management Act as guardianship of the land and should only be used by those who whakapapa to the land. Stewardship is not an appropriate term.
- Examples of destruction of maunga around Tāmaki Makaurau for quarrying and housing developments were discussed. This practice should not be normalised.
- Protecting cultural heritage including the importance of transportation corridors - where the waka went, from one water body to the other (and rolled overland). Considering Portages; trade corridors; Waka; Paa locations, Mahinga Kai and midden.
- Archaeological sites and artefacts could be present, particularly in the wetlands. Types of artifacts includes taputapu (objects) such as weaponry or tools, bones and lures, and axe heads. If found, peg the area off and spray a 5m buffer zone (10m if koiwi (human remains) are present). If an artifact is found, it should go to the whānau of the rangatira to whom it belonged.
- Significance of physical remnants of cultural heritage - eg. midden
- Paa sites are cultural landscapes, can be compared to our own houses. Place to sleep, garden, eat etc, with corridors similar to hallways.

The cultural induction noted the importance of water features and topography to iwi, including the following in the area:

- Ngākōroa – waterway that follows to the Paa
- Ōpaheke pa - significant pa site
- Te Maketū – paa site above Stevenson’s quarry.
- Hingaia – reserve at end of Drury, waterway to Opāheke Paa
- Tuhimata – A paa under St Stephen’s School
- Te Manukanuka o Hohrua
- Pukekura – in the Bombay area, Red Hill on right hand side, volcanic bulb
- Pukekiwiriki – back of Papakura
- Ararimu/Te Ara Paatu – the walkway at Ramarama that goes to the East coast (the walking track of the rimu trees)
- Oira (Oiroa) stream – stream on the western edge of the site
- Other streams noted where Whangamairi, Whangaparaure, Oira.

F&P OVERVIEW

Fisher & Paykel Healthcare (F&P) provided an overview, advising that they are just commencing the project and starting with meeting all three iwi and listening before putting pen to paper to prepare the principles for the project.

Current Campus

F&P provided an overview of their current East Tāmaki campus, which is 42Ha and the first building was completed in 2000. It was noted that the new campus would be something similar to their current campus with trying to strike a balance between buildings and greenspace, maintaining the waterways. The campus should

be a place to come and work, go for walks, sit outside, and to create a community.

Karaka Campus

MC stated that they will be looking at using sustainable materials for the project where possible and for it to have a similar look and feel to the East Tāmaki campus, noting that the Daniell Building at the East Tamaki Campus has achieved a Greenstar 5 rating. It will also look at maintaining good commitment to water and energy management with options of reusing rainwater, managing stormwater, with possible attenuation (if required) and the potential for generating energy on site.

LR advised that Ngāti Tamaoho do not support stormwater ponds and that there needs to be a wetland and fall bay which needs to be maintained.

The campus supports F&P growth plans and could create up-to 18,000 new jobs once fully developed. The current campus has approximately 3,600 employed, with a fifth building in construction with capacity to house an additional 1,300 jobs.

The new campus is in an area which is close to housing, train station (Ngākōroa Station – Drury West) and F&P will be discussing with KiwiRail and Auckland Transport about links direct to the station, whether by shuttles, SH22 upgrade with cycle ways etc.

The current East Tāmaki campus has around 75% of their staff living in surrounding areas and F&P expect it will be similar in the new campus, where people will live in surrounding areas.

Timeline for the development

- Zoning/ plan change 2024/2025

- First Building expected to be built in the next decade 2032/33
- Next 30 years of developing out the campus.

Planning and Environmental

The site is 105ha parcel of land, located 25km South of East Tāmaki Campus. The plan change will be for light industrial with office and manufacturing buildings.

Ecology

The site has no significant ecological areas identified. There are several waterways identified within the site:

- Oira creek and associated tributary
- Intermittent and ephemeral streams
- Riverine wetlands
- Natural inland wetlands
- Ponds

Bat surveys are ongoing and the results will be shared.

Archaeology

Survey has been carried out and there has been nothing identified from a visual point of view, however noted that the highest risk area is within 100m of the stream.

Geotechnical/ Contamination

It is a flat site and low levels of contamination. There are small discharges have occurred in the past due to farming activity.

Infrastructure, Stormwater and Flooding

Adjacent to key waterways, will need piped network for primary stormwater conveyance and green treatment methods where possible. There are no significant flooding issues.

LR requested that where working with Watercare, that there must not be pump stations where can overflow to the streams, must overflow to the land.

There were opportunities noted for hydrology mitigation; water quality treatment for impervious and hardstand areas and inert roofing materials for buildings.

Transport

The new Ngākōroa train station will be 200m from the site. The site is also walking catchment to the residential areas and vehicle access from Oria Road. A key focus of the campus will be to encourage public transport, walking and cycling.

Structure Planning

There are four key moves from the amended structure plan,

1. Landscape area along Oria Creek
2. Local amenity area around railway station
3. North/South link for pedestrians in particular buses to circle (right on edge of site)
4. Expand zoning into the South West area (not to be rezoned yet), outside of the rub boundary

LR noted that the green area outside of the RUB zone would make an ideal open space. It was noted that the buildings will change the flood models.

Plan Change Process

Develop and finalise structure plan change addendum and preparing the plan change request, with reports finalised April 2024 and the intention to lodge May 2024.

LR highlighted concerns on industrial zone, NR advised that an Auckland Council consent is required to fill in any waterways.

Community Open Day

Open day has been held and there was good support including for employment opportunities and for the connection to the rail link.

Roading

All roads within the campus boundary will be private, so maintenance will be F&P's responsibility so more flexibility for SW options.

Key Milestones

- Key Workshops - 3-12 April 2024
- Phase 1 Masterplanning Principles - 30 April 2024
- Decision to proceed to next phase End May/ Early June 2024
- Phase 2 – Masterplanning Concepts - Early June – End Oct 2024

Ngāti Tamaoho noted that it is a beautiful site at top of the hill and would be great for there to be walking trails and not too much devastation of the landscape not whole site flat. F&P noted that a balance will be required for the buildings and maintaining character.

Next Steps

- Name for the campus – this has not been decided yet but for this project is currently known as Karaka Campus. F&P advised that the buildings on the campus will all be named as well. This could be included in a cultural schematic document, similar to what has been prepared for other developments.
- CVA to be prepared by Ngāti Tamaoho and is expected within the next few weeks so that this can be incorporated into the plan change. ET requested that a document is

prepared showing recommendations of the CVA and how it has been incorporated into plans to demonstrate alignment.

- Ngāti Tamaoho requested that we work together to incorporate cultural opportunities, work together with the other developers to integrate the cultural aspects across the land.
- Once CVA's have been received from all iwi a cultural native framework document will be developed with key guiding principles for agreement. Hui will be arranged with all three iwi to discuss and agree.
- Masterplannings Principles feedback meeting to be held
- Hui will be held every 1-2 months, to be agreed at the next phase
- NB to discuss with Edith on planting according to maramataka, eco sourcing plants, species, rules of engagement and protocols to respect.

NEXT MEETING

Review of the Masterplanning Principles - Wednesday 1st May 2024 at 9:30am

Minutes of the Hui between Fisher & Paykel Healthcare and Ngāti Tamaoho Environment Team

Held on WEDNESDAY 1 MAY 2024, online, commencing at 9:30AM.

Present:	Edith Tuhimata (ET)	Matt Comery (MC)
	Lucie Rutherford (LR)	Veronica Matheson (VM)
	Sarah Daniel (SD)	David Fullbrook (DF)
	Emma McDonald (EM)	Mary Wood (MW)
	Tom Locke (TL)	Claire Lavelle (CL)

MINUTES

Introduction

Matt welcomed all to the hui advising that the purpose of today was to reconnect following our initial hui and for the masterplanning team to provide an update. The team has prepared a draft summary of master planning design principles after additional workshops with F&P.

F&P noted that initial hui are planned with Ngāti Te Ata (1 May) and Te Ākitai Waiohū (3 May). These hui may result in changes to the principles but there may also be a lot of synergies.

The principles have been based on what F&P want to achieve from their operations, including sustainability aspects guided by information from initial hui with Ngāti Tamaoho.

It was further noted that there will be opportunity to refine these draft principles once all Cultural Values Assessments are received.

PRINCIPLES PRESENTATION

Tom provided an overview of the principles, noting that the development of a masterplan needs to ensure that it supports F&P’s purpose statement “an environment that inspires good people to develop innovative solutions that improves patient care and outcomes in a way that delivers sustainable and profitable growth”.

The intention is for a framework of strategies that provide the team with principles to measure against when the masterplan team start design during stage 2 of the masterplanning process.

Continuous Improvement (evolution not revolution) / Te Hononga

The Karaka campus should create an environment of continuous improvement, improving from East Tāmaki campus to Karaka Campus.

East Tāmaki campus was developed building by building. The intention is to take a holistic view of the whole site for Karaka campus.

Karaka campus will look to be more people-centric, with a shift from vehicle-centric movement. F&P identified that there are great outcomes when teams connect across East Tāmaki campus. However, people always need to cross the roads when walking, or are unable to take the most direct routes due to road roundabouts.

Looking to shift from flexible and specific environments to flexible and diverse environments. Karaka campus will look to provide high quality spaces that reflects the diversity of people that work there.

East Tāmaki campus is currently not well connected to public transport, many employees drive to site. With the region around Karaka growing, it will be a good opportunity for people to commute by walking or cycling or train or other public transport to the Karaka Campus.

The masterplan team needs to think about the campus and ecosystem, looking at what the wider Karaka area has to offer and what has led to the guiding principles for the masterplan.

Guiding Principles

There are nine draft guiding principles currently identified and all equally weighted.

1. Partnership and exchange

This would focus on developing campus based on experience for users and strengthening connections, as well as supporting Māori practices.

2. Celebrating Identity

The masterplan will seek to acknowledge and integrate Māori design values and principles and will be developed in partnership with mana whenua.

3. Economically Sustainable

Key thing for F&P for their business success and innovation is a building environment that will allow them to get closer to patient needs.

4. Connection and collaboration

The campus design should enable collaboration between teams. Everyone who works there has an opportunity to connect to the landscape and environment. It was noted that a connection to the environment has been known to support people cognitively and result in them being happier and more productive.

5. Inspiring People

The Karaka campus will be seen as a highly desirable place to work, with principles around equality / diversity and boosting social connections.

6. Environmentally positive

The Karaka campus will create a lasting positive impact on society and the environment. The environment will be developed in harmony with the site by prioritising low carbon and multi species approach through waterways and use of native plants. A healthy environment for all, not just people.

7. Resilient Futures

A key focus that acknowledges fragility in our infrastructure due to things such as seismic events and climate change. The masterplan will consider how F&P can reduce dependence on supplied utilities, build in transport and access, water and electricity.

8. Flexible and adaptable

The masterplan needs to support change to different building uses over time. The masterplan level is focussed on designing flexible core infrastructure that evolves with

business needs over next 40 years. There is no predetermined outcome to avoid building now then demolishing in 20 years. Long term sustainability of campus is important.

9. Staging logic

Masterplan set up with a logical sequence of development but also remaining flexible.

It was noted that the buildings will be non-hierarchical, although noted that there may be undercroft space or mezzanine plant, with the intention to have office and manufacturing connect to landscape areas. The buildings will be tall one-storey buildings with manufacturing and warehousing.

Strategies

There are eight draft strategies that have been developed, which guide how the masterplan team might focus on the next stage.

1. Partnership approach

Identifying opportunities for partnership with mana whenua, childcare, fitness etc. Consider wider ecosystem rather than limit to the campus footprint.

2. Site-wide campus infrastructure

Build infrastructure that will allow staging right from the start, and not limit what is possible. Need to look and think long term how site will deliver the best outcomes.

3. People at the heart

Create a campus that easily connects F&P people and support that exchange by prioritising easy walking connections between buildings and thinking carefully about vehicle movements through site.

4. Landscaped edge

Acknowledging the significant natural feature of site and recognising huge opportunity there with enhancing the edge. This will provide screening to the lifestyle blocks and enhance the stream environment.

5. Active Mode connections

Consider cycling, walking and public transport. Encouraging people to use means of transport rather than cars.

6. Adaptive

Allowing for staging and flexibility. Designing the core infrastructure so F&P can develop the site given their needs in the medium term, and then longer-term as wider ecosystem evolves and responds to changes.

7. Campus Heart

This came through strongly during the workshops with F&P. The desire is to create an environment and space on campus that supports people coming together both internally and externally.

8. Environmental Care

Developing measurable sustainability targets with a strong focus on native species.

Discussion Points

Stormwater

Stormwater treatment has still to be detailed/designed, although it was noted that there are some wetland in flood areas that would potentially be used as a natural system treatment. Lucie raised concerns with regards to when it floods, with concerns that 10 years of contaminants will suddenly flush through the waterways. Lucie suggested that the team consider 'green outfalls', where stormwater flows into a rock-lined outfall which have plants that can grow in between rocks. This helps stop erosion and disperses water out into streams. It also allows a final polish as the water breaks when it hits rock. Important that the rocks are large enough so can't wash into the stream when there is a flood event. Lucie stated that there should be no gabion baskets used.

Solar Power

It was noted that solar panels are currently installed at the East Tāmaki campus and that F&P are looking to install more. For Karaka campus, F&P are looking to reduce their reliance on public operators, so solar panels are one of the sustainable options to be considered.

Lucie stated that she would be keen for the masterplan team to look at other products and consider the recyclability of them at their disposal.

F&P are looking at a number of alternative materials to their products, noting that the majority of healthcare equipment is plastic, so they have a large programme looking for alternative materials.

Whole life costs will be considered for power and water.

CVA

F&P acknowledged that the CVA has yet to be received and that the principles/strategies are flexible and open to being updated.

Edith advised that reticulation reuse of water should be considered and noted that this will be in the CVA.

Lucie also stated that the water quality, stormwater treatment device, retention of native trees, native planting enhancements, riparian planting need to be considered.

The masterplan team have initial hui arranged with Ngāti Te Ata and Te Ākitai Waiohū and will advise Ngāti Tamaoho if this affects the principles.

Then can schedule further hui once we get into stage 2 of the masterplanning process and start to design.

Applications

It was noted that this project is not going through the fast-track process. The plan change application will be submitted end May/ early June.

Next steps

- Plan change application to be submitted end May/ early June.
- Refine the principles with feedback from the CVAs and other mana whenua.
- Edith to check with Denis and advise when CVA expected from Ngāti Tamaoho.

- Move to the next phase of the masterplanning process (stage 2).
- Further hui to be arranged with Ngāti Tamaoho once stage 2 is in progress.

Project: Fisher & Paykel Healthcare Plan Change – Ngāti Tamaoho hui – stormwater management and provisions

Date: 4 June 2024

Time: 10:00-11:00am

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Edith Tuhimata (ET)	Ngāti Tamaoho
Lucie Rutherford (LR)	Ngāti Tamaoho
Dennis Kirkwood (DK)	Ngāti Tamaoho
Beau White (BW)	Ngāti Tamaoho
Matt Comery (MC)	Fisher & Paykel Healthcare
Katie Wright (KW)	Fisher & Paykel Healthcare
James Hui (JH)	Fisher & Paykel Healthcare
Pranil Wadan (PW)	Woods
Cosette Pearson (CP)	Barker & Associates
Nick Roberts (NR)	Barker & Associates

Item	Detail	Action
1	ET opened the hui with a karakia.	
2	LR noted that a preferred name for the Plan Change / Precinct has been agreed between Ngaati Te Ata Waiohua and Ngāti Tamaoho which is 'Oiroa'.	B&A team to circulate preferred name to all three mana whenua involved in this project for comment.
3	PW provided an overview of the stormwater management approach, and spoke to the overall stormwater and flood management strategy as per the slides included at Attachment 1 .	
4	Existing Farm ponds LR queried whether the existing farm ponds will be utilised as part of the stormwater management on-site. PW confirmed that the old farm ponds are not proposed to be used as part of the stormwater management. LR noted that regardless of whether the old farms ponds are being filled in, desludging and decontamination of the ponds will be required, and additional contamination assessment needs to be	

	undertaken to determine what is at the bottom of these ponds and what will be required to undertake decontamination.	
5	Pass Flows forward approach LR queried what Auckland Councils Healthy Waters department's view is of the proposed pass flows forward strategy. PW provided detail overview of how the pass flows forward strategy is preferred due to the site's location in the overall catchment (very low (in the bottom 20%)) of the overall catchment. PW clarified that the team has met with Healthy Waters and Healthy Waters are supportive of the proposed stormwater management strategy put forward through the SMP and as part of this PC application. The proposed approach is also consistent with the wider SMP prepared for the Councils Drury-Opāheke Structure Plan (2019) which proposed pass flows forward for this site. PW confirmed that there are no greater impacts as a result of FPH development pushing flows downstream (no flood effects increased), as it means that water is not held back and released at the same time as the rest of the catchment flows down, and means that water is in and out of the site quickly, before flows coincide with flows from the upper reaches of the catchment, avoiding an exacerbated and coincided flooding impact. LR noted that she would need to clarify Councils view on this approach. While LR noted that the expectation would be attenuation, PW clarified that attenuation in this location would likely result in flood impacts and given the sites location flows should be passed forward to ensure flooding is not exacerbated. PW also provided overview of the strategy both from a water quality (multi stage treatment train approach) and pass flows forward to catchment flows from a flooding strategy.	
6	Proposed Provisions NR provided an overview of the proposed provisions, in particular those relating to the stormwater management, man whenua values, riparian planting, maximum impervious surface and the archaeological alter layer (full set of draft provisions included as Attachment 2).	

	Amendments to the Informing Iwi Standard (to reference Te Waiohūa), the archaeological alert layer reference and the naming of the Oiroa awa in the Riparian Planting standard were discussed and made during the hui. NR confirmed that the provisions are the beginning from a working with mana whenua perspective, and FPH will involve mana whenua through all stages of masterplanning of the site. BW queried who undertook the archaeological assessment. CP confirmed it was Hans-Dieter Bader and will circulate the archaeology report prepare in support of the Plan Change (refer Attachment 3). NR also confirmed that the stormwater management approach is similar to what has been agreed as BPO approach in other Drury greenfield PCs – LR confirmed it is helpful having consistent specialists involved who support a consistent approach across the area.	
7	Water Quality Monitoring LR noted that it is important for mana whenua to undertake pre-works water quality testing to understanding the baseline, MC and NR agreed this was good idea and would be facilitated, noting that works are not due to commence on the site for a number of years yet.	
8	Riparian Planting ET queried who will be doing the planting along the waterways. MC noted that it will take a long time to plant as there is over 3km of waterways across the site – LR noted it is important that all iwi are in agreement before planting taken too much further forward, and when people are working close to the waterways (including planting) they need to have some cultural understanding. Nic Bishop from FPH sustainability team is preparing a strategy document focused on best practice and making sure FPH are doing things on-site correctly, this will include planting plans and management of water.	
9	Ngāti Tamaoho CVA NR queried when we can anticipate to receive Ngāti Tamaoho's CVA, noting that we will be lodging the Plan Change request with Auckland Council this Friday 7 June. DK expressed that some internal korero will need to be undertaken following this hui before it can be finalised, and ET noted that this would be picked up immediately, and a CVA will aim to be finalised in the next couple of days.	ET and DK finalising CVA prior to lodgement of PC request on Friday 7 June.
10	ET closed the hui with a Karakia.	

Project: Fisher & Paykel Healthcare Plan Change Hui – Ngāti Tamaoho and Ngaati Te Ata Waiohua

Date: 2 July 2024

Time: 11:00-12:30

Location: Ngāti Tamaoho Offices

Attendees:

Name	Role/Organisation
Karl Flavell (KF)	Ngaati Te Ata Waiohua
Lucie Rutherford (LR)	Ngāti Tamaoho
Edith Tuhimata (ET)	Ngāti Tamaoho
Matt Comery (MC)	Fisher & Paykel Healthcare
James Hui (JH)	Fisher & Paykel Healthcare
Pranil Wadan (PW)	Woods
Bidara Pathirage (BP)	Woods
Nick Roberts (NR)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	ET opened the hui with a karakia. Followed by introductions from the team at Woods.	
2	MC provided an overview of the challenge which he had set the Woods (stormwater and flooding) team with when preparing the stormwater and flooding assessment and approach for the FPH site as part of the PC. Fundamental to the stormwater and flooding strategy was ensuring that the approach recommended as part of the PC is: • Best for the awa; • Best for the catchment (in particular the lower lying parts of the catchment to ensure that flooding impacts downstream from the site were not made worse as a result of the FPH PC); and • Given the size of the FPH landholding, ensuring that the health of the awa and what is best for the catchment have been prioritised over what's best for development of the site (as there is a significant area of land to work with).	

3 **Stormwater Management Strategy and Flooding Discussion (refer to slides at Attachment 1)**

PW reiterated the flood management strategy that has been recommended for the site through the PC request is best for the awa and best for the catchment, rather than being what is best for development.

PW provided context to the site's location within the catchments (lowest third of the catchments). Due to the lower lying location of the site within the bottom third of both catchments, pass flows forward is the preferred flooding strategy (as confirmed through multiple stormwater assessments, including Auckland Councils SMP for the Drury-Opāheke Structure Plan, which confirms pass flows forward preferred for this part of the catchment (lower), and attenuation preferred for upper parts of the catchments - strategy centred around the timing of water getting into the awa and moving through it).

LR queried what is downstream of the site? CP confirmed downstream is zoned both FUZ (and could also be rezoned in the future for development), as well as properties zoned Rural – Mixed Rural zone and Rural – Rural Coastal zone (outside the Rural Urban Boundary). LR sought clarification as to what the FPH site was previously (before the PC request)? CP confirmed it was also zoned Future Urban zone.

PW presented the comparative scenarios flood plots (refer to slides at **Attachment 1**), and discussed the results.

PW provided context as to why, in his opinion, attenuation is not the most appropriate flooding strategy for this site (refer diagram in **Attachment 1**), as the water from the site will be discharged into the awa at the same time as the rest of the catchment flows coming down the awa, and as a result the flooding effects will be worse.

PW confirmed that a lot of modelling and work has been done to determine that the strategy recommended is what is best for the awa. KF challenged the model, and confirmed that he (or other stormwater specialists) could come up with other models. KF reiterated that on behalf of Ngaati Te Ata Waiohua they have differing views and don't support pass flows forward.

The indicative wetlands identified in the stormwater and flooding assessment have been sized and located for both a water quality and hydrology mitigation/ detention perspective, however, they also provide attenuation storage for ~10% (in an extreme flood

event). KF clarified that his understanding is that the wetlands are there to treat the stormwater, and are part of the treatment train approach? All agreed, and confirmed that a treatment train approach is proposed here.

LR confirmed that attenuation from roof tanks or underground holding tanks would also provide a form of treatment.

KF requests a holistic view of the stream be taken – ensure a habitat is created, consider how the awa functions, will the stormwater strategy inundate the awa? **There needs to be a full commitment to the health of the awa.**

KF and LR noted that DSL (Stevenson) is a huge failure (the whole area is a floodplain however the modelling showed that development in the area would be fine) – this must not be a repeat of DSL. ET queried how groundwater recharge will be provided, given large area of impervious surface? PW responded that through the devices, there will be a form of groundwater recharge depending on site infiltration rates. There are also existing streams being retained within the site.

KF and ET noted that DSL are now putting band-aids on the development. KF noted it is important for stormwater team to understand ecology and geomorphology associated with the awa to then inform the flooding approach.

PW confirmed that modelling is a tool, and it becomes valuable when you can make clear comparison between the model and observations in real life – provides confidence in the model (for example the model reflects what the photos in ET's flooding report show).

NR noted that ultimate goal is agreement between FPH and Mana Whenua towards the **best** outcome. First step is ensuring that Mana Whenua understand the recommended approach, and to move forward based upon a knowledge sharing approach and agreed way forward that is best for the awa.

MC noted that modelling has been done for 100% and 80% max impervious surface, however FPH's East Tāmaki Campus current area of impervious surface is 60% and it is expected that the FPH Karaka Campus will have an impervious percentage of less than this.

LR provided summary of her understanding - A development must not result in discharges that are different to the site pre-development. When a site is developed, there is to be no more

	water running in to the stream (post development) in comparison to the water running into the stream pre-development. LR requests that post development water is kept within the site. KF confirmed that he agrees with what LR described and NR noted that it makes sense. LR noted it is a moral obligation of developers to not pass more flows into the awa than what was flowing to the awa pre-development, and to pass flows down to lower lying land and communities within the catchment. Moral obligation to ensure that properties downstream aren't inundated from flooding. PW clarified that there is always a degree of water coming out even when attenuating, flows are never constantly held back entirely. The focus of the stormwater flooding strategy is based upon an extreme flood event. The site provides for detention for the less extreme flood events (95th percentile) – effectively 95% of all storms in any given year will be detained, it is just for the extreme events that the pass flows forward approach is required. The vast majority of the time, the water flowing into the awa will be the same post development as it would have been pre development. PW clarified that what is being looked at when passing flows forward is the extreme flood events, in which we pass-flows-forward rather than attenuate. The reason behind this is that it leads to a better outcome for the awa in less erosion and a better outcome for communities living downstream in less flooding events. LR queried when did Healthy Waters confirm position supporting pass flows forward and the meeting was held. PW noted that this strategy is not based on a single meeting. Whilst HWs are supportive of the pass flows forward approach proposed for this development, the FUZ SMP, the Waipupuke PC61 documents as well as the independent peer review undertaken all supported the pass flows forward approach.	
4	Conservation Area Opportunity KF raised the conservation area opportunity (the part of the site that is not included in the PC request however has been included in the Karaka Road Structure Plan), and expressed a desire to continue discussions from previous hui with MC and Jonti (FPH team). KF requests that the Oiroa be plated and rehabilitated, with ecological and environmental protection and enhancement, should be a covenanted area for conservation – an incredible opportunity here.	
5	Planting – Mitigation Planting Opportunities Discussion around the extent of the Oiroa awa that requires riparian planting.	

	All agreed that there are plenty of people and organisations that want to do planting and fencing along awa. KF noted that he has someone who would like to be involved with ~1km of awa planting, NR also noted that he is aware of organisations that would like to be involved in mitigation planting opportunities within the Drury area. KF noted that this will be a significant saving opportunity for FPH, which could then be put into the conservation quadrant.	
6	Next Steps KF to meet with FPH team (MC and JR) as well as BioResearches to further progress opportunity for conservation area. Note: LR also supports the conservation opportunity. KF and LR confirm that they understand the pass flows forward approach, however do not agree with the position. KF is going to seek independent advice to inform Ngaati Te Ata Waiohua, LR will also get involved with independent stormwater review / advice. KF has requested ~1 week for this piece of mahi, FPH team to ensure that KF and LR have all information required for the independent review. MC raised that FPH's intention was to submit its plan change application next week and that updated CVAs from both Ngaati Te Ata Waiohua and Ngāti Tamaoho were requested. KF and LR indicated that they were able to submit their CVAs to reflect latest conversations and that KF needed a few days to finalise the wording.	MC to coordinate follow-up hui on conservation area opportunity. PW/CP to ensure that KF and LR have all information available to inform independent stormwater review. KF and LR to submit their CVAs to FPH.
7	KF closed the hui with a karakia.	



WOODS
Est.1970

Fisher & Paykel Karaka

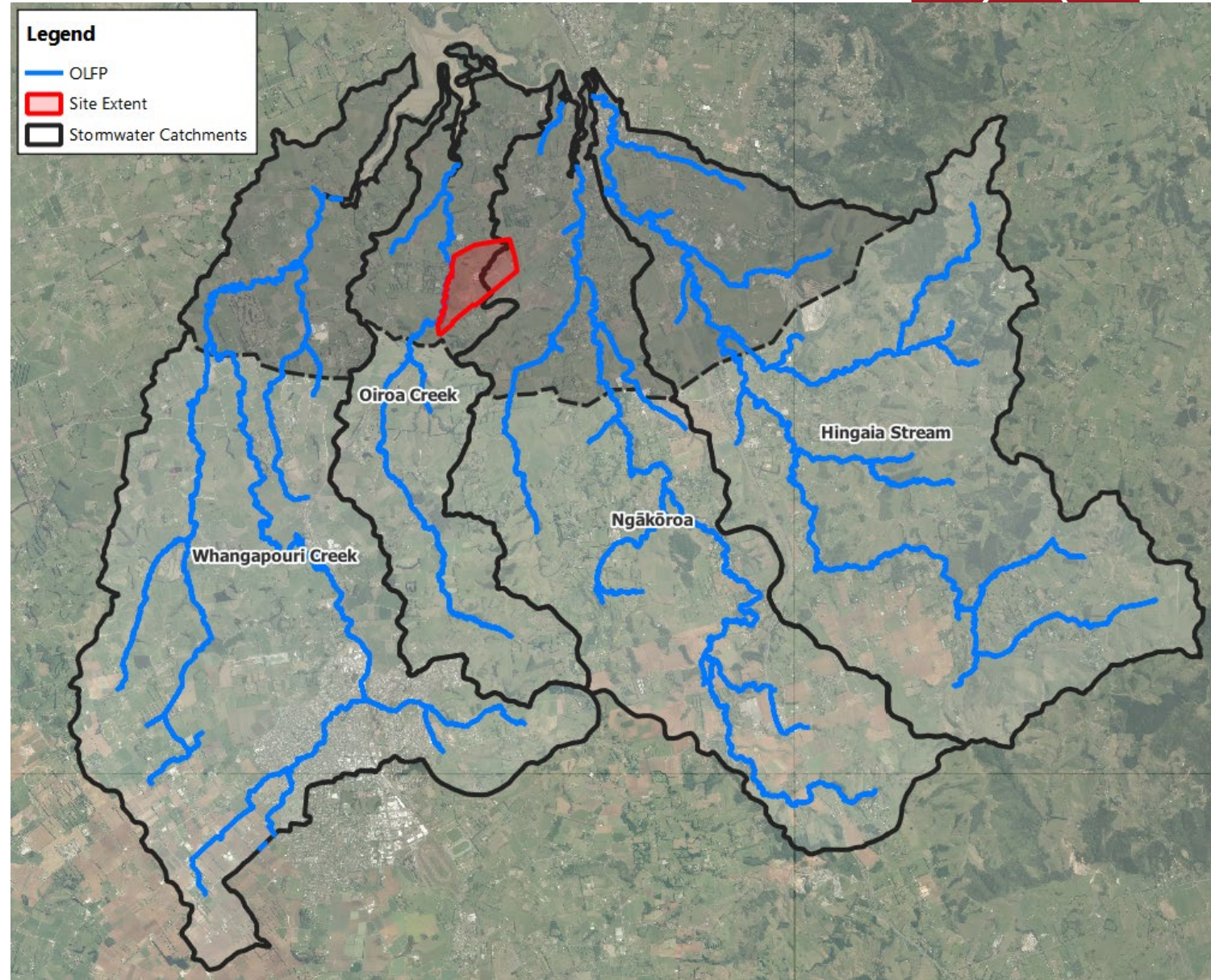
Hui - 02/07/2024

Agenda

- F&P Flood management strategy
 - Best for awa and best for catchment
- Report by Ngāti Tamaoho following Jan/ Feb 2023 floods
 - Reporting locations
- Neighbouring Plan Change (PC61) flood strategy

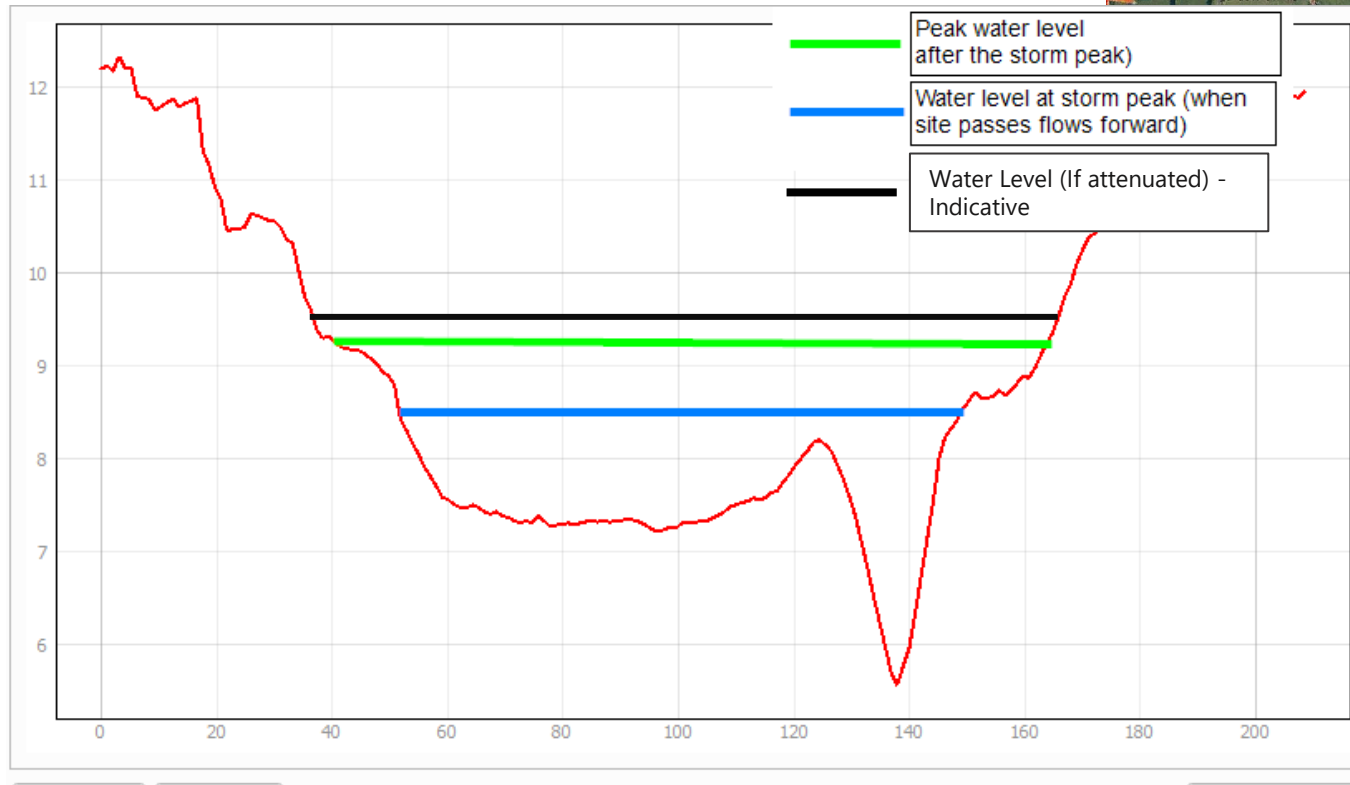
Fisher & Paykel Flood Strategy

- Best for awa and best for catchment
- Site proximity to receiving environment (lower portion of catchment)
- General flood management approach is to pass flows forward for the Drury West catchments which is in line with the wider FUZ SMP
 - Drury-Opāheke Structure Plan Future Urban Zone Draft Stormwater Management Plan' by Mott Macdonald

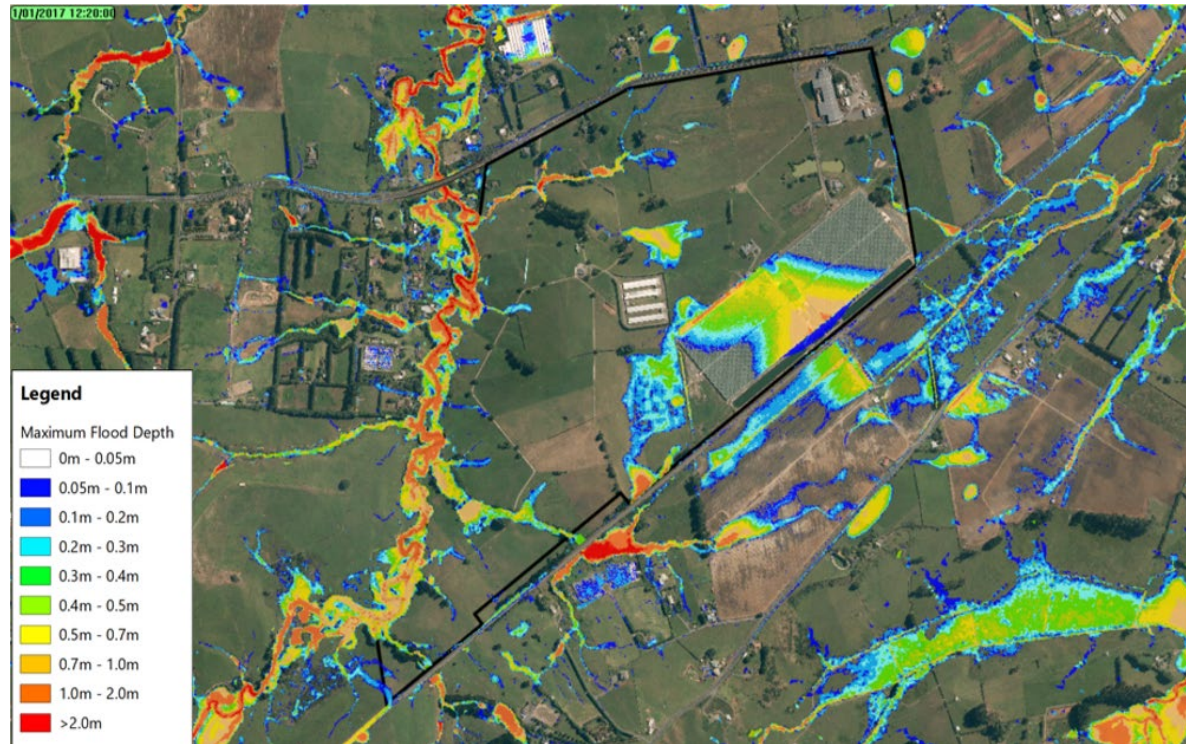


Fisher & Paykel Flood Strategy

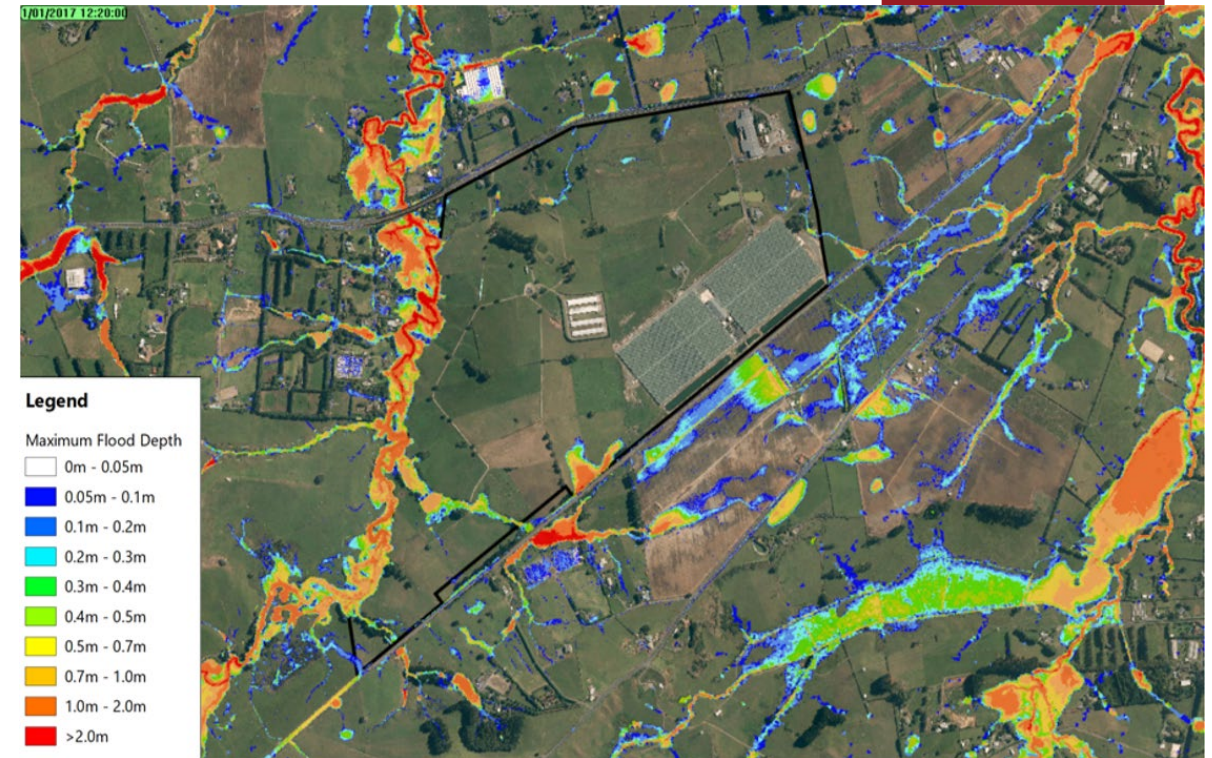
- Peak from the site is around 12 and peak from the stream (consisting of the wider catchment) occurs later



Pre vs Post-Development - At time flows are passed forward

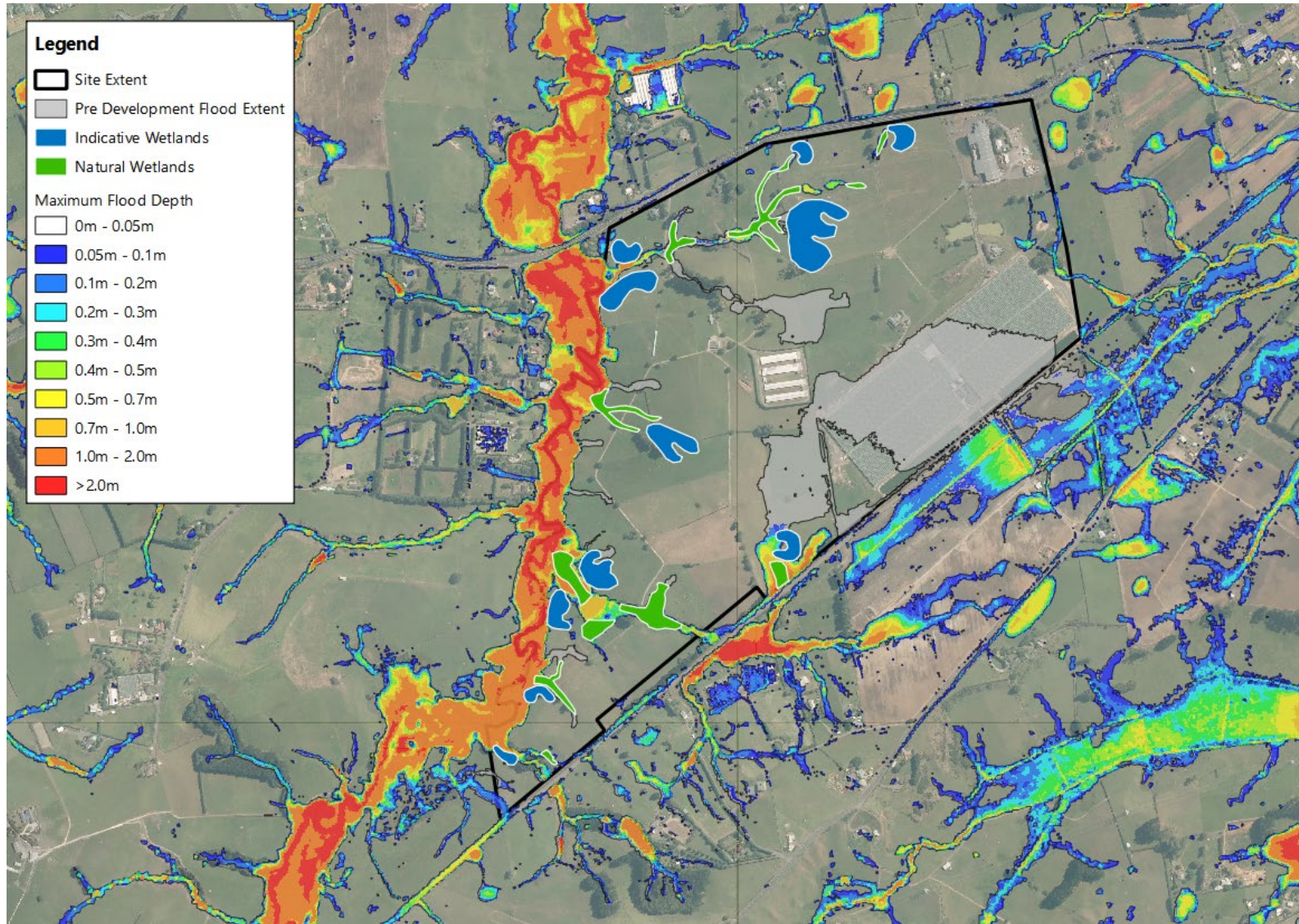


*Pre – Development 100YR 3.8°C –
Maximum Flood Depth*



*Post – Development 100YR 3.8°C –
Maximum Flood Depth*

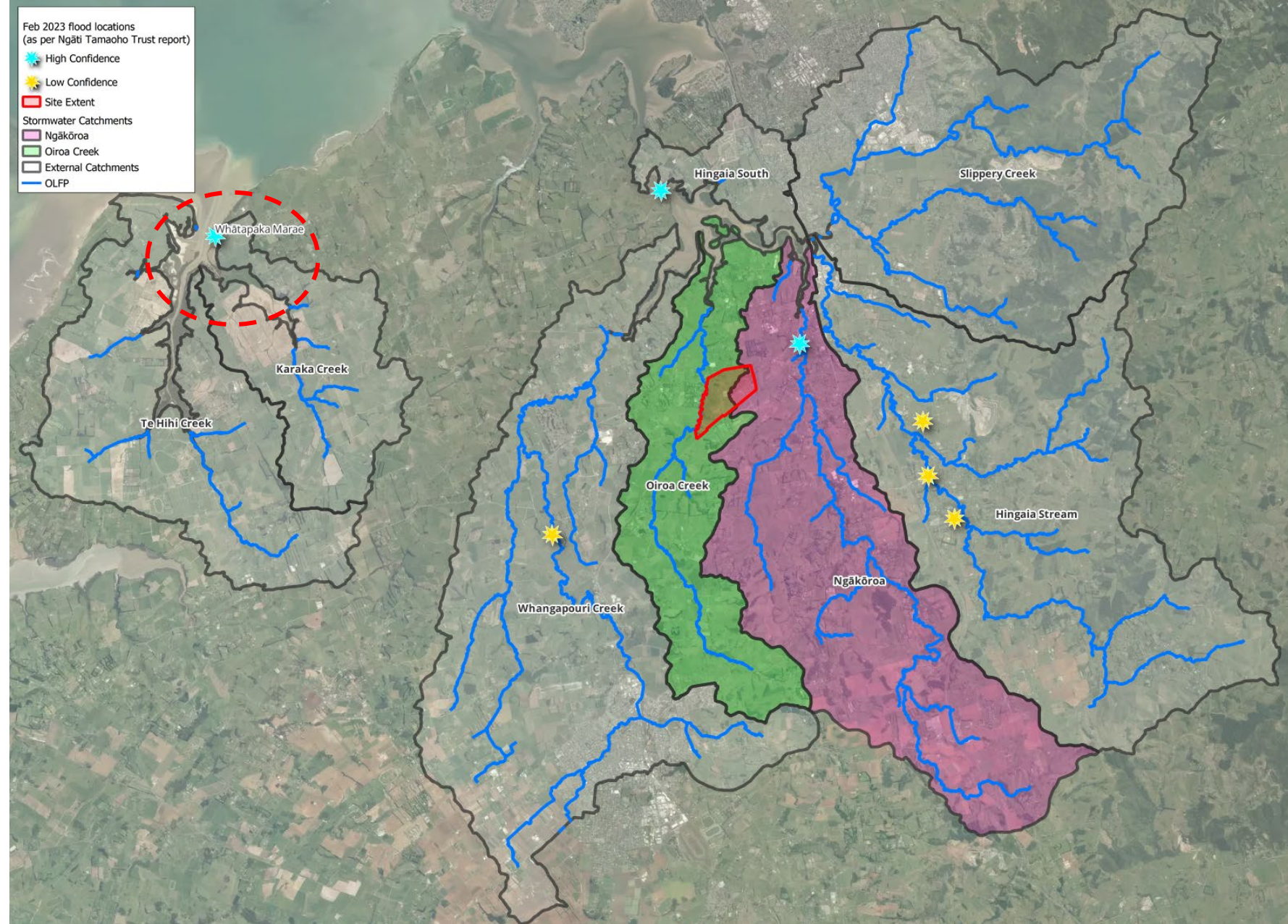
Post-Development - Maximum Flood Depth 100YR 3.8 °C



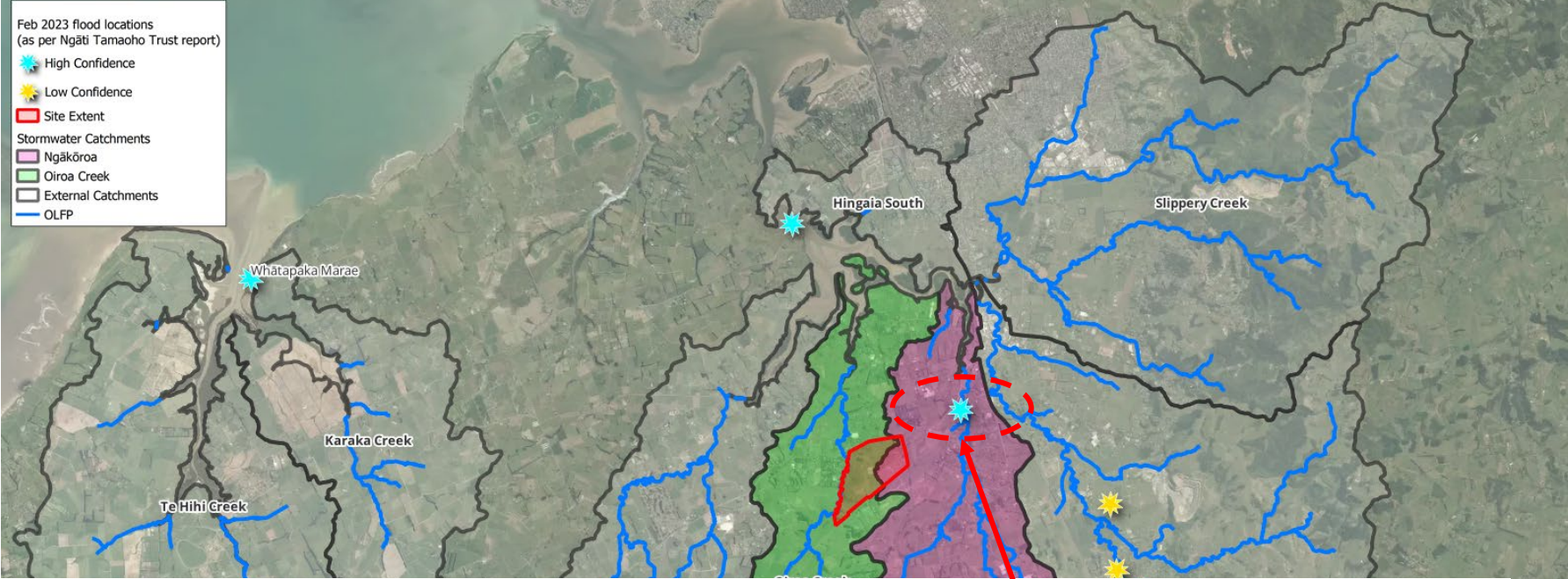
Existing natural wetlands and indicative wetlands are proposed as part of the development

Report from Ngāti Tamaoho Trust

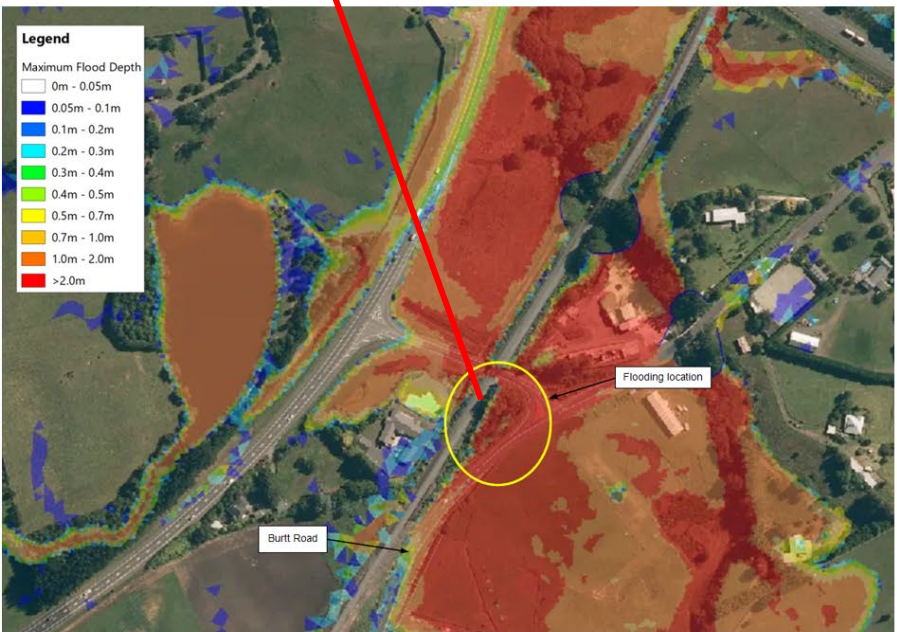
- Extensive flooding was observed in Drury and Karaka region
- Locations from the report have been analysed and mapped to understand context in relation to F&P site



Report from Ngāti Tamaoho Trust



Drury Onramp Birt Rd.



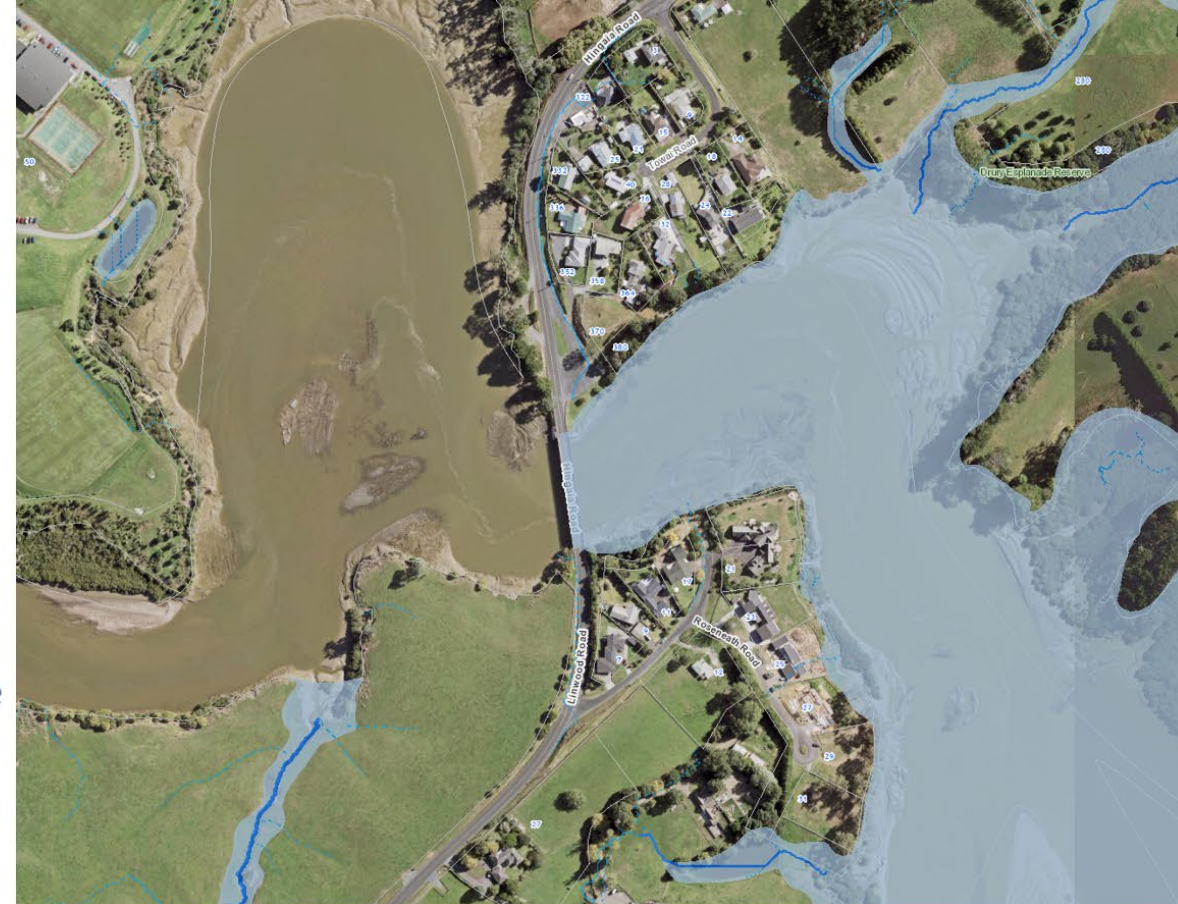
Report from Ngāti Tamaoho Trust



Hingaia Awa

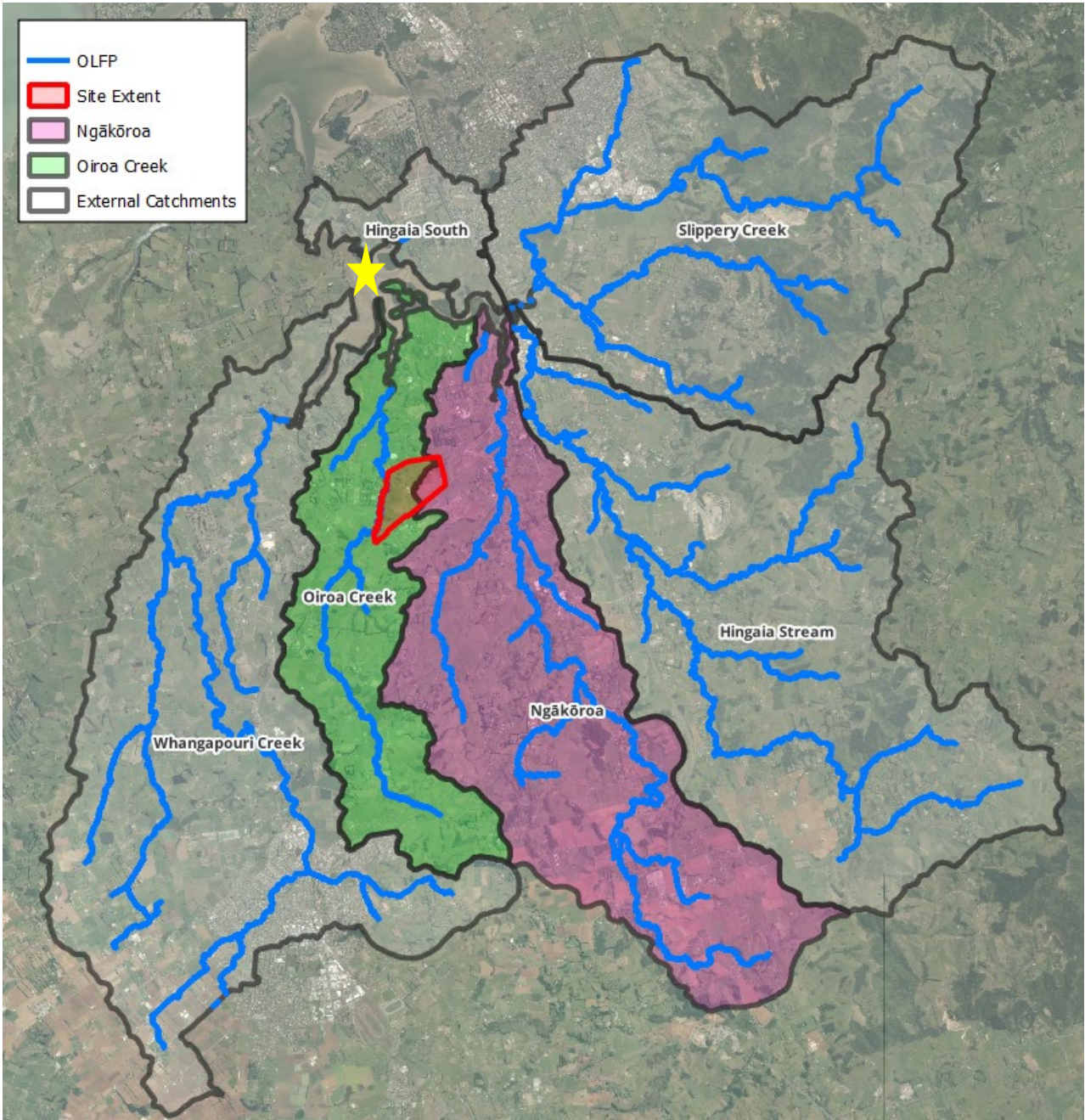


Hingaia Bridge



Hingaia Bridge Catchments

Catchment	Total Area (ha)
Whangapouri Creek	5270
Oiroa Creek	2043
Ngakoroa Stream	4016
Hingaia Stream	5493
Slippery Creek	4632
Hingaia South	532
Total area discharging to Hingaia Bridge	21986
Development Site (Post Development MPD)	105

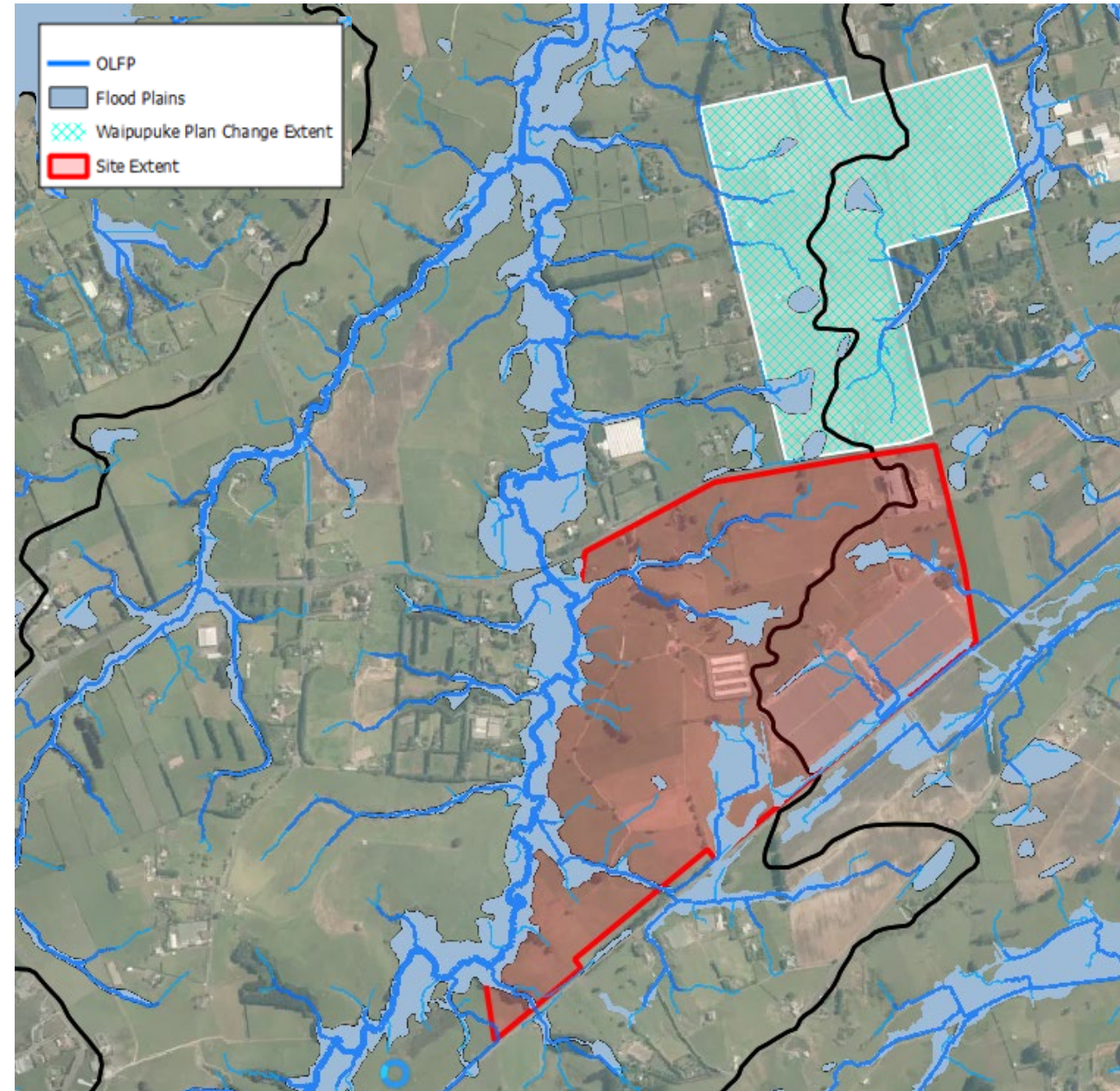


Adjoining Plan Change - PC61

- General approach same as F&P and in line with the FUZ SMP

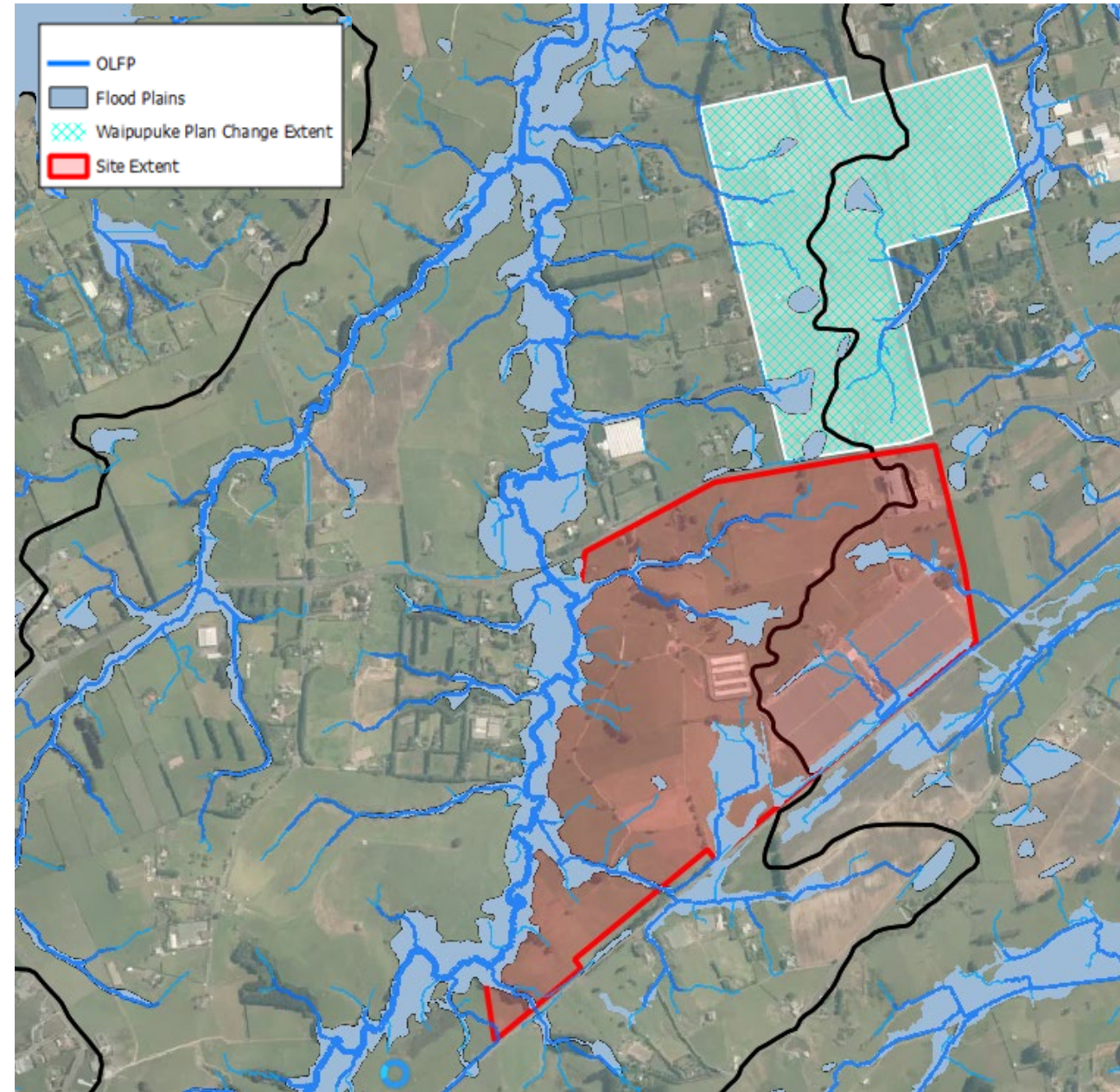
“Options to address the flooding are limited, as Drury Creek is a flow constraint which causes water to ‘back up’ the streams with a resultant rise in flood water levels in all catchments. The best way to manage flooding in the future urban areas is to pass flows forward to get the water to the Manukau Harbour as quickly as possible”

- PC61 did not have modelled results available. F&P strategy is demonstrated on modelled information to show there are no effects as a result of passing flows forward **and provides certainty on this approach**



Adjoining Plan Change - PC61

- Approach is consistent with Drury FUZ SMP
- The PC61 SMP includes allowances for attenuation as well - however, peer review undertaken by Healthy Waters states that if attenuation is provided on site, this will cause synchronisation of peaks from the site with the wider flows from the catchment resulting in increased flood effects





Minutes of the Hui between Fisher & Paykel Healthcare and Ngāti Tamaoho

Held on FRIDAY 23 AUGUST 2024, Ngāti Tamaoho offices, commencing at 2:00PM.

Present: Matekino Marshall Matt Comery (MC)
 (MM) Nic Bishop (NB)
 Edith Tuhimata (ET) Veronica Matheson (VM)
 Lucie Rutherford (LR,
 online)
 Jonti Rhodes (JR)

MINUTES

Karakia: Matekino Marshall.

MM opened the hui and stated that Ngāti Tamaoho was committed to developing a relationship with F&P Healthcare and doing that through conversation.

MM said it would be good to formalise our approach, so we have some guidance when we reach a stalemate.

JR agreed and reiterated F&P’s approach to this development including mana whenua.

CULTURAL VALUES ASSESMENT

ET said the treatment of stormwater is very important to Ngāti Tamaoho due to this development being in two catchments. MM agreed and said he supported the Ngāti Tamaoho environment team in matters where they felt strongly.

LR said that it wasn’t until the Waipupuke development was lodged that the Council did not support pass flow forward approach to stormwater treatment.

MC stated that full modelling on the Waipupuke development was not done and that land was set aside for attenuation *if* it was

needed. F&P has done full modelling and our specialists have advised that Balu would have come to the same conclusion (that pass flow forward was the best solution) when full modelling for Waipupuke was completed.

However, MC also stated that F&P did not have a preference on either strategy and wanted to take a best for awa approach. If attenuation is shown to be best for awa, F&P will adopt that solution.

JR and ET asked LR if a second opinion or independent assessment with a specialist of her choice would provide assurance. LR agreed that it would and recommended Mark Lewis.

Action: MC to confirm with LR the approach for an independent assessment of stormwater treatment and facilitate .

LR said that the bar should be set that there is no more of an impact on the stream post-development, than there is pre-development.

NB said that part of the opportunity is to improve the flow of the Oiroa Stream where it is poor, improve water quality and get the awa back to a better state. He said it was complex to meet a high bar of no additional impact without first understanding what is best for the awa, the impact of climate change over the next 40 years, and the impact of flow from higher up the catchment.

JR stated that to meet that bar, it was F&P’s responsibility to put controls in place to ensure no more of an impact occurred post development. He asked that Ngāti Tamaoho provide advice on how they would measure “no further impact post developmmnet”.

LR, ET and MM agreed to make the following amendment to the Cultural Values Assessment, with an additional secondary paragraph as suggested by JR:

“[Ngāti Tamaoho] are not opposed providing there is no more impact post-development than pre-development, particularly in stormwater quantity discharge from the site.

Ngāti Tamaoho and Fisher & Paykel Healthcare agree to a mutual commitment to co-develop solutions to ensure that the awa achieves and maintains a healthy state.”

PARTNERSHIP AGREEMENT

MM reiterated that Ngāti Tamaoho is committed to a relationship with F&P and wants to see it work but that he would also back his team who are dedicated to meeting the needs of Tamaoho.

MM said the best way to resolve issues is through kōrero/discussion.

He asked that these fundamentals be captured as founding or guiding principles to keep us together as partners going forward.

ET suggested that this acts as a living document as the relationship grows and can endure as people leave and our grandchildren take up the work around the table.

ET said her wish list for the partnership includes:

- Understanding on-site water treatment so that they can be adopted on marae
- Funding for charcoal treatment to improve water quality
- Identifying another space for a plant nursery within 5-10 years.

NB stated that it is important to have clarity between each other about what “environmental impact” means and how it is defined.

He added that it would be good to reference a framework for water quality in our agreement together.

LR said that differences in opinion existed in all relationships, and it was important to find a way to meet in the middle.

Action: VM to begin drafting Guiding Principles for the relationship between Ngāti Tamaoho and F&P Healthcare going forward. Share with this group by mid-September 2024 pending the next hui.

Karakia: Matekino Marshall.

NEXT MEETING

Next hui TBC.

Hui scheduled for Tuesday 3 September with Ngāti Tamaoho Settlement Trust Board members and F&P / F&P Foundation representatives will be rescheduled to a later date.

Appendix 10

Ngaati Te Ata Waiohewa Hui Minutes



Urban & Environmental

Minutes of the Hui between Fisher & Paykel Healthcare and Ngaati Te Ata Waiohua Environment Team

Held on WEDNESDAY 1 MAY 2024, online, commencing at 1:30PM.

Present:	Karl Flavell (KF)	Matt Comery (MC)
	Paora Puru (PP)	Veronica Matheson (VM)
	Sarah Daniell (SD)	Nick Roberts (NR)
	Cosette Pearson (CP)	Tom Locke (TL)
	Emma McDonald (EM)	David Fullbrook (DF)
	Mary Wood (MW)	Claire Lavelle (CL)

MINUTES

Karakia: Paora Puru opened the hui with a karakia.

Team introductions:

- Karl Flavell, Ngaati Te Ata Waiohua
- Paora Puru, Ngaati Te Ata Waiohua
- Matt Comery, Infrastructure Development Manager, F&P
- James Hui, Project Manager, FPH
- Veronica Matheson, Senior Communications Manager, F&P
- Nick Roberts, Planner, Barker & Associates
- Cosette Pearson, Planner, Barker & Associates
- Mary Wood, Stormwater Engineer, GHD
- Sarah Daniel, Sustainability Consultant, eCubed
- David Fullbrook, Sustainability Lead, eCubed
- Tom Locke, Masterplan Lead, Warren and Mahoney
- Emma McDonald, Project Director, Pragmatix
- Claire Lavelle, Senior Project Manager, Pragmatix

INTRODUCTION

Matt welcomed all to the hui. It was noted that F&P are keen to have Ngaati Te Ata Waiohua involved from the early stages of the project to understand what is important to them.

CULTURAL INDUCTION

Paora shared a presentation introducing Ngaati Te Ata Waiohua.

Key Notes:

- It was explained that Ngaati Te Ata Waiohua have an interest in the Auckland and North Waikato regions but prioritise their resources around the Drury area. They currently receive up to 100 resource consents per week.
- Ngaati Te Ata Waiohua is part of the ancient iwi known as Te Waiohua, who are the original occupants of Auckland and have been around for over 1,000 years.
- Ngaati Te Ata Waiohua have yet to settle grievances with the Crown but are in the process of doing that.
- Katiakitanga is guardianship, protection, or conservation. Katiakitanga underpins everything Ngaati Te Ata Waiohua does. It is the principle that informs their worldview and values, their wellbeing and identity as an iwi is entirely dependent on the health and wellbeing of the natural environment.
- Ngaati Te Ata Waiohua described the long-term effects of the Waikato Land Wars including land confiscation; displacement of tribal areas; destruction of sites of

significance and cultural heritage, and loss of tikanga, culture and identity.

- Going forward they are keen to build relationships with local and central government and private organisations, like F&P. Also, investment in Ngaati Te Ata Waiohua's environmental, social, education, health, and economic aspirations
- Priorities are the treaty claim and the marae. It was noted that the marae requires funding to complete it.
- For the Karaka campus, it was noted that there are potentially unregistered sites of significance and that Ngaati Te Ata Waiohua are currently working with DOC on a MOU. All known sites of significance are registered with Auckland Council.
- Retention and rehabilitation of streams is important and keen to understand the social and economical impact may look like. Also, the consideration of proximity to other developments in the area, for example, rail and road.

F&P OVERVIEW

Current Campus

F&P provided an overview of their current East Tāmaki campus, which is 42Ha and the first building was completed in 2000. It was noted that the new campus would be similar, but an evolution, to their current campus to strike a balance between buildings, greenspace, and maintaining the waterways. The campus should be a place to come and work, go for walks, sit outside, and create a community.

Sustainability

F&P confirmed that at East Tāmaki they test the wetlands regularly. Ngaati Te Ata Waiohua are keen that the stormwater treatments are biologically functioning and create habitat and bird corridors. It was noted that the masterplan team are currently

developing detailed sustainability principles following various workshops (including F&P sustainability workshop).

The current campus has approximately 3,600 employed, with a fifth building in construction with capacity to house an additional 1,300 jobs. The plan change is to provide an employment zone instead of residential.

Location

The new campus is in an area which is close to housing and the new train station (Ngākōroa Station). The train station is well into the design stage and will be a fantastic way for people to get to and from the Karaka Campus. The new St Ignatius school is also close to the development.

F&P buildings although large, have no noise pollution, no rubbish, no smell and are very clean medical technical buildings (light industrial). F&P advised that they run shifts and during COVID they were operational 24/7.

It was noted that these sizeable buildings will have a lot of roof space collecting water or could also be used for solar panels.

F&P is a world leader in some technologies and its success has driven growth. F&P has made a commitment to NZ and South Auckland, and a big contribution to the community.

F&P advised that they are listening to the three mana whenua groups before preparing the principles for the project which will then be shared. Following this, stage 2 of the masterplan will be to work out how to realise the principles and several further hui.

At the East Tāmaki campus, most F&P employees are local and from South and East Auckland. However, for specialist engineering roles, these can be from offshore, where it does not exist in New

Zealand. The Karaka campus will potentially employ 18,000 people.

PLAN CHANGE

With reference to the attached slides, the following items were discussed:

Current Campus

Engagement is fundamental to the process. F&P are not a developer, they are a long-term landowner, so there is a strong opportunity for an enduring relationship.

Ecology

Ngaati Te Ata Waiohua believes that there are parts of the Karaka campus that have ecological value. Bat surveys have been undertaken and results are awaited and will be shared.

Archaeology

There are no archaeological sites recorded but due to history of the site these could be present.

Geotech

There is nothing of note but a more detail investigation will be undertaken.

Infrastructure

Hydrology mitigation – engineers Woods have worked out a strategy to manage stormwater on site, which will be presented in more detail.

Transport

The design of the campus should encourage other transport methods instead of just cars.

It was noted that it would be uneconomical for F&P to look at using rail for transporting goods, due to the products being small.

F&P are keen to connect the site through cycleways and paths to the new proposed train station.

Although the Oira Road and SH22 intersection is proposed, it will possibly not be built before the site development commences, although noting that the plan change process and requirements will need to be established with Council.

Community Open Day

An open day was held and there was good support including for employment opportunities and for the connection to the rail link. No opposing views, just comments around making sure the transport upgrades are done, as Karaka Rd is seen as currently unsafe.

Local board

Franklin and Papakura local board have been to site, and they see added employment a good thing, and taking the peak traffic out, turning the traffic around.

Papakura local board - cultural integration, and economic benefits for mana whenua in the area.

Next steps

- CVA by Ngaati Te Ata Waiohua is awaited so that this can be incorporated into the plan change.
- Name for the campus – this has not been decided yet but for this project is currently known as Karaka Campus. F&P advised that the buildings on the campus will all be named as well. This could be included in a cultural schematic document, like what has been prepared for other developments.

- Explore future opportunities for cultural identity on the Campus, discussion required between Karl, Matt, Jonti to understand the goals and how that might work with the current campus.
- Separate workshops with each of the specialist's ecology, transport, and stormwater management.

NEXT MEETINGS

- B&A to arrange stormwater, ecology and transportation meetings to explain the specialist Plan Change reports.
- Ngaati Te Ata Waiohua to advise on availability for meeting to discuss the draft master planning principles.

ATTACHED

Summary of the Plan Change reports

Project: Karaka Road Plan Change – Fisher & Paykel Healthcare + Ngāti te Ata Transport hui

Date: 15 May 2024

Time: 11-11:30am

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Karl Flavell (KF)	Ngāti te Ata
Matt Comery (MC)	Fisher & Paykel Healthcare
James Hui (JH)	Fisher & Paykel Healthcare
Daryl Hughes (DH)	CKL
Trevor Lee-Joe (TL-J)	Stantec
Nick Roberts (NR)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	DH provided an overview of the transport and movement approach to the Structure Plan and Plan Change on behalf of FPH, on Karaka Road for the second NZ Campus (refer DH slides discussed at Attachment 1). DH covered off the transport philosophy for the future development of the Site for a second FPH Campus, being to minimise peak hour private car trips and to maximise public transport and active mode trips. The site's proximity to the designated Ngākōroa Railway Station was discussed as a significant benefit to the site and the ability for employees to travel to and from the Site via public transport.	
2	DH provided an overview of the planned transport upgrades in the wider Drury-Opāheke area around the site, and how these contribute to supporting growth and reducing congestion in the area.	
3	Oira Road Roundabout KF had a query about the staging of the Oira Road roundabout. DH clarified that this is required to enable development in the Waipupuke Precinct north of the FPH site, the requirement is for this to be a 3-arm roundabout, however this will likely form the first	

	access point / entrance into the site and therefore FPH are keen to feed into this roundabout upgrade and provide a fourth arm into the FPH site. Discussions are ongoing. KF queried who would be paying for this upgrade. The developer wanting to commence development within the Waipupuke Precinct would fund what is required to enable their development, FPH would contribute to the upgrades to enable a fourth arm. Negotiations are underway and ongoing however this has stalled as of late. DH noted that regardless of the Waipupuke precinct its and roundabout construction timing, it's highly likely to be in place prior to the FPH development becoming operational, which is unlikely to be until around 2030. DH did note the FPH site has a long frontage onto SH22, providing multiple access options. Intention is for the initial site access to be at Oira Road, however Access 1 (west) and 3 (east) will be required eventually.	
4	DH noted that active modes connection between the Ngākōroa Railway Station and the FOH site for employees has been identified in the Structure Plan and is being pursued through ongoing discussions, however ultimately FPH do not own the site between the Plan Change area and the Ngākōroa Railway Station.	
5	KF queried the process and next steps at Hearings. All discussed that the modelling has been socialised and agreed upon extensively between Auckland Council's processing transport engineers from Flow, AT and Waka Kotahi, which will likely reduce disagreement around modelling at the hearing.	
6	DH clarified that this is an excellent development for the Drury-Opāheke area, providing employment close to where people live, which is exactly what the area needs, and results in positive effects compared with not developing the Site or developing medium density housing as per the current Council Structure Plan.	
7	Next Steps - Private Plan Change application is being lodged with AC first week of June – KF will provide the CVA by the end of May; - MC raised opportunity for mana whenua input into the naming of the Precinct. KF agreed an excellent opportunity, and will report back on whether Ngāti te Ata will be putting forward a name recommendation. If so, CP to coordinate a hui to have a kōrero about the Precinct naming with Te Ākitai Waiohūa and Ngāti Tāmōaho within the next week or two. - KF confirmed to combine next focused stormwater hui with ecology experts – CP to coordinate to ensure all specialists are available for the hui next Monday 20 May at 4pm.	KF to provide Ngāti te Ata CVA by the end of May 2024; KF to confirm whether Ngāti te Ata would like to recommend a name for the Precinct / Plan Change.

Transport

Overall Transport Philosophy:

- Minimise peak hour private car trips.
- Maximise public transport and active mode trips.

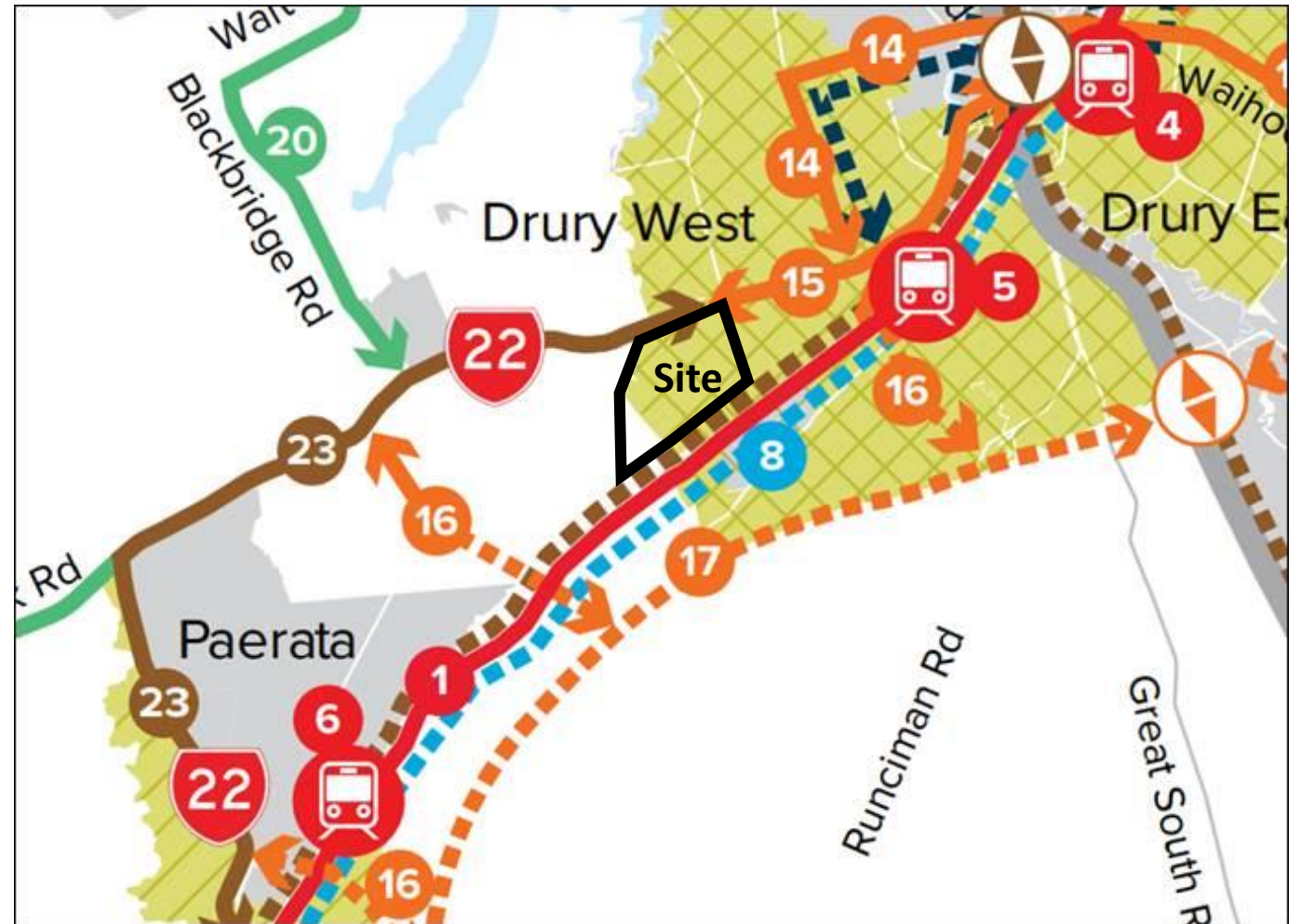
Methods of achieving these outcomes:

- Enable convenient access to Ngākōroa Railway Station.
- Active mode links to surrounding areas and strong active mode connectivity throughout the site for future employees.
- Off-Peak shift patterns.
- Opposing vehicle trip direction to residential activities.



Key Transport Opportunities:

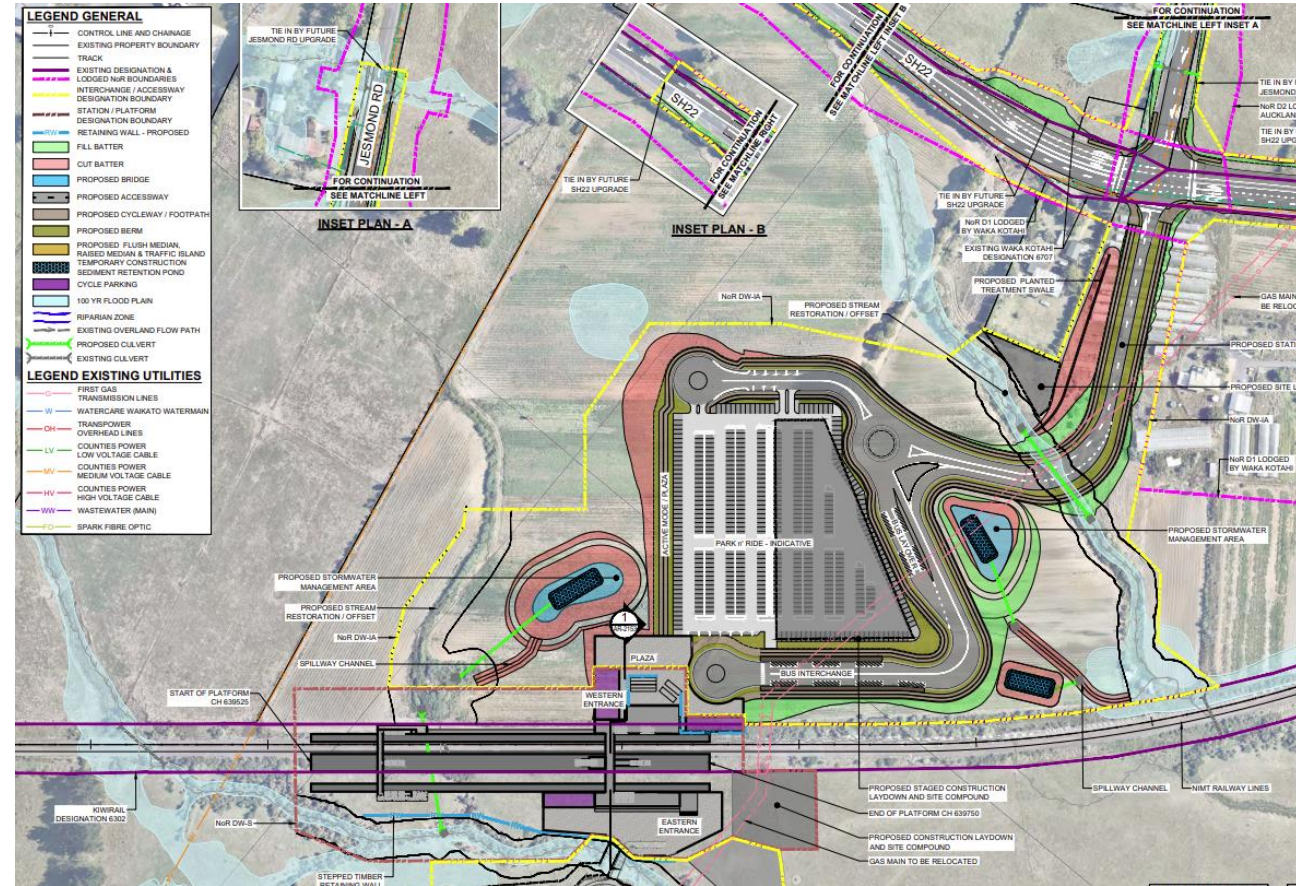
- Ngākōroa Railway Station (5).
- Rail corridor electrification (1).
- Active mode corridor along rail line (8).
- Upgrade to SH22 (to Jesmond Rd) (15 & 23).
- Pukekohe Arterial Network (17).
- Pukekohe Arterial links to SH22 (16 x 2).
- Waipupuke Development underway, including upgrade to SH22 / Oira Rd roundabout.
- Long site frontage enabling multiple access opportunities.
- Complimentary surrounding land uses (residential).



Source: Supporting Growth

Key Transport Challenges:

- Land separation between site and Rail Station.
- SH22 & NIMT line act as barriers to northern & southern active mode connections – active mode solutions to both required.
- No immediate funding for SH22 4-laning between Jesmond Rd & Oira Rd (but unlikely to be required in the short to medium term).

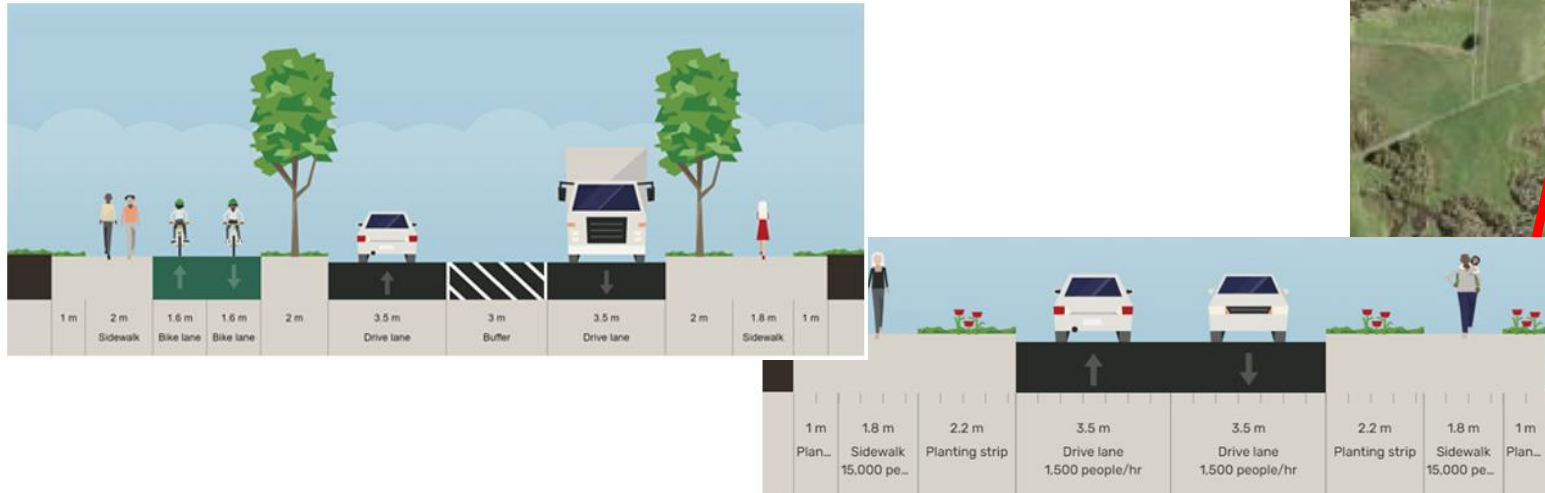


[Indicative] Source: Auckland Council Ngākōroa Railway Station NOR Documentation

Indicative Site Layout and Vehicle Access

Likely to eventually be three key accesses onto SH22: West (1), Central (Oira Rd – 2) and East (3). Each will be upgraded to provide safe and efficient movement of traffic and active mode provisions. Indicative Oira access design within inset.

Draft indicative cross sections developed to take into detailed Masterplanning. Provide safe and efficient movement for employees throughout the site via all travel modes.



Current Status of Transport Study

- Traffic modelling complete – no issues identified with expected transport networks in 2038 or 2048 future years.
- ITA for Structure Plan and Plan Change prepared in draft format.
- Initial high-level site Masterplanning undertaken.
- Transport (AT, AC & WK) engagement ongoing.

Next Steps:

- Finalise ITA.
- Submit Private Plan Change request.
- Detailed Masterplanning.

Project: Karaka Road Plan Change – Ngāti te Ata hui – Stormwater and Ecology

Date: 20 May 2024

Time: 4:00-4:45pm

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Karl Flavell (KF)	Ngāti te Ata Waiohū
Matt Comery (MC)	Fisher & Paykel Healthcare
James Hui (JH)	Fisher & Paykel Healthcare
Pranil Wadan (PW)	Woods
Bidara Pathirage (BP)	Woods
Chris Wedding (CW)	BioResearches
Christel DuPreez (CD)	BioResearches
Nick Roberts (NR)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates
Mary Wood (MW)	GHD

Item	Detail	Action
1	Stormwater Management Overview PW provided overview of Stormwater Management Plan prepared for the site (including the draft flood modelling and stormwater strategy) – refer to PowerPoint slides included as Attachment 1. PW covered off the extent that the SMP has been provided for, explaining the difference between the Structure Plan area and the Plan Change area, noting that the SMP has been prepared for the entire Structure Plan area extent, however may just apply to the Plan Change area, given that portion of the site is the only area subject to the Plan Change application currently being prepared. The Structure Plan area covers two separate catchments, those being the Ngākōroa catchment and the Oiroa catchment.	
2	Existing Culverts PW provided an overview of the existing culverts surrounding the Fisher & Paykel Healthcare site, including a number of which are under KiwiRail control (and located within the railway line	

	designation boundary. One of the outlets is an overflow of existing irrigation that glasshouses use. Structure 4 culvert which runs under SH22 is a Waka Kotahi owned asset.	
3	Stormwater Management Strategy PW provided an overview of the three parts that make up the broad stormwater strategy for the site, those being water quality (how this is managed), stream hydrology (retention / detention aspect) and the SMAF-1 standards requirement across the site and Flood management.	
4	Indicative Wetland Locations PW provided an overview of the indicative locations of the wetlands that may be required across the site and potential locations of where these could be located. PW did emphasise that these are shown as indicative only, for the purpose of illustrating potential locations and sizes, however these locations and sizes will be further refined and subject to change through the masterplanning process and as more detailed design is undertaken. KF queried whether all 'indicative wetlands' are proposed to be used for stormwater treatment, which PW confirmed would be the case.	
5	Site Locality and Flood Strategy PW provided an overview of the site's locality in the wider stream catchment context, noting that the site is located in the lower portion of the receiving environment / catchment. Given the sites location, the preferred flooding strategy is to pass flows forward, given that if you did attenuate this may coincide with peak flows from upstream of the site, resulting in an increased flooding impact, exacerbating the effects. PW concluded that letting the flows pass forward is the preferred option for the site, from a flooding effects perspective. PW provided more detailed overview of this to ensure that all understood the flood strategy.	
6	Flood Modelling PW noted that the no climate change, 2.1- and 3.8-degrees scenarios have been modelled, to ensure future resilience testing., as well as an extremely conservative 100% impervious surface area. The different scenarios modelled were; pre-development, 100% post – development, post development with pass flows forward and post development with pass flows forward and diversions in place. PW covered off the flood results on two separate plots – the first showing the post development flood depths, and the second showing the water level difference which would illustrate any flooding effects or impact of the proposed stormwater approach – of which, no additional flooding effects showed up.	

7

Ecology – Terrestrial

CW provided an overview of the terrestrial ecology of the site, as per the first half of the PowerPoint presentation slides included as **Attachment 2**.

CW noted that the first step on the ecological assessment was a desktop assessment (broad overview of the site, the bank landscape nature of the site), the second stage was a more detailed ecological assessment including monitoring and site walkover.

Vegetation

CW provided an overview of the vegetation on site – there is not a lot of native vegetation present, there is a strong presence of exotic vegetation, in particular along the Oiroa awa.

Indigenous Birds and Pekapeka (Long tailed Bats)

The birds observed on-site were common native bird species (common of those often found in the surrounding landscape) as well as some threatened weweia (dabchicks) associated with the ponds close to the Oiroa and the artificial ponds associated with the glasshouses.

CW noted that dabchicks do perform well in urban environments and on stormwater ponds / infrastructure therefore the current proposal for the site will protect the dabchick's habitat.

Pekapeka – surveys were initially undertaken close to the green corridor which picked up two passes, followed by an expanded survey across the wider site area which picked up 11 additional passes. Majority of activity recorded was associated with the green corridor along the Oiroa awa, with some activity recorded further out from the green corridor. No activity recorded relates to a *high* number of passes, and no evidence of roosting on-site was recorded.

CW did note that the activity recorded was not considered high, and additional pekapeka (bat) monitoring and surveys will be undertaken in the coming season to get a better understanding of how the pekapeka are using the area.

KF noted that CW should reach out to EcoQuest who are doing a lot of pekapeka (bat) monitoring and surveys and may be looking at this information from a more regional scale – which is important to understand. CW confirmed that they are sharing data through an online database, however not working with EcoQuest as of yet.

KF queried how much information sharing goes on in this space, KF is aware of a number of groups undertaking bat monitoring in the

	area and it is important to see the site in the wider context not from an isolated perspective. CW agreed, and noted that given they are a highly mobile species (not roosting for more than 2-3 days in one place) a regional scale survey would be a complex and costly experience, however agreed that more information sharing does need to occur. <i>Native Lizards</i> CW confirmed that while no native lizards were picked up on site, this is not to mean that there aren't any there. KF confirmed that they will be there, and that they will likely be aligned along the important green corridor along the western boundary that is to be protected (riparian margin of the Oiroa awa). CW confirmed a precautionary approach, given they are highly likely present on-site.	
8	Ecology – Freshwater features and wetlands CD provided an overview of the freshwater features on site (including wetlands), as per the second half of the PowerPoint presentation included as Attachment 2. CD noted that the main freshwater feature of the site is the Oiroa awa which runs along the southwester boundary. CD noted it is a lovely habitat for native fish species, and although none were recorded on-site, they have ben recorded in the broader catchment, and therefore will likely pass through the site. CD noted that the vegetation along the Oiroa was not great, dominated by exotic species. The Oiroa tributary in the southwestern portion, combined with the Oiroa awa have moderate ecological value. CD provided a summary of natural inland wetlands, riverine wetlands associated with the awa, as well as artificial ponds located on-site. KF questioned what the artificial ponds were constructed for – noting that they are located around the glasshouses and therefore were likely associated with sediment control retention or detention, or used for irrigation purposes. KF also queried the structural integrity of the ponds and what was at the bottom of them, sludge, could be contamination for example. KF queried whether there is an opportunity to naturalise and enhance the artificial ponds, and would be interested to understand the ecological integrity of the ponds – would be nice to know what is in them. KF recommended an exercise is undertaken to understand what is in the artificial ponds on-site.	

9.	Portion of Site zoned Rural – Mixed Rural Zone KF queried what the strategic plan for the bottom quadrant (that being the portion of the site that is located outside of the Rural Urban Boundary and is zoned Rural – Mixed Rural zone) is? MC confirmed that this portion of the site will not be included within the Plan Change request to rezone the land for development, as it is not part of Fisher & Paykel’s short or even medium-term plans for development of the site. MC did note however that it could be built on in the future. KF noted that this section of the site protected for conservation purposes could be a legacy and considered a jewel for the region if protected as a conservation park. All agreed there are lots of existing opportunities across the site, in particular associated with the Oria awa for conservation and enhancement.	
10.	Next Steps KF is very keen to have a direct korero with MC and JR (FPH) over some kai, and be involved on an ongoing basis through all stages of master planning and plan change.	MC to arrange time between KF and JR to have further discussions.

Karaka Road Plan Change - Stormwater

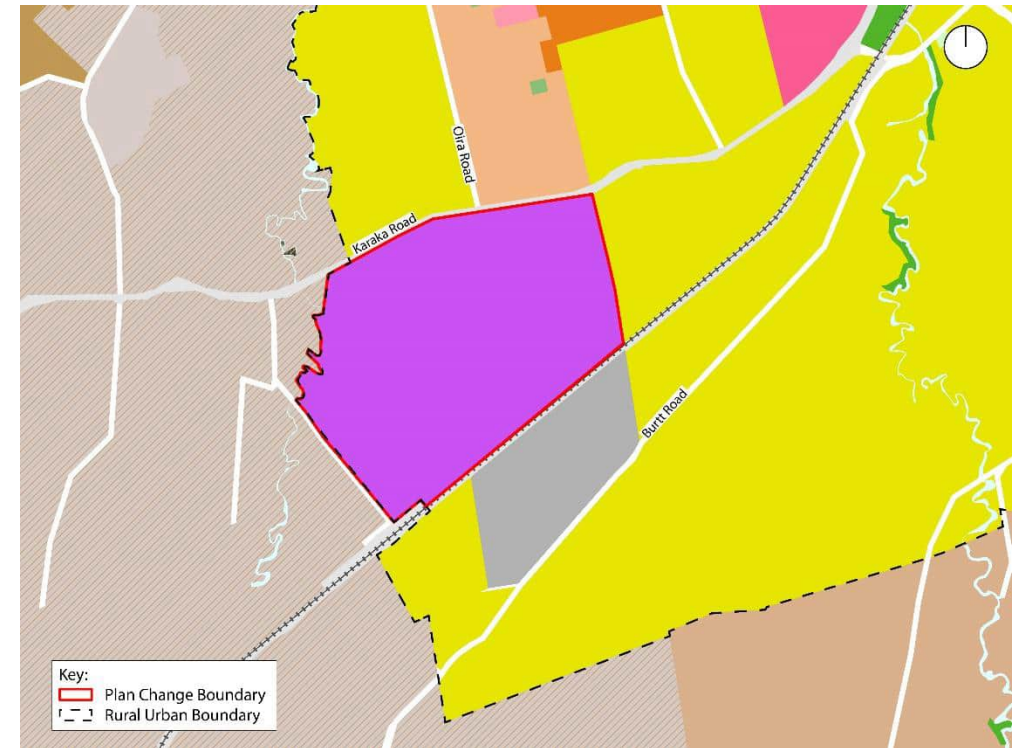
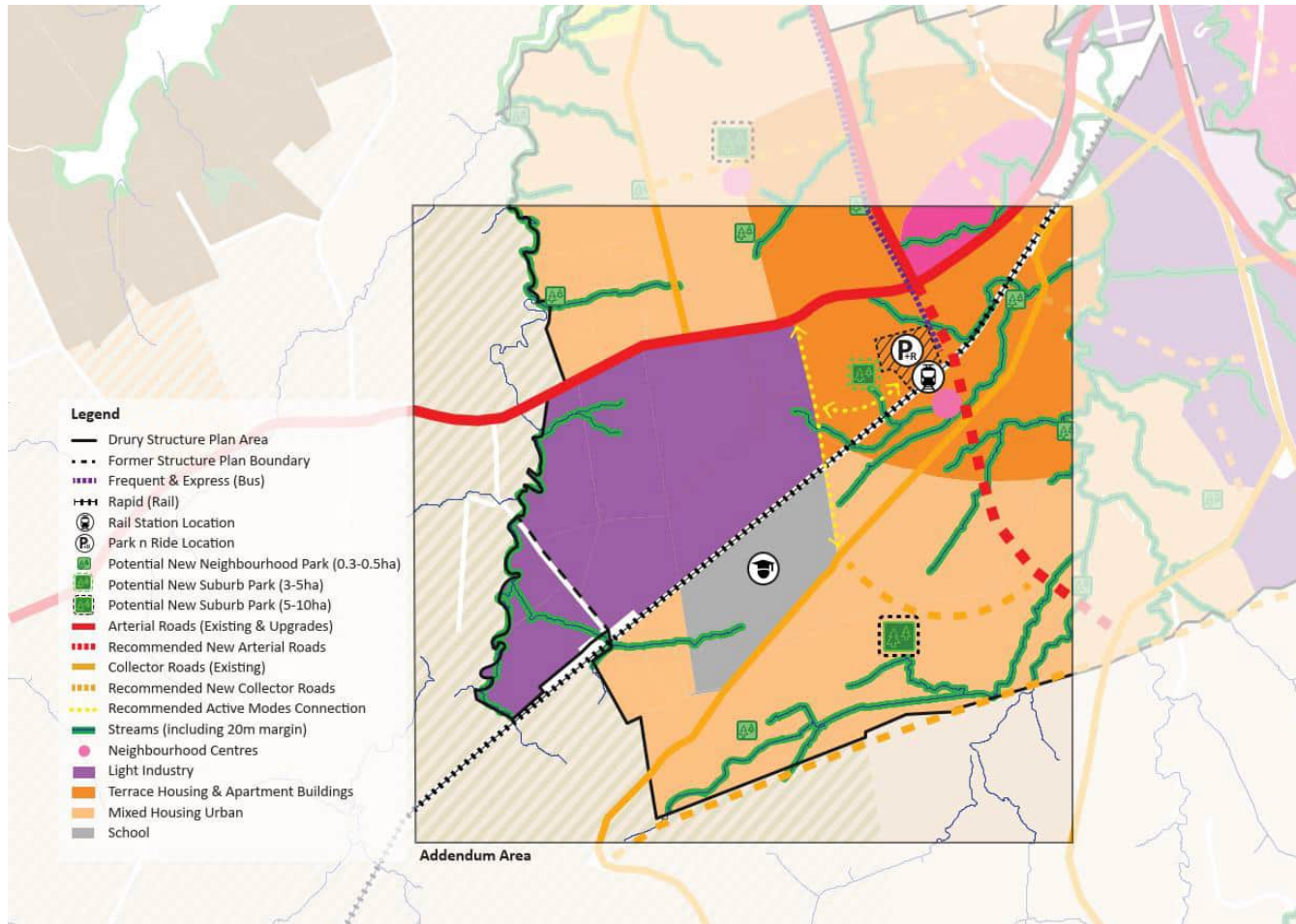
Fisher & Paykel Healthcare Properties Ltd

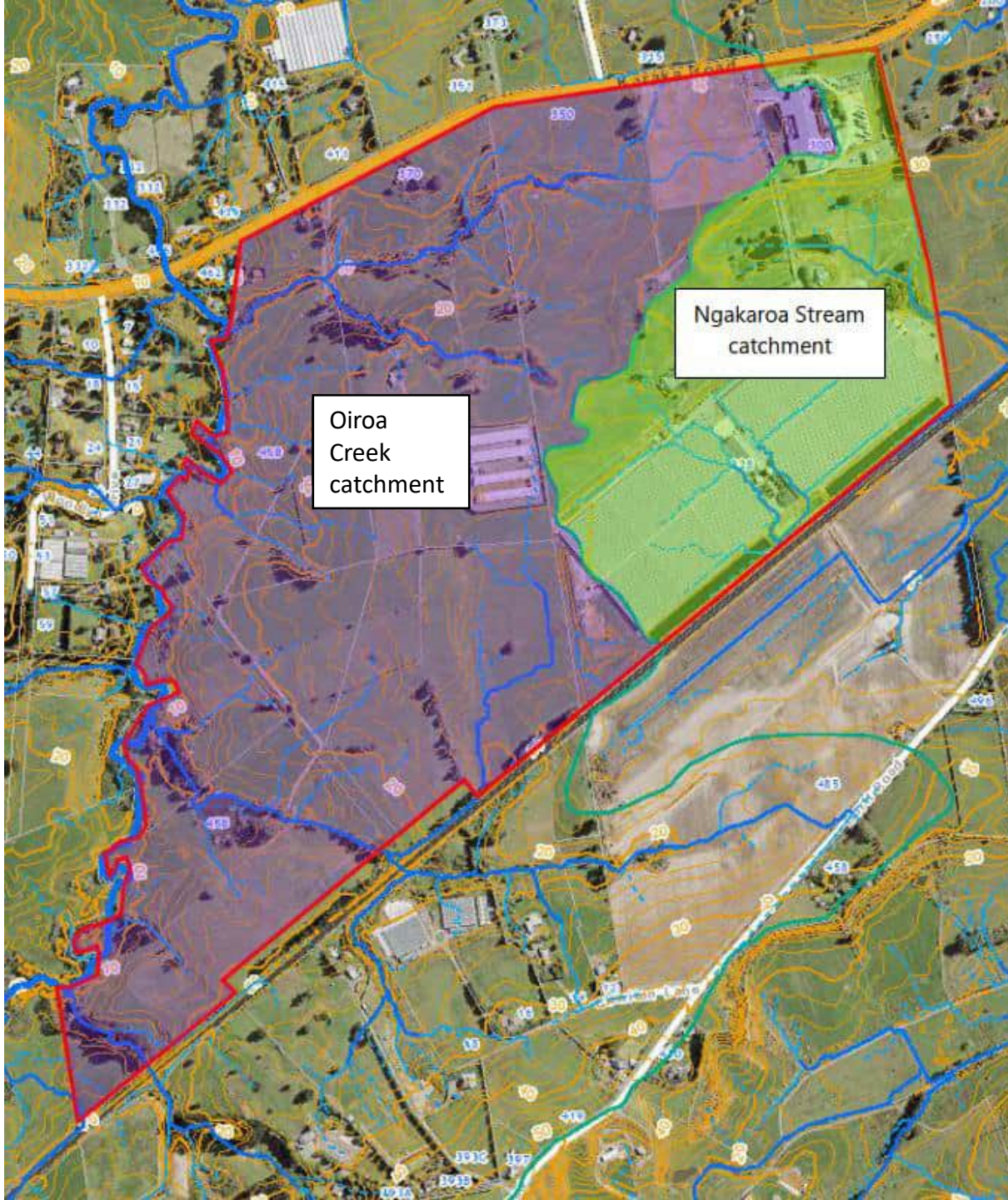
Summary



- Preparation of Stormwater Management Plan (Draft)
- Flood Modelling Assessments Complete
- Commenced engagement with Healthy Waters on review of SMP and associated flood models / strategy

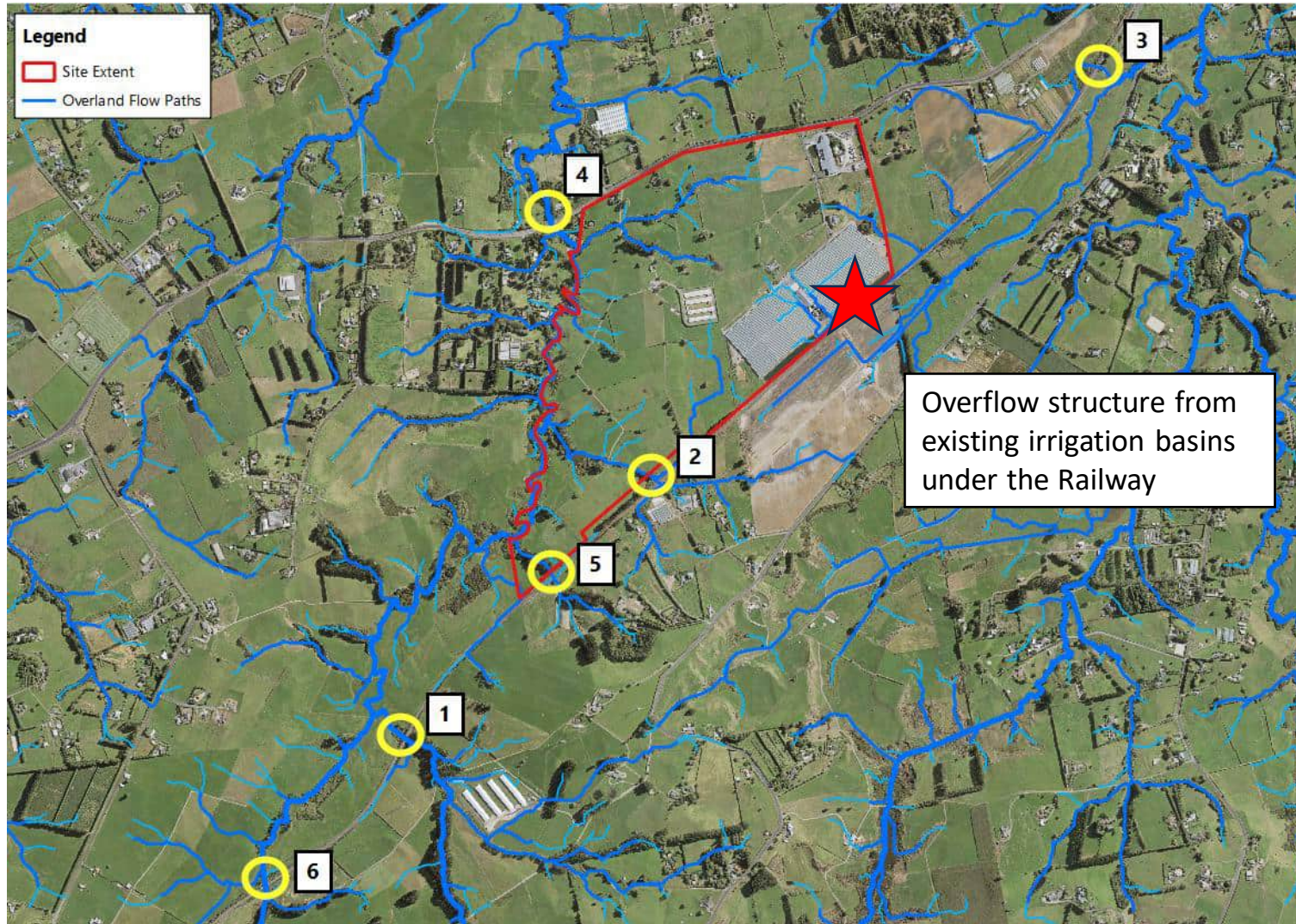
Extent of the SMP





Existing Catchment

Existing Structures

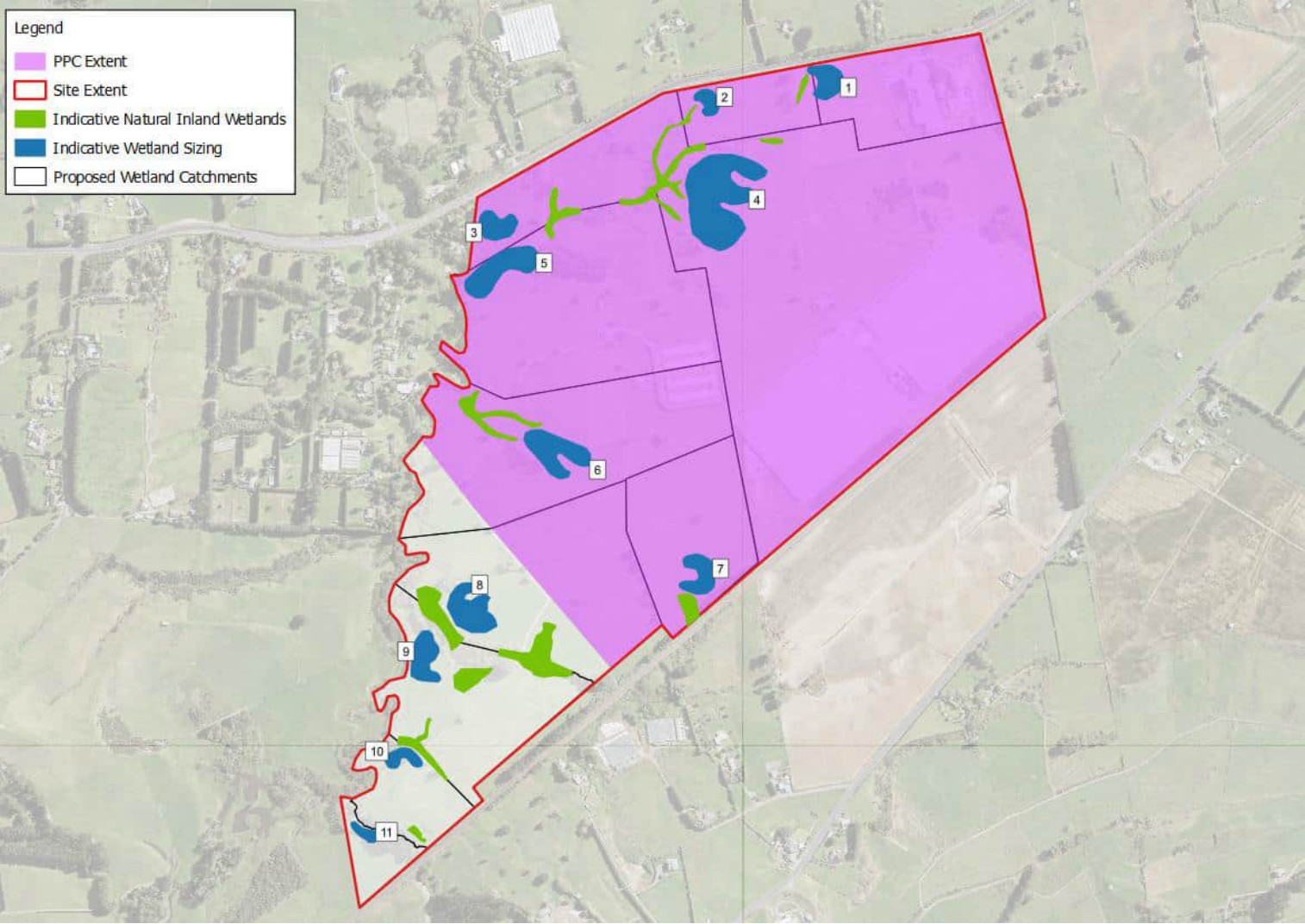


South – Kiwi Rail
North – Karaka Rd, Waka Kotahi

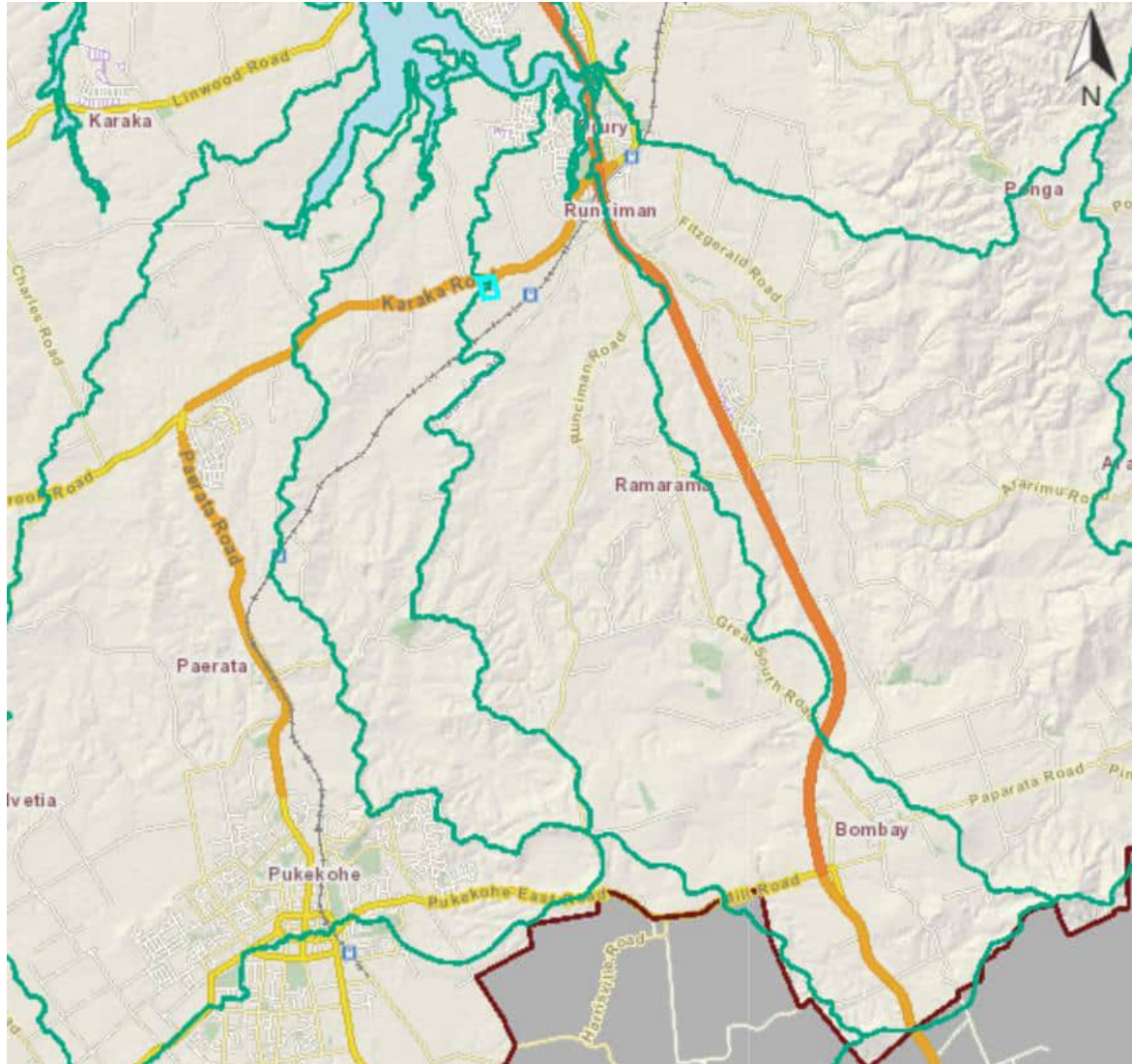
Stormwater management strategy

	Roads and other paved areas	Roofs
Water Quality	Use of a forebay or a proprietary device which provide pre-treatment of runoff prior to discharging to wetlands.	Use of inert, non-contaminant generating roofing material for all proposed buildings
	Runoff generated from roads will be treated via large communal wetland (designed in accordance with GD01).	Provision of retention via re-use as a BPO for water quality.
Stream Hydrology (Retention and Detention)	SMAF-1 hydrology mitigation to be applied as follows: Retention - 5mm Detention – 19.4mm Detention to be provided via large communal wetlands or at source where a catchment is unable to drain to a wetland.	
	Retention – Retention for roads and other paved areas is proposed to be provided within the detention volume via wetlands.	Retention – Re-use proposed for the retention volume, collected in a tank.
Flood management (10% AEP)	Primary stormwater network provided to accommodate 10-year ARI storm event as per current Stormwater Code of Practice V3, Jan 2022.	
Flood Management (1% AEP)	Adopt Scenario 4 - Pass flows forward + Diversion	

Indicative location of wetlands



Site locality and Flood Strategy



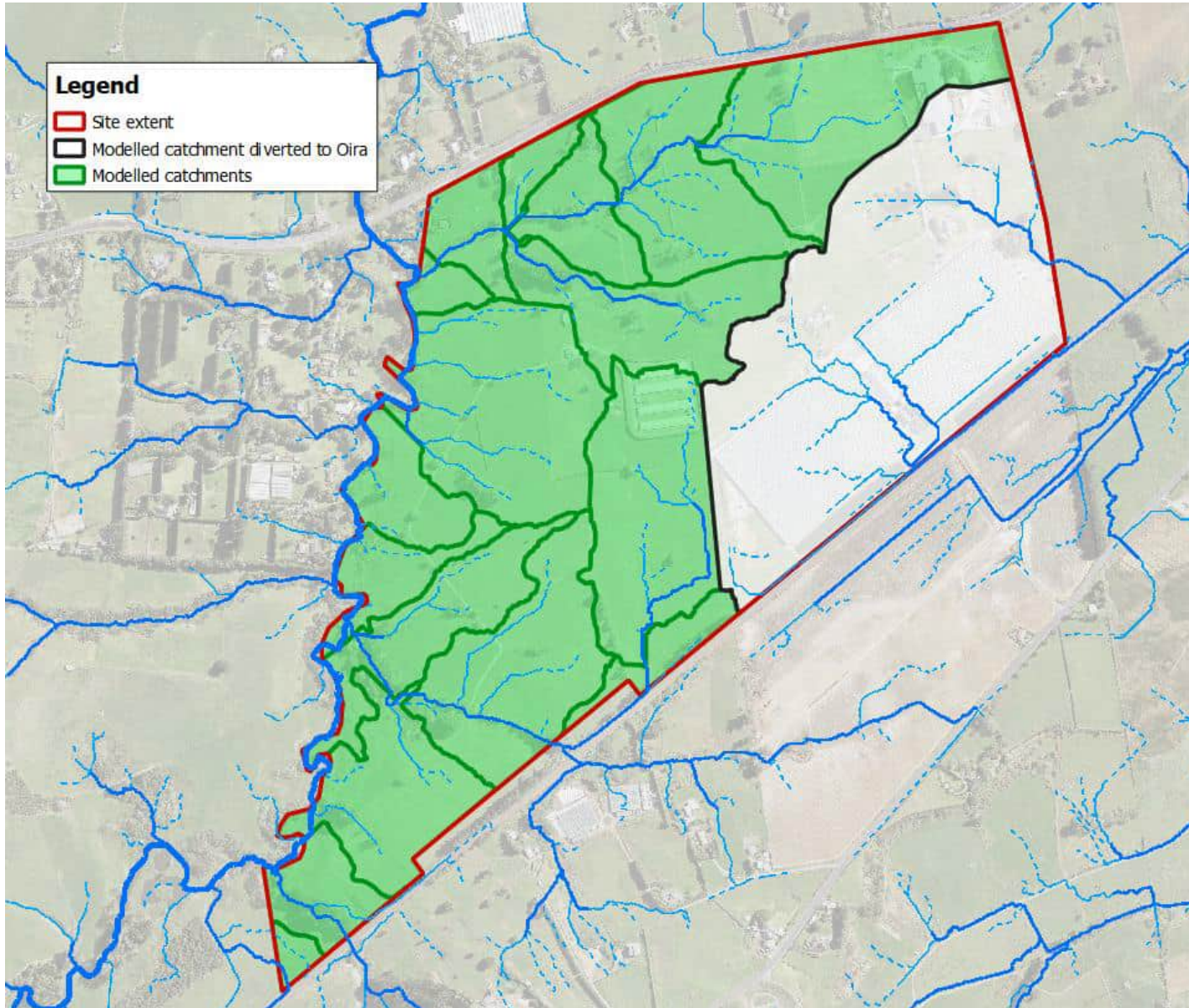
- Site proximity to receiving environment (lower portion of catchment)
- Passing flows forward aligns with wider catchment SMP (Drury West)
- Flood strategy to incorporate passing forward of flood flows to avoid co-incidence of peak flood flows as a result of flood attenuation.

Flood modelling overview



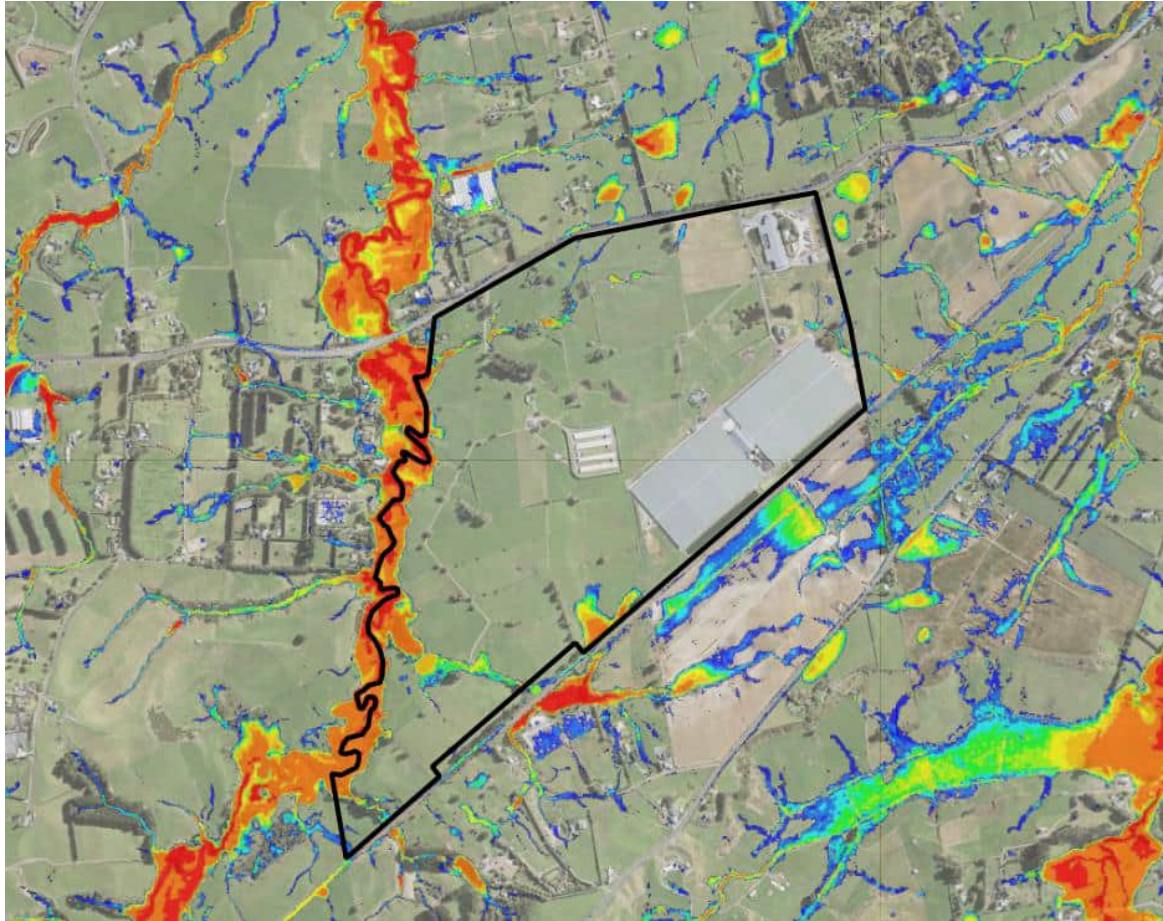
- A 100% impervious coverage has been used. The impervious coverage of the site following the creation of a masterplan is likely to be significantly less than 100% to achieve the campus feel to the site that F&P seeks.
- Four model scenarios simulated for the 100yr, 10yr, 2yr with No CC, 2.1°C, and 3.8°C
- Scenarios simulated:
 1. Pre-development
 2. Post-development
 3. Post-development with pass forward
 4. Post-development with pass forward and diversion

Flood strategy

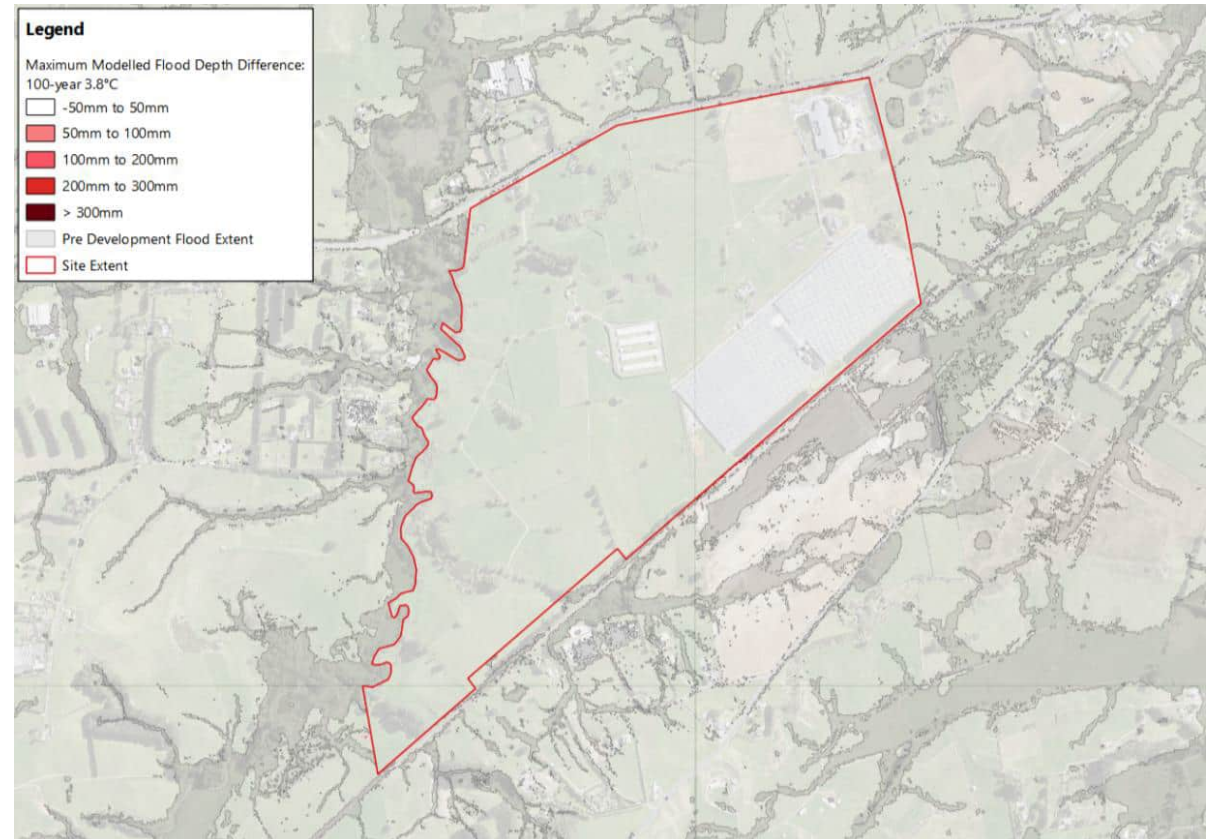


- Complete diversion of the site area which currently discharges to Ngākōroa Stream.
- In actuality, flows are sought to be maintained in a regime similar to existing conditions for frequent events i.e, less than the 2-year ARI event
- This has been excluded from the assessment as this will not adversely impact the flood strategy.
- In total, this model scenario allows for diversion of 32.74ha of site area towards Oiroa Creek and passed forward

Flood Results



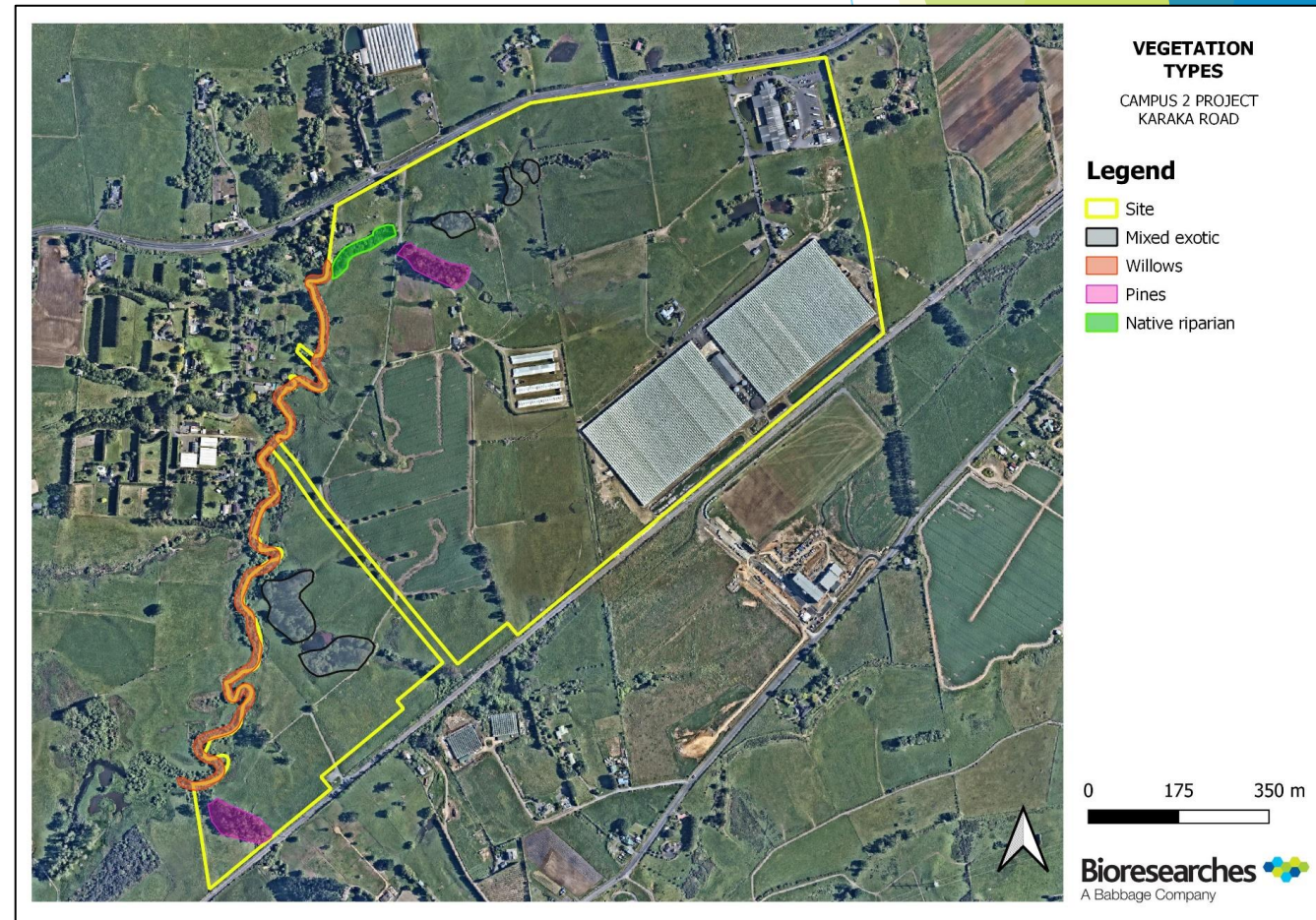
- Modelling work undertaken demonstrates no increases or flood impacts as a result of the proposed development with proposed flood strategy.



Ecological assessment: Campus 2 Project, Karaka Road, Drury

Terrestrial habitats & native fauna

- No Significant Ecological Area Overlay
- Vegetation: highly modified & largely grazed pasture
- Avifauna:
 - Common native terrestrial birds
 - Threatened Weweaia / New Zealand dabchick identified on artificial pond
 - Potential habitat for Pīhoihoi / New Zealand pipit
 - Potential habitat for Pūweto / Spotless Crane



Terrestrial habitats & native fauna

► Threatened Species:



Weweia / Dabchick



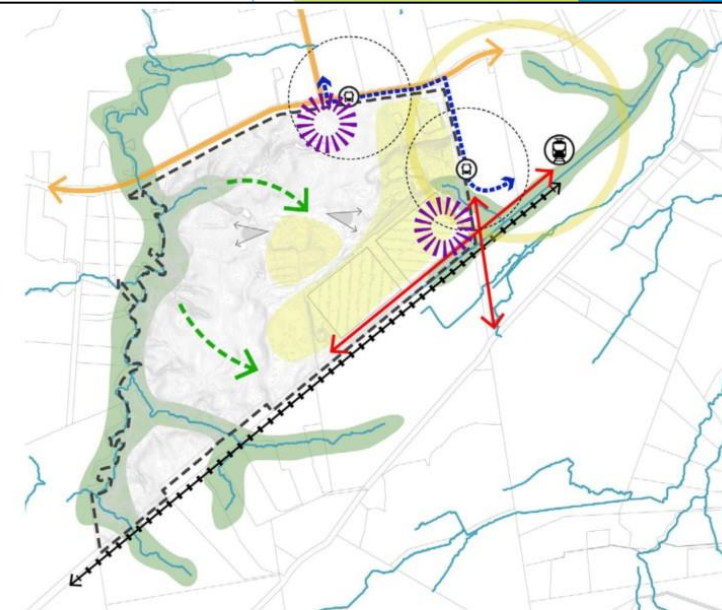
Weweia / Dabchick ponds

Site Opportunities

The site investigations and analysis undertaken, including gaining feedback, advice and insights from other technical experts, has helped to understand a range of opportunities of relevance to both the Structure Plan Addendum and Plan Change.

Legend

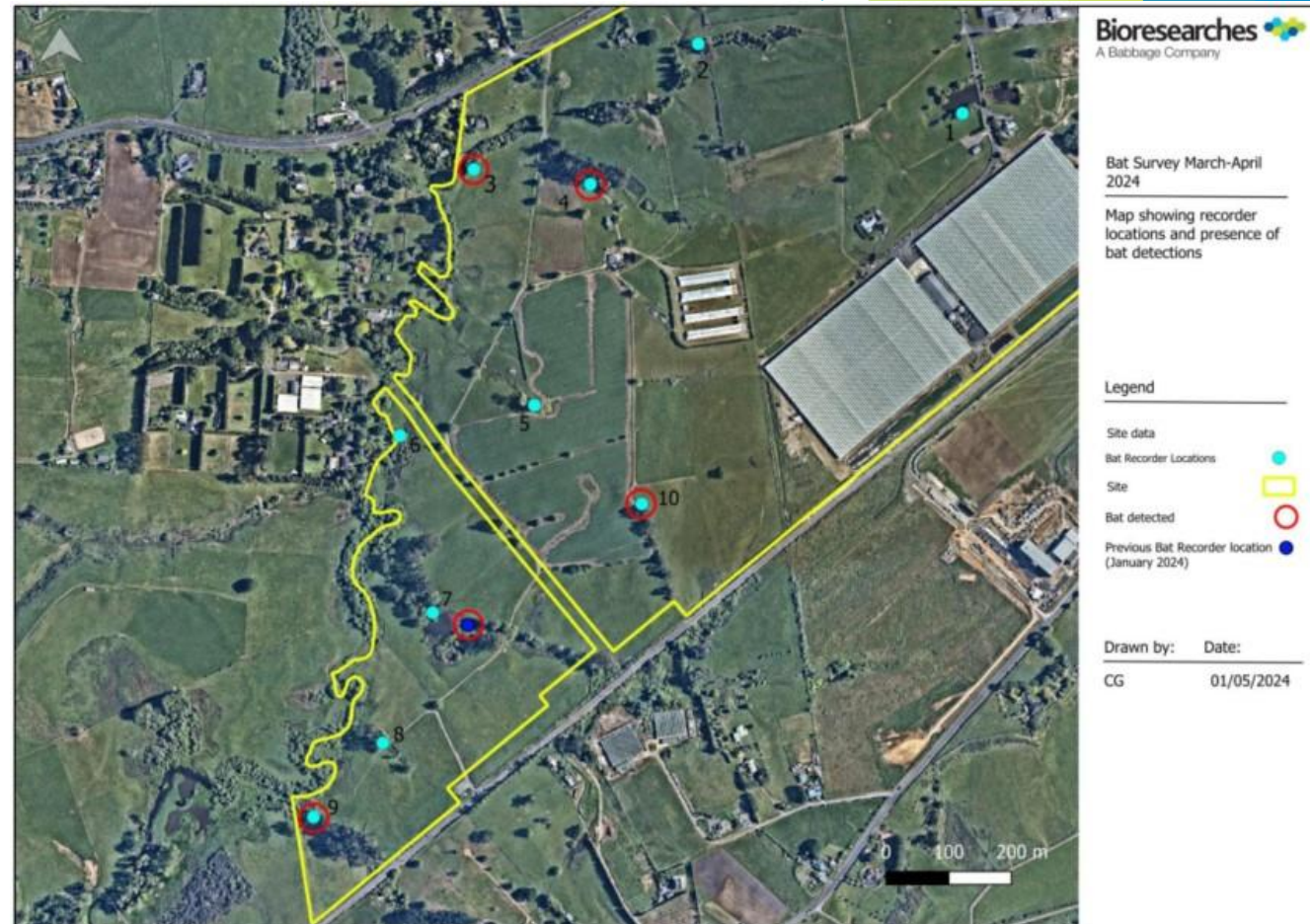
- Orange double-headed arrow: Karaka Road - State Highway 22 (key connection with surrounding areas)
- Blue line: Existing stream
- Green shaded area: Possible vegetated and ecological areas
- Red double-headed arrow: Possible active mode connections
- Black circle with 'P': Planned Railway Station
- Blue circle with 'B': Possible future bus routing and servicing
- Grey arrow: Elevated views to surrounding environment
- Yellow circle: Possible integration with neighbouring development including amenities and services
- Purple sunburst: Gateway locations into the site (built form / landscaping response)
- Yellow rectangle: Flatter, more easily developable land
- Yellow circle with 'S': Possible integration of ecological corridors into future development (sense of place / stormwater management)



Terrestrial habitats & native fauna

- Bats / pekapeka:
 - January – March 2024 survey: 2 longtail bat passes
 - March – April 2024 survey: 11 longtail bat passes

Further bat surveys are anticipated (October to December 2024) to provide a further understanding of bat activity at the site

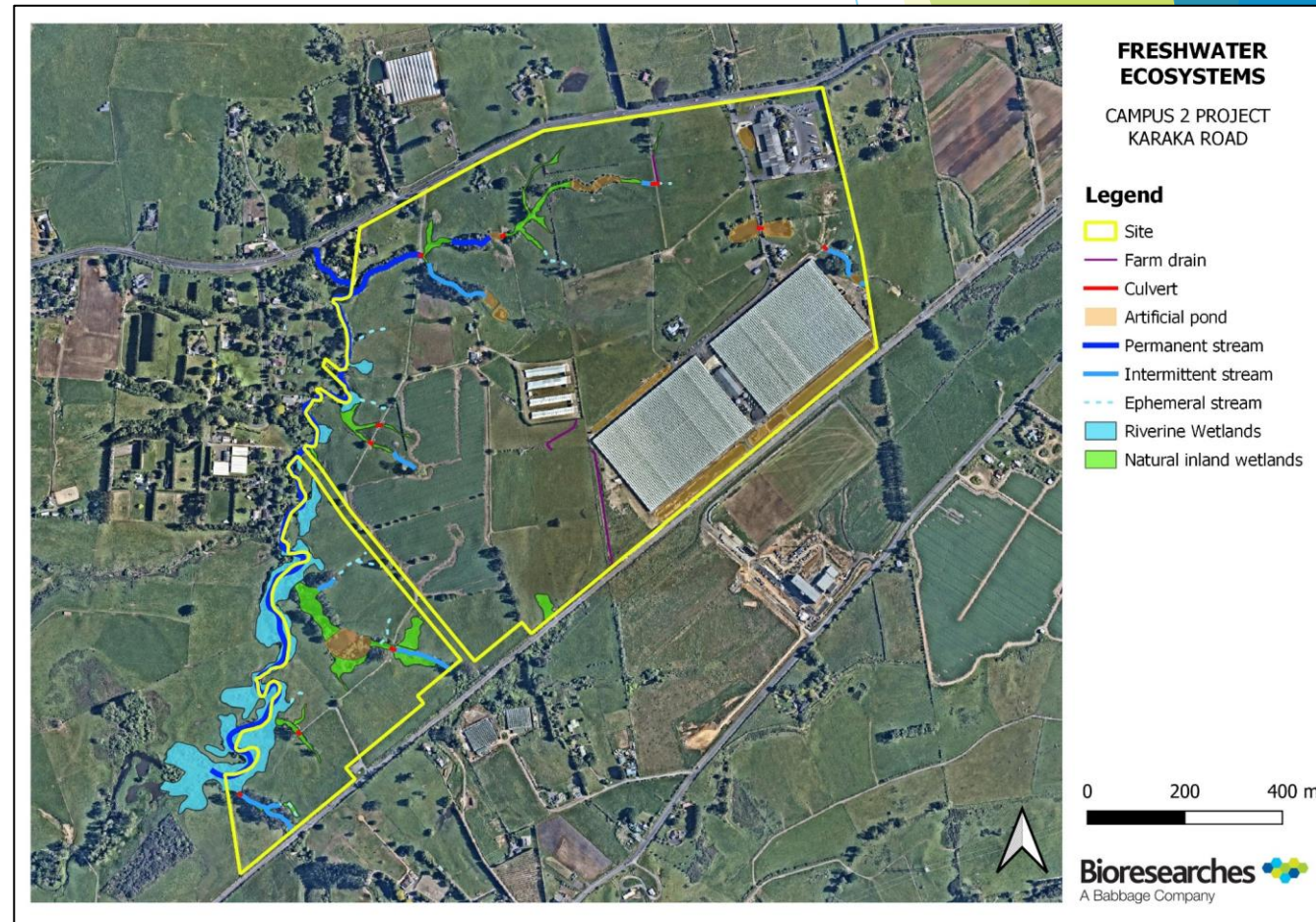


Terrestrial habitats & native fauna

- Herpetofauna:
 - On-site surveys found Plague skinks (exotic)
 - native lizards (not detected but potentially present in low abundance or localised areas)
- Areas of managed pasture & associated shelterbelts = **low value** for native herpetofauna
- Localised densely vegetated mixed scrub = conservatively assessed as of **moderate value** for native herpetofauna

Freshwater habitat

- Oiroa Stream & tributary
- Intermittent streams & Ephemeral flow paths
- Riverine & natural inland wetlands
 - Riverine wetlands associated with the Oiroa Stream (eastern boundary)
 - Natural inland wetlands scattered throughout site
- Artificial ponds



Management of ecological environment:

- Freshwater environments proposed to be protected by a minimum of 10 m buffer
- Other identified and potential habitat values, including those for threatened dabchicks and potentially present native lizards and (less likely) spotless crane, are generally aligned with those environments (freshwater) that would be protected and enhanced through **retention, protection and enhancement of these corridors**



Thank you

Minutes of the Hui between Fisher & Paykel Healthcare and Ngaati Te Ata (Waiohua)

Held on TUESDAY 20 AUGUST 2024, online, commencing at 9:00am.

Present:	Karl Flavell (KF)	Matt Comery (MC)
	Emma McDonald (EM)	Nic Bishop (NB)
	James Hui (JH)	Tom Locke (TL)

A key driver for the masterplan is to create an environment that inspires innovation and ultimately improves patient outcomes. The masterplan will have a focus on an ecosystem approach.

MINUTES

Team introductions:

- Karl Flavell, Ngāti Te Ata (Waiohua)
- Matt Comery, Infrastructure Development Manager, F&P
- James Hui, Project Manager, F&P
- Nick Bishop, Sustainability, F&P
- Tom Locke, Masterplan Lead, Warren and Mahoney
- Emma McDonald, Project Director, Pragmatix

INTRODUCTION

Matt welcomed all to the hui. F&P are keen to provide Karl with an overview of current thinking on the masterplan, provide an update on guiding masterplan principles, discuss some of the masterplan options and to seek feedback from Ngāti Te Ata.

MASTERPLAN OVERVIEW

Tom shared a presentation (refer attached) with the guiding principles developed by the masterplan team. It was noted that these are living principles and will adapt and change as we start drawing the masterplan. The masterplan will need to be flexible and adaptable to future change.

GUIDING PRINCIPLES

There are nine guiding principles outlined, including partnership, sustainability and flexibility.

Tom advised that he was involved in the design of Buildings 4 & 5 at the East Tamaki campus and prior to designing this, extensive staff surveys were undertaken to understand what did and didn't work and what was needed to support staff better, for example: use of the walkway around East Tamaki site, including landscaping and planting, for staff to use after lunch etc.

The Karaka Campus will support flexibility and adaptability over the long term to allow F&P to evolve and integrate future technologies with minimal business disruption.

The building services, roading and open space will also be adaptable to expansion and change without the need for demolition before the end of life; the plan is to build once and consider the full future of the masterplan.

Further to the principles, high-level strategies or key moves were developed. With regards to the partnership approach, F&P are considering the opportunities to enhance research outcomes through partnership and deliver staff amenity through partnerships with other businesses, for example, childcare facilities, fitness facilities, nursery operations etc.

The infrastructure will need to be flexible and adaptable to support the site wide development. This includes three waters, wetland and how we deal with stormwater / overland flow.

The masterplan will separate people movement from the high vehicle movements, supporting a safer and easier non-vehicle connection between buildings with a landscaped edge, planting, landscaping and ecological restoration within the site. The intention is that the Oiroa stream will provide a passive recreational opportunity with ecological benefits and a natural buffer between the urban and rural zones.

CAMPUS HEART

The campus heart will include a diversity of spaces that can support needs of staff and visitors and evolve over time. From the East Tamaki survey results, it noted that people do not feel a sense of being in a central area or a front door when they first arrive and there is a feeling that the Karaka Campus needs to actually plan for that space and create an area of arrival and welcoming.

COMPONENTS OF THE MASTERPLAN

Sustainability and the Environment

The masterplan team has a sustainability engineer involved, who are identifying some measurable sustainability standards and targets. The development will support improved biodiversity of the campus, with the idea that there is a multi-species campus with people at the heart.

Cultural

Karl suggested that there should be a cultural component included to express mana whenua's input to the masterplan. It was agreed that a "cultural circle" should be added in, however Karl was asked to provide information/suggestions for this. The key items initially noted were:

- Pou
- Interpretative cultural signage
- Historical markers
- Maximise use of existing topography and minimise earthworks
- Selection of eco-sourced native species
- Other?

SITE CONSTRAINTS/ OPPORTUNITIES

Opportunities include partnerships, conservation area and the existing landscape. The topography is a constraint but also an opportunity and likewise the floodplains and overland flow paths.

For any streams and puna/aquifer on site then the catchment receiving it and the source should be understood, to help with a better understanding of hydrology.

From a topography perspective the intention is a light touch to avoid a massive cut and fill.

There will be a conservation area which will be positive for the Oiroa stream and the wetlands. This will provide a significant opportunity to improve the existing environment.

The development could help to strengthen the community relations with school and mana whenua and make a real connection with the community, including adding paths for accessibility.

SPATIAL SCENARIOS

Tom provided an overview of the emerging layout scenarios, which can be classified into linear, connected and clustered.

Connected

This did not get a lot of support from the three waters engineers, as it does not provide suitable paths for stormwater to make its way through the site. Also limits the outdoor open space opportunity plus the buildings turn their back from the neighbouring site, which could potentially offer a partnership opportunity.

Linear

The linear option has more opportunity to have a campus heart and that moment of arrival, connected to the train station, but also to people as they come off Karaka Road.

Clustered

Similar to linear, however it gives more opportunity to really work with the contours but there are buildings at the northeast corner, which are not fully connected.

Spatial Scenarios Summary

The linear option could be very imposing on the environment whereas the clustered option requires less earthworks because you can work a little bit more with the contours.

The intention is to preserve overland stormwater and not underground paths as much as possible, as this is something we have heard from mana whenua.

It was noted that there are pros and cons of each scenario and that this is something the masterplan team will be working on through optioneering to strike a balance before settling on one option.

KEY NOTES

- Ngāti Te Ata to provide feedback on the suggested content for the “cultural circle”, as listed above.
- F&P to arrange with Ngāti Te Ata an interactive meeting to go through the masterplan scenarios and options.

ATTACHED

Masterplan presentation

Appendix 11

Community Engagement Follow-Up Correspondence



Urban & Environmental

From: [James Hui](#)
To: [Cosette Pearson](#)
Cc: [Kasey Zhai](#); [Nick Roberts](#)
Subject: FW: Update on F&P Healthcare Karaka Development - community engagement event
Date: Tuesday, 27 February 2024 2:29:02 pm
Attachments: [Fisher Paykel community event posters.pdf](#)

From: Matt Comery <Matt.Comery@fphcare.co.nz>
Sent: Monday, February 19, 2024 1:18 PM
Subject: Update on F&P Healthcare Karaka Development - community engagement event

Kia ora

On Saturday, 10 February, we held a community engagement event at the Drury Town Hall to raise awareness of Fisher & Paykel Healthcare in the local community and seek feedback on our intentions to submit our private plan change application later this year.

Almost 100 people attended over 4 hours, including near neighbours of our site and other local residents.

The general feedback from the people that attended the event was overwhelmingly positive and most attendees seemed to look forward to having F&P in their community. Most of the queries that we fielded related to the exact location, scale and timeframe for our development, with a few questions on environmental impact. The main topic of concern was traffic congestion and transport infrastructure in the region – particularly in and around Karaka Road. We were able to allay some of these concerns by pointing to the proximity of the proposed Ngaakoora Train Station, planned upgrades to Karaka Road and upgrades to roading in the surrounding area.

For your information, I've attached the material we shared at the event about the proposed structure plan and plan change.

We intend to submit our application in the next few months and keep you updated as we progress.

Please let me know if you have any queries.

Nāku noa nā

Matt Comery | Infrastructure Development Manager

Mobile: +64 27 393 4437

www.fphcare.com

Appendix 12

Community Engagement Posters



Urban & Environmental

The Fisher & Paykel Healthcare Campus site is strategically located within walking distance of the Ngaakooroa station. This will be a significant employment hub for Drury and the wider area, which is rapidly being urbanised.

The Plan Change application, seeking to rezone the site from Future urban zone to Business - Light Industry zone applies to the part of the site that is located inside the Rural Urban Boundary.

Auckland Council's Future Development Strategy sequences the wider Drury West area for 2035+, however it clearly identifies the pathway to bring sequencing forward through private plan change requests where key infrastructure will be delivered ahead of this timing.

The Drury-Opāheke area has been identified as a significant greenfield area for future urban growth in the south of Auckland

The Fisher & Paykel Healthcare site

The majority of the site is located within the Rural Urban Boundary

Location of Ngaakooroa Station (Drury West)

The **Future Urban zone** is applied to greenfield land that has been identified by Auckland Council as suitable for urbanisation

PRIVATE PLAN CHANGE PROCESS

Develop and finalise Structure Plan addendum

Prepare and lodge Plan Change Request to rezone part of the site to Business - Light Industry zone under the Auckland Unitary Plan

Plan Change application processed by Auckland Council - **opportunity for public to make submissions and further submissions**

Council Hearing on the Plan Change request

Plan Change approval - enabling Fisher & Paykel Healthcare to commence development of their second Campus in Aotearoa

The Drury West – Karaka Road Structure Plan identifies the key elements that will inform a future plan change application and development of a Fisher & Paykel Healthcare Campus on the site.

Key amendments proposed to Auckland Council’s Structure Plan for the wider Drury-Opāheke area include;

Application of a Business – Light Industry zone over the Fisher & Paykel Healthcare site and extending the urban area to Oira Creek (forming a more logical urban boundary)

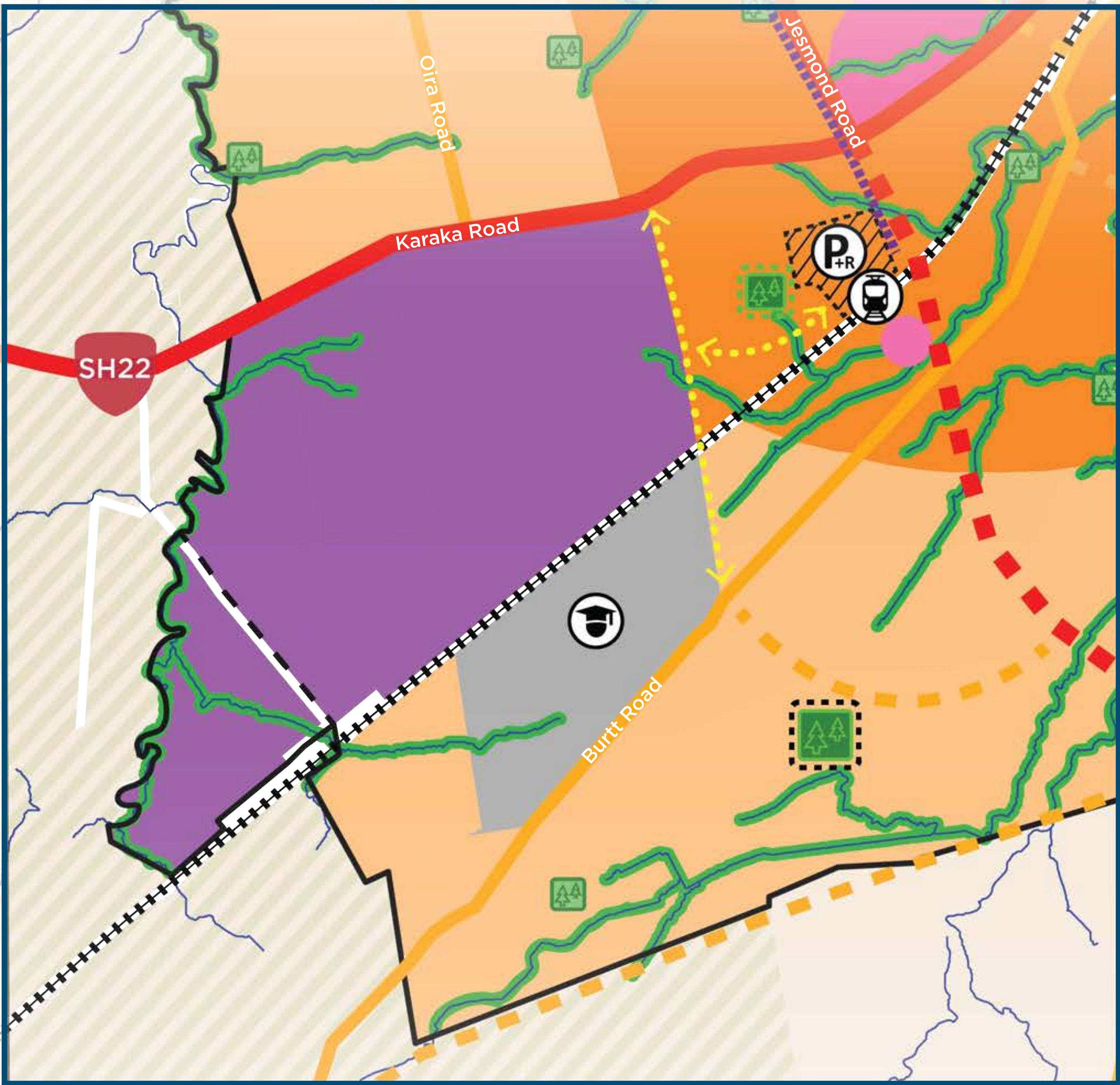
Incorporating the school site (currently under construction), Ngaakooroa rail station and Park-n-Ride facilities, and repositioning centres and parks to more central, residentially populated locations / key nodal points

Provision for new active modes connections across the rail corridor.

The proposed Structure Plan includes the green links, indicative zonings, and accessibility/connections with the wider Drury-Opāheke Structure Plan area.

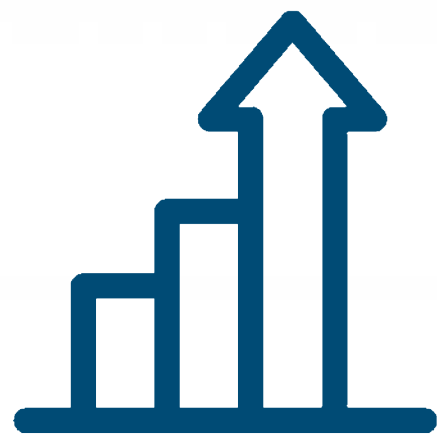
Legend

- Drury Structure Plan Area
- - - Former Structure Plan Boundary
- ▬▬▬ Frequent & Express (Bus)
- ▬▬▬ Rapid (Rail)
- 🚂 Rail Station Location
- 🅑🅖 Park n Ride Location
- 🌳 Potential New Neighbourhood Park (0.3-0.5ha)
- 🌳 Potential New Suburb Park (3-5ha)
- 🌳 Potential New Suburb Park (5-10ha)
- ▬▬▬ Arterial Roads (Existing & Upgrades)
- ▬▬▬ Recommended New Arterial Roads
- ▬▬▬ Collector Roads (Existing)
- ▬▬▬ Recommended New Collector Roads
- ▬▬▬ Recommended Active Modes Connection
- ▬▬▬ Streams (including 20m margin)
- Neighbourhood Centres
- Light Industry
- Terrace Housing & Apartment Buildings
- Mixed Housing Urban
- School



Addendum Area

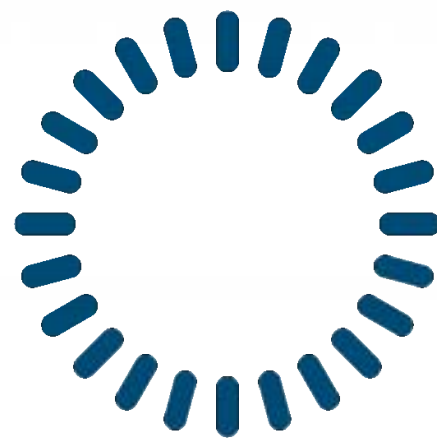
KEY DESIGN PRINCIPLES



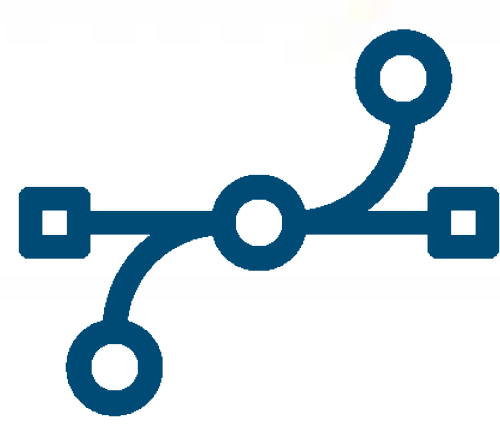
Economic
opportunity



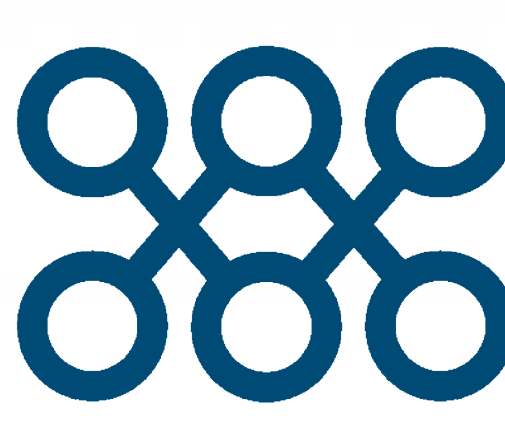
Responding to
landscape and
ecology



Establishing
a secure
environment



Connection
into the wider
network



Integration of
amenities



Quality public
realm

Appendix 13

Letter of Support – Counties Energy



Urban & Environmental

5 March 2024



James Hui
Project Manager
Fisher & Paykel Healthcare Properties Limited
15 Maurice Paykel Place
East Tāmaki
Auckland 2013

Dear James,

Letter of Support for the Fisher & Paykel Healthcare Drury Private Plan Change Application

Counties Energy are in support of the Fisher & Paykel Healthcare (FPH) plan change application, to rezone their Karaka Road site to business light industry zone, to enable the future development of a second New Zealand campus.

Counties Energy is the electricity distribution business that owns and operates the electricity reticulation infrastructure in the south Auckland region around Drury. This region is one of the fastest growing regions of the country in terms of both electricity connections and demand growth from industrial, commercial and residential developments. In addition, Counties Energy's wider network is seeing growth from new renewable generation and decarbonisation. All of this growth is supporting the economic growth of Auckland through providing new jobs and houses while reducing the regions greenhouse emissions.

Counties Energy understands that FPH are the landowners of the site at 300, 328, 350 and 458 Karaka Road, Karaka. Furthermore, FPH purchased the site for the purpose of developing a second New Zealand campus to enable the growth of their research and development and manufacturing activities, similar to their operations at their existing campus in East Tāmaki. To enable the development of the site, an operative zone is required to be applied to the site under the Auckland Unitary Plan. The site is currently zoned Future Urban zone, and Counties Energy support the request on behalf of FPH to Auckland Council, to rezone the site to Business – Light Industry zone, to enable the future development of the site.

We confirm that power supply for this area to meet the growth envisaged for this development and the larger area is not an issue because Counties Energy has significant electricity capacity. This includes high voltage 22kV distribution feeders that have twice the capacity of typical New Zealand 11kV distribution feeders. This is fed from a Counties Energy 110kV sub-transmission network, which has more than twice the capacity of typical New Zealand line company 33kV sub-transmission networks.



Physical
14 Glasgow Road
Pukekohe 2120
New Zealand

Postal
Private Bag 4
Pukekohe 2340
New Zealand

**Energy
Reimagined**

0800 100 202
countiesenergy.co.nz

Counties Energy is also investing for future growth in the Drury area. This includes the purchase and rezoning of land close by to the FPH site, on the corner of Whangapouri Road and Karaka Road for a future 110/22kV substation plus design is underway for a large 60MVA 110kV substation on Quarry Road. This is supported through a newly completed Counties Energy 110/22kV substation at Bombay, along with a new Transpower 220/110kV substation at Bombay.

Consequently, supplying power to FPH's Karaka Road Campus will not be an issue at any stage of the Campus development.

Yours Faithfully



Counties Energy Limited

Andrew Toop

GM Commercial

Appendix 14

Veolia Meeting Minutes



Urban & Environmental

Meeting Minutes / Action Points

Subject: Fisher & Paykel Healthcare (FPH) – Veolia Engagement – Karaka Road Campus Water Supply

Date: February 16, 2023

Time: 13:00pm

Venue: Teams

Attendees:

Sanjeev Morar (SM)	Veolia
James Hui (JH)	FPH
Cosette Saville (CS)	Barker and Associates
Cameron Gifford (CG)	Crang Consulting
Zibo Yang (ZY)	Crang Consulting

Apologies:

Nick Roberts	Barker and Associates
Marry Wong Mary Wong	Barker and Associates
Matt Comery	FPH
Dave Cuff	FPH
Jonathan Sng	FPH

modified by CG 24/04/2024

Item	Note	Action	By When
1.1	CS and JH presented the development vision of FPH's proposed campus at Karaka Road Drury west, and mentioned the following features: - The FULSS has this land development ready between 2028 and 2032 - The current structure plan has this land zoned as a mixture of mixed housing urban and mixed housing Suburban. A structure plan change and private plan change will be sought to rezone the site in support of light industrial land use - Existing campus in East Tamaki expects to reach its full capacity in 2030 - Site in Drury to be developed in stages, with construction planning to start in 2025 and the first building to be occupied in 2030 - Preliminary masterplan indicates potential for 12 buildings		
1.2	ZY discussed the current understanding of water supply in this area: - The Drury – Opaheke structure indicates a new watermain proposed along Karaka Road from the Bulk Supply Point (BSP) on Flanagan Road		



Item	Note	Action	By When
1.3	Cameron Gifford (CG) discussed: FPH suggested the Drury Campus will likely operate a closed loop water supply. Therefore water demand is expected to be no more than previously anticipated residential zoning. ZY to share Water Demand calculations with Veolia for review	ZY	
1.4	SM spoke to Veolia's current infrastructure position and direction in relation to the proposed development as follows: <u>Water</u> - There is an existing catchment plan showing details of the water supply network, including indicative pipe sizes and locations. SM to confirm indicative pipe size on Karaka Road (understood to be 450 mm dia) and seek permission from Watercare to share the detailed wastewater and watersupply catchment plans - The watermain on Karaka Road is classified as retail infrastructure and is to be developer funded. - The water supply required for the development will be extended along Karaka Road from the Bulk Supply Point on Flanagan Road, and ended at the development frontage. Veolia also expects a loop back to Flanagan Bulk Supply Point via Bremner Road and Jesmond Road to be completed as part of the network to provide resilience - Lomai property and developer of 221 Jasmond ^{Jesmond} Rd will also require the infrastructure for their developments, potential cost share agreement to be formed. KiwiRail plans to utilise on-site water supply servicing and is therefore unlikely to contribute to new watermain - ZY to provide preliminary calculations of water supply demands <u>Wastewater</u> - SM notes that there will also be retail infrastructure required to service the FPH Karaka Campus.	SM ZY	

Appendix 15

KiwiRail Meeting Minutes – 21 May 2024

Project: Karaka Road Plan Change – Fisher & Paykel Healthcare and KiwiRail Stormwater discussion

Date: 21 May 2024

Time: 2:30-3:30pm

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Karla Avila (KA)	KiwiRail
Bingling Mei (BM)	KiwiRail
Ross Kaufusi (RK)	KiwiRail
Pranil Wadan (PW)	Woods
Bidara Pathirage (BP)	Woods
Matt Comery (MC)	Fisher & Paykel Healthcare
James Hui (JH)	Fisher & Paykel Healthcare
Mary Wood (MW)	GHD
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	PW shared a PowerPoint presentation, noting that the focus of this meeting will be particularly on KiwiRail assets, where the Fisher & Paykel Healthcare site borders with the railway line and the strategy proposed around those assets.	
2	CP provided a high-level overview of the proposed Structure Plan and Plan Change request for the site, providing all meeting attendees with context to what is proposed and what work has been undertaken to date, noting this work has been prepared to support a Private Plan Change request to rezone ~86.5ha of the site from Future urban zone to a Business – Light Industry zone.	
3	PW identified the existing stormwater structures adjacent to the site. The slides have been included as Attachment 1. The culverts at numbers 2, 3 and 5 are all KiwiRail assets. The red star has been identified at a location where there is overflow associated with the artificial ponds on the site, which are associated with irrigation and the glasshouses. Noting Structure 4 north of the site is a Waka Kotahi asset under SH22.	

4	Flooding Strategy PW provided an overview of the proposed development and the strategy to managing flooding. PW confirmed that no discharge of additional flows through the existing structures are proposed, the proposal looks to discharge through the structures based on what is already there. PW confirmed the strategies (pass flows forward with no impacts) for the two different catchments which apply to the site (Ngākōroa and Oiroa).	
5	Flood Modelling PW noted that the no climate change, 2.1- and 3.8-degrees scenarios have been modelled, to ensure future resilience testing, as well as an extremely conservative 100% impervious surface area.	
6	PW confirmed that there will be no additional flows through any of the existing KiwiRail structures. PW also spoke to the plot in Attachment 1 which shows the modelled flood depths plus a water level difference plot, which confirms there is no difference as a result of development. PW noted that there are some differences around the boundary of the site at the 10-year event, however this is not significant and this will be mitigated through the development process (noting that the 100% impervious surface that has been modelled will not be the case – more likely to be ~80% impervious surface).	
7	KiwiRail sought confirmation that there was no increase in flows to existing structures, to what is currently the case – PW confirmed this is correct.	
8	RK queried whether the assessment has been made in collaboration with the Drury Railway station team. PW noted that while this hasn't been done to date, the flows will need to be allowed for anyway (maintain base flows into current streams to discharge into the existing stream network). MC and JH both clarified that FPH have engaged in numerous conversations with KiwiRail over the past 18 months.	
9	KiwiRail queried how the pre-development flows into the KiwiRail culvert were calculated? PW clarified that based upon the proposal to divert, the flows are to be significantly less than what is currently being received at these culverts.	
10	KA noted that there appeared to be some discrepancies between the information in the SMP and the KiwiRail database on the sizes of the KiwiRail culverts. PW noted that the sizing was pulled from a mixture of surveying work, GeoMaps data as well as KiwiRail information.	

	All agreed that it would be useful to share information on the sizing of the culverts to ensure that all are working off the same (correct) data – especially where the culverts have been surveyed. PW and KA will share information between themselves to ensure consistency and accuracy.	PW and KA to share culvert sizing information.
11	BM requested a summary of the design philosophy (and the data around this) – back to pre-development for each culvert – to provide better clarity and so that KiwiRail can form an informed position. PW noted that a lot of this information is within the SMP, but confirmed he would circulate more information on the design philosophy. PW also noted the work undertaken is to assist with the Plan Change and therefore hard to provide exact data or numbers around flows as that would depend on the masterplanning. PW also clarified that maintaining flows is to maintain ecological values of the waterways.	PW / BP to provide summary of design philosophy.
12	KiwiRail queried the indicate wetland locations (in particular #7 in Attachment 1). PW clarified that there are very indicative (subject to change and refinement) and are dependent on the master planning process that has just commenced.	
13	RK noted the active modes corridor and four-track proposal. CP confirmed that we are in discussions with Andrew Swan re active mode connections and will work with KiwiRail on an ongoing basis – FPH will not preclude for a future active modes connection between the site and the Ngākōroa train station, however FPH do not own the land between the station and the eastern boundary of the FPH site. RK noted that as part of the four-tracking, KiwiRail will likely need to extend the culverts, and MC clarified that this will likely be ahead of development on the FPH site.	
14	Next Steps: Culvert Sizing Information - PW and KA to share culvert sizing information to ensure accuracy. Summary of Design Philosophy - PW / BP to provide a summary of the design philosophy (including calculations).	