



Neighbourhood Design Statement



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01

Introduction

Purpose & Scope
Local Context
Planning Context
Strategic Transport

Purpose and Scope

This Neighbourhood Design Statement (NDS) is one of a suite of technical reports that have been prepared to support an addendum to the Drury-Opāheke Structure Plan (the Structure Plan) covering both Future Urban Zone (FUZ) and Mixed Rural Zone (MRZ) land in Drury West on behalf of Fisher & Paykel Healthcare Properties Limited (F&P Healthcare). The NDS has also been prepared to support a Private Plan Change application for the portion of the Structure Plan which falls within the FUZ.

The purpose of this NDS is to provide design background to development of an addendum to the Drury-Opāheke Structure Plan and to support the development of site specific provisions within the Private Plan Change to enable industrial development on the site that responds to relevant contextual factors for the area. The NDS identifies urban design considerations relevant to both the Private Plan Change and wider Structure Plan area (shown overleaf in Figure 2). It is informed by national and local policy and guidance including, but not limited to:

- The New Zealand Urban Design Protocol, Ministry for the Environment, 2005;
- The Auckland Future Development Strategy, Auckland Council, 2023;
- The Auckland Unitary Plan Operative in Part, Auckland Council, 2021;
- Auckland Design Manual, Auckland Council, online resource; and
- National Policy Statement on Urban Development 2020.

In particular this report has been prepared in accordance with the Structure Planning requirements set out in Appendix 1 of the AUP.

In doing so, this NDS seeks to provide the following:

- An understanding and high-level analysis of the Structure Plan area in the context of Drury West, in particular to the existing and planned movement and land use patterns of the area;
- An analysis of constraints that impact the urban development of the Structure Plan area, including overlaying the specialists' reports (where relevant) and the issues they have identified that impact onsite spatial outcomes;
- An analysis of the spatial opportunities the Structure Plan area presents in terms of urban development including recommendations from the specialists' reports (where relevant); and
- A recommendation for a Structure Plan that illustrates the key structuring elements and neighbourhood design principles and outcomes for urban development of the Structure Plan area that reflect the context analysis, constraints and its potential opportunities.



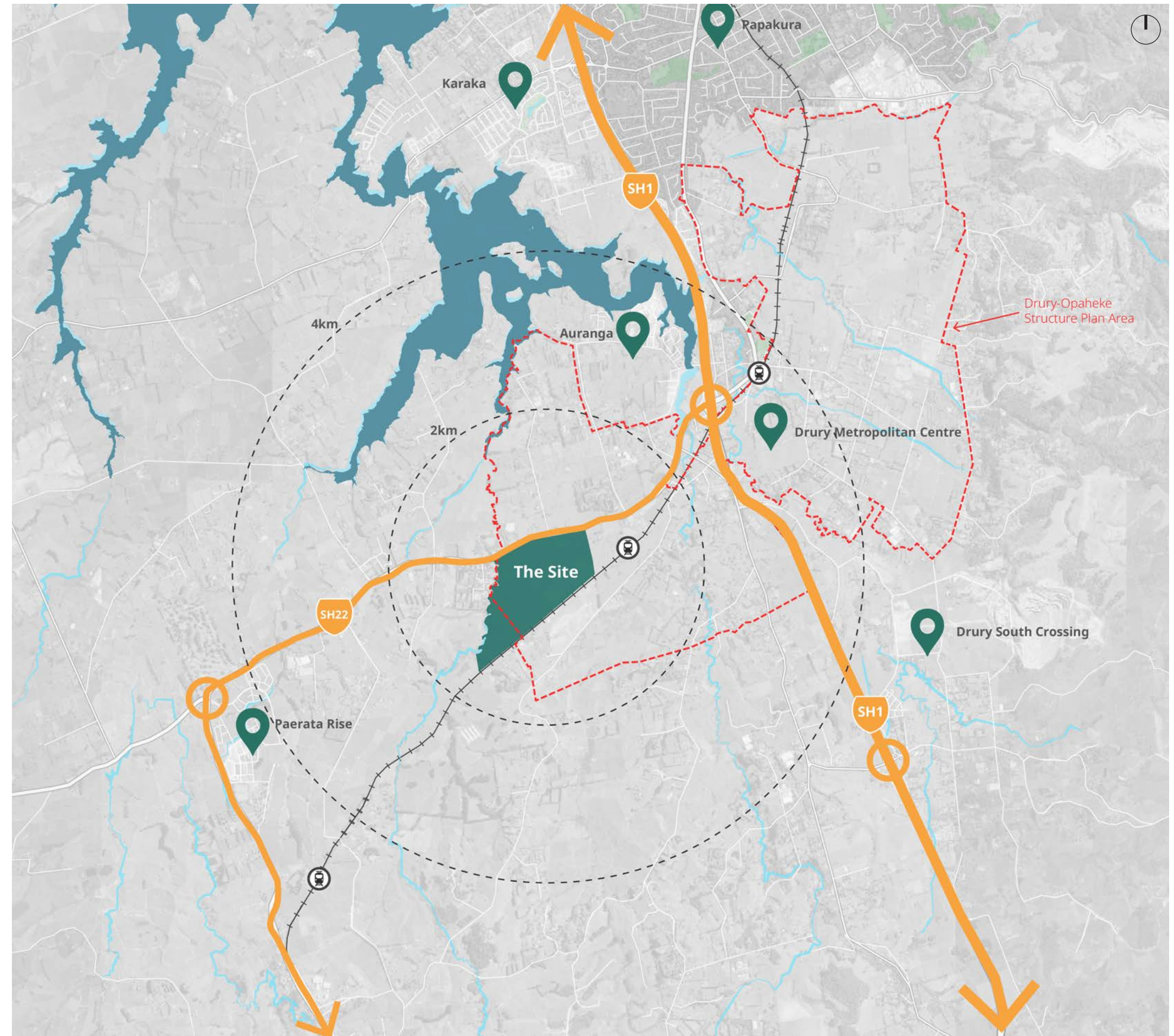
Scale 1 : 500,000

Local Context

The F&P Healthcare site (the Site) is located in Drury West and is accessed via State Highway 22 / Karaka Road.

The Site is located 3km south west of the Drury Metropolitan Centre, 12km north of Pukekohe, 16km south of Manukau Metropolitan Centre and 40km south of Auckland's City Centre.

The Site sits within the wider Drury - Opāheke area that is signalled as an area for urban expansion through both the Auckland Plan and Auckland Unitary Plan. There are a number of emerging neighbourhoods in this area including the residential communities of Auranga, Paerātā Rise and Drury East are located 2.5km north, 3.5km west, and 3.5km east of the Site respectively. In addition, the industrial area of Drury South Crossing is under development and is located 4.5km south-east of the Site.



Planning Context

Structure Plan

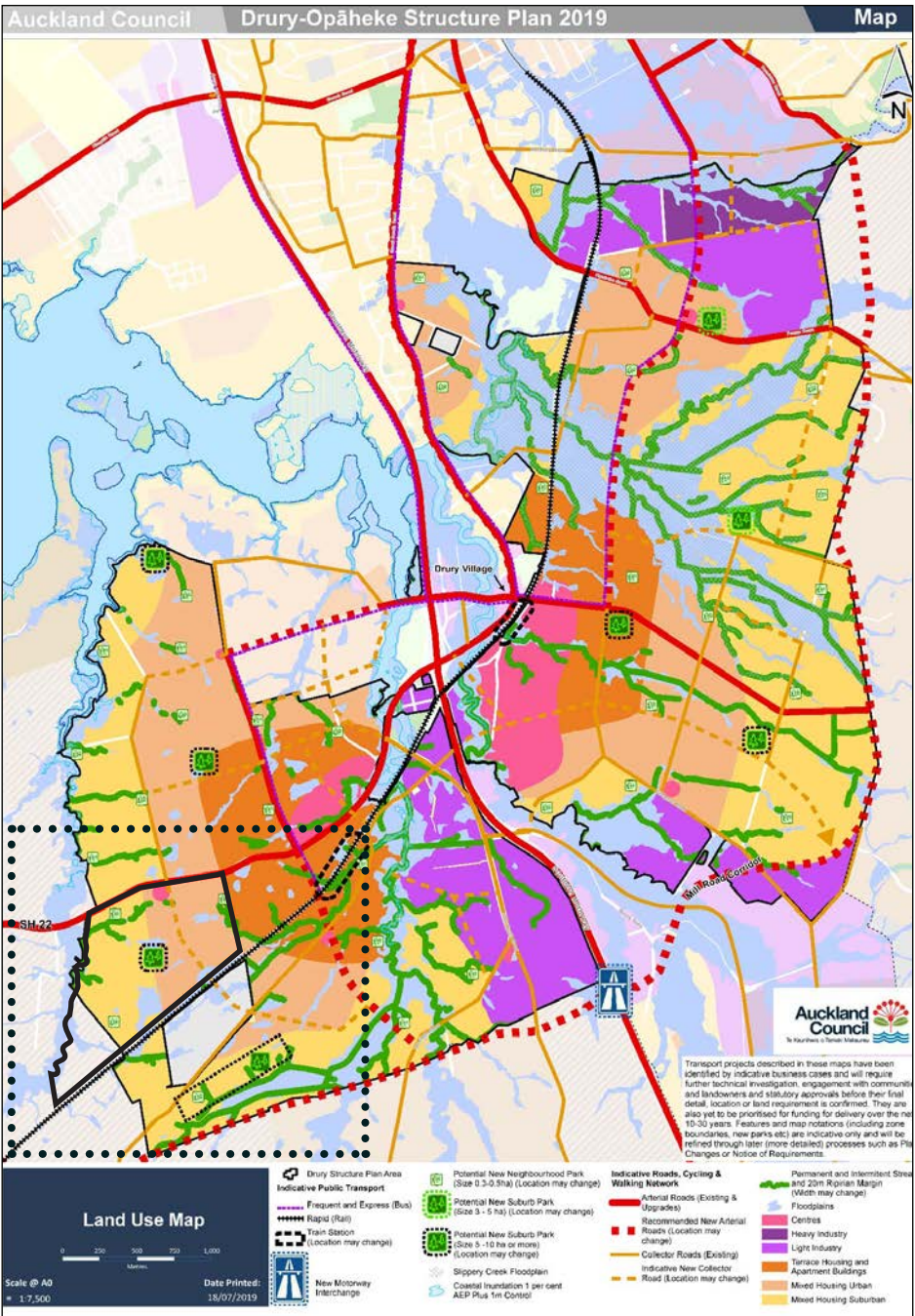
The Drury - Opāheke Structure Plan was adopted in 2019 and was intended to provide strategic direction for future growth in the Future Urban zoned land across the Drury - Opāheke area. It provides an indication of future land uses, arrangement of centres, business areas, parks, infrastructure and transport connections. This structure plan does not itself rezone land but rather supports future infrastructure planning and plan change applications within the identified area to provide urban zones.

Under the Drury - Opāheke Structure Plan, the Site is suggested to have split zoning of mixed housing urban and mixed housing suburban zoning. Within the Site is an indicative new collector road connection, a neighbourhood park and local centre.

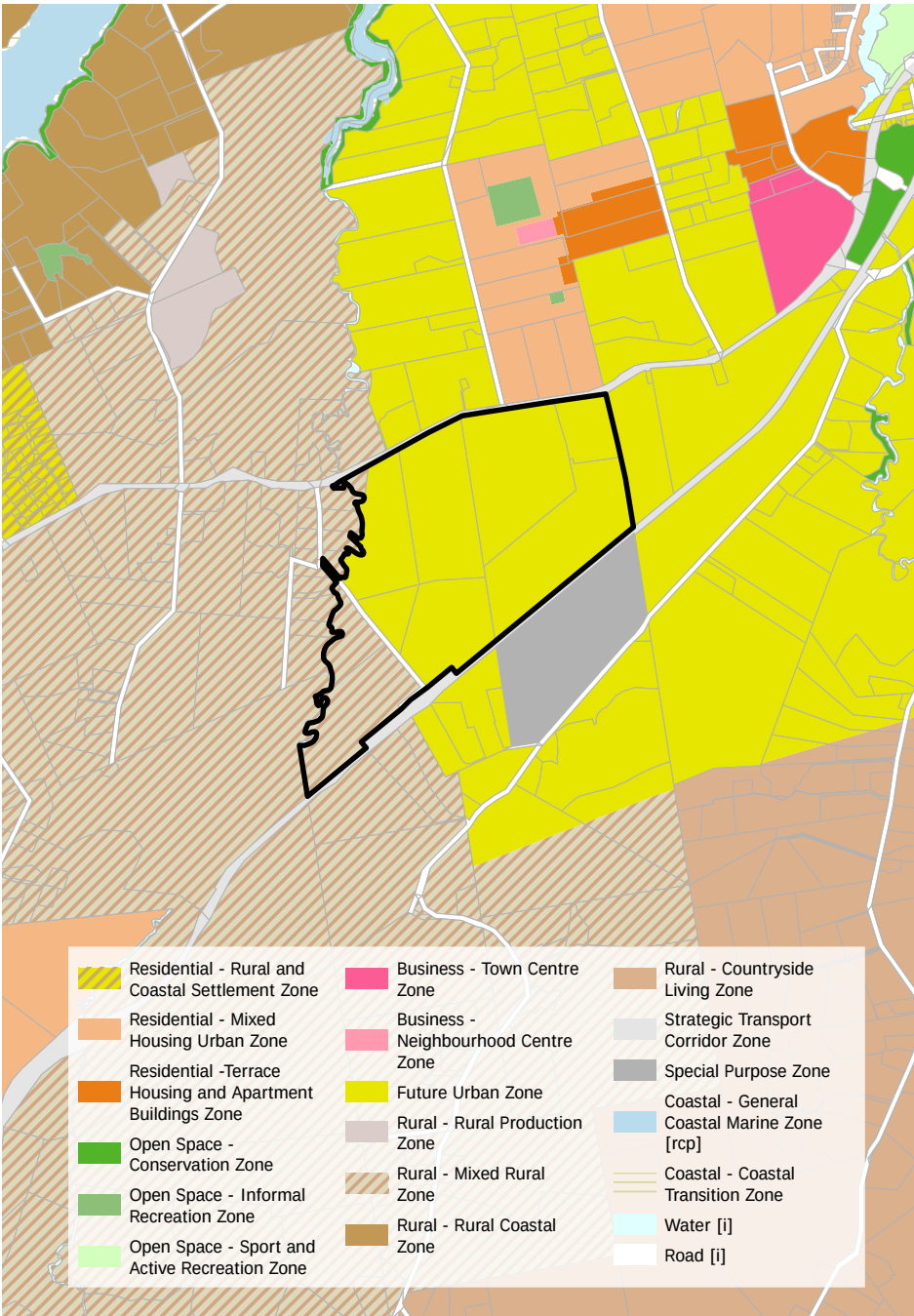
Since 2019, there have been significant legislative, infrastructure and societal changes of relevance to future development of the area. This includes, for example, the impacts on work patterns from Covid-19, committed infrastructure investment (e.g. new rail stations), and the implementation (and potential removal) of the Medium Density Residential Standards. There have also been a number of private plan changes that, while generally consistent with the Structure Plan, have altered the strategic direction (e.g. new neighbourhood centre zones).

Auckland Unitary Plan

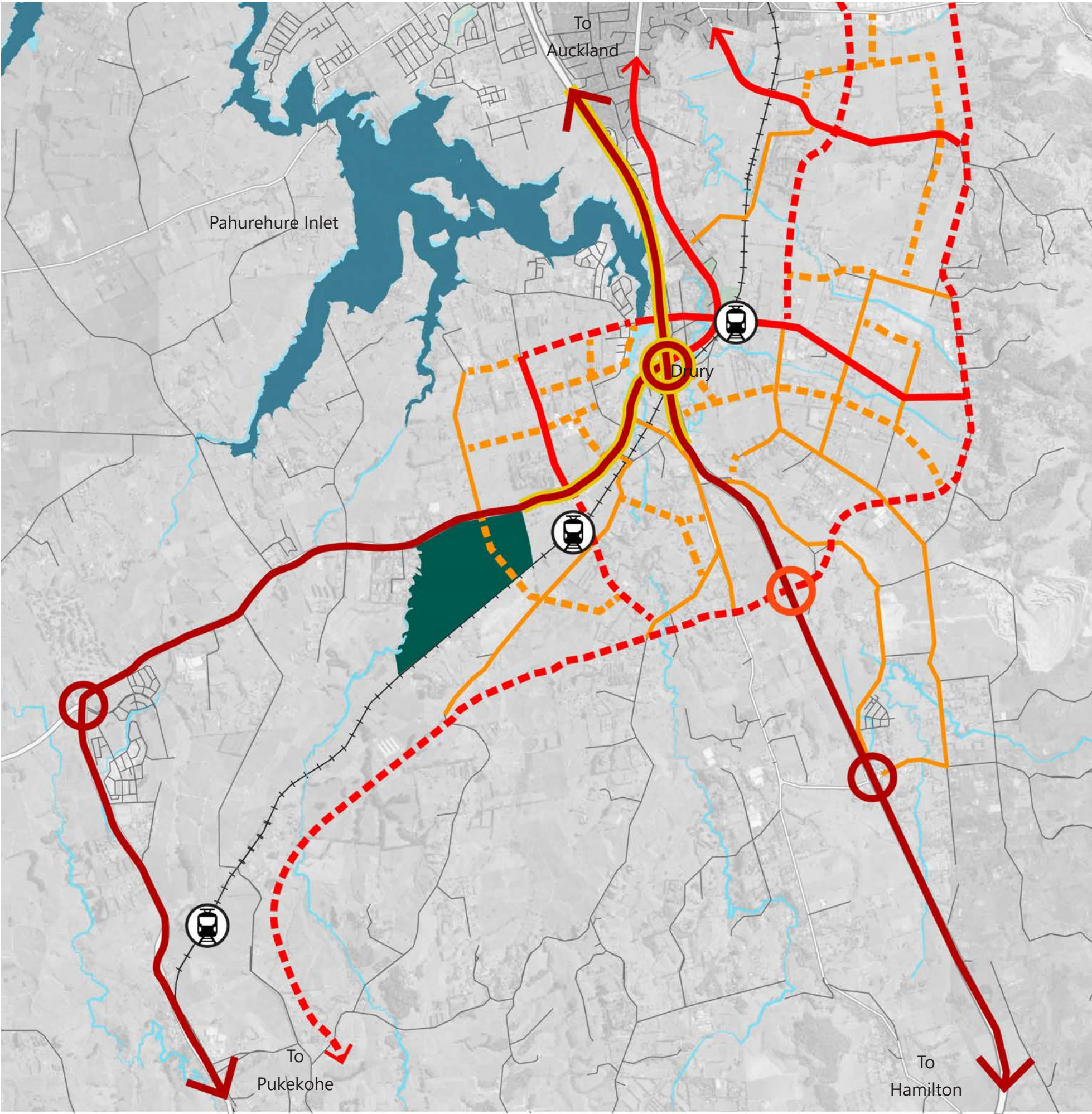
Within the Auckland Unitary Plan, the Site features underlying zoning of Future Urban Zone and Rural - Mixed Rural Zone. An existing unformed paper road is currently used as the zone boundary. South of the rail line sits a Special Purpose - School Zone (under which a new secondary school has already been constructed), while some land immediately north has been rezoned to a mixture of Mixed Housing Urban, Terraced Housing and Apartment Building, Neighbourhood Centre and Open Space zones.



Drury - Opāheke Structure Plan (Addendum area shown dotted)



Auckland Unitary Plan



Existing & Planned Transport

The Site is located 2km south-west of the Drury motorway interchange of State Highway 1 and 3km west of the proposed Mill Road / Pukekohe Expressway interchange. State Highway 22 borders the northern boundary of the Site. A number of upgrades to the State Highway network in the vicinity of the Site are funded or already under construction.

Within the Drury-Opāheke Structure Plan is an indicative collector road proposed within the Site which links State Highway 22 across the rail corridor to the proposed Jesmond Road arterial extension. This proposed connection passes through the recently constructed secondary school meaning its delivery is highly unlikely. A number of other upgrades or extensions to arterial and collector roads are also identified across the Structure Plan area.

Currently there are no supporting public transport options which directly service the site (due to its current rural use). However, the rail line borders the southern boundary of the Site while the planned Ngākōroa Railway Station sits approximately 300m east of the Site. Direct access from the Site to this station represents a significant opportunity for future development.

Site planning considerations and opportunities related to the above include:

- 1. Maintaining north/south connectivity over the railway line in the vicinity of the Site;
- 2. Ensuring future industrial development leverages off the planned Ngākōroa Railway Station; and
- 3. Providing efficient access to roads which connect the Site to the strategic road network, bus network and surrounding residential areas.

02

Fisher & Paykel Healthcare

Existing Context - East Tāmaki Campus

Existing Campus Location

F&P Healthcare has an existing campus in East Tāmaki located approximately 25km north of the Site.

F&P Healthcare undertakes a mix of research and development, manufacturing and distribution of healthcare products from its existing campus. The campus also houses F&P Healthcare's headquarters and provides for typical office based activities associated with this.

The existing F&P Healthcare campus has four buildings (with a fifth under development) located on site which, collectively, will be capable of accommodating approximately 6000 staff.

The existing campus encompasses approximately 42ha of land and is zoned Light Industrial under the Auckland Unitary Plan. It is located within the larger East Tāmaki industrial area/Business Park.

The layout and scale of buildings that currently exist at this campus, although not determinative of what will occur at the Site in the future, help to inform the scale of potential development that could occur.

A high-level analysis of F&P Healthcare's existing operations helps to provide an understanding of potential opportunities and constraints for future development of the Site, consistent with the type of development that may be likely to occur.





Existing Campus Layout

The campus extends over 1km in depth from its street frontage with Highbrook Drive and is characterised by a series of large buildings located along a central spine road, each with individual car parking areas. Internal roads are private with "light touch" on-site security measures designed to limit the general public from entering or passing through.

A large wetland / open space is located centrally within the Campus for use by employees. This area features a range of structured and non-structured landscape elements. The Campus also features other areas of extensive native landscaping and stormwater treatment, as well as more structured "park-like" landscaping particularly around building entrances and internal roads. This provides a high-level of on-site amenity for employees and visitors and is a notable element of "green relief" when compared with other light industrial areas.

In addition to the approach to landscapign, F&P Healthcare's buildings are designed to incorporate a range of functions including manufacturing, research and office / administration uses. This has resulted in a series of industrial buildings which incorporate high levels of glazing and architectural detailing, somewhat atypical of more traditional forms of industrial development.



Integrated stormwater management, open space and built form at the East Tāmaki Campus



The East Tāmaki Campus currently utilises large, low height building footprints to accommodate F&P Healthcare's operations.

03

Site Analysis

Existing Site Conditions
Site Photos
Topography
Biophysical Environment
Opportunities & Constraints
Design Principles

Existing Site Conditions

The Site adjoins State Highway 22 to the north and the railway to the south. The western boundary borders Oira Creek with the eastern boundary adjoining private ownership.

Most of the Site (105 hectares) is currently farmland which comprises large pastoral areas. A portion of the site houses two large horticultural greenhouses and NZ Hothouse / KPH Transport to the north eastern corner. In the centre of the site are four redundant chicken sheds

Oira Creek serves as a freshwater feature along the western boundary and cuts into the site toward the south. The site has small areas of existing vegetation, mostly around waterbodies.

There are views to the Hunua ranges from the centre of the site looking north east over the greenhouses.

Adjacent land-uses include rural residential / lifestyle blocks, pastoral farming and a catholic school to the south of the Railway line.

Legend

-  Site boundary
-  Viewpoints - Refer to page 13 for site photos
-  Site Access / Vehicle Crossings from Karaka Road



Site Photographs

These images illustrate the existing conditions of the Site.

Photographed are existing farm tracks on the site, areas of topography and sloping land, existing buildings and use of the Site (large horticultural greenhouses) and the proximity of the rail line to the south of the Site.

There are also prominent viewpoints within the Site towards the Hunua Ranges and waterways / ecological areas which have landscape and amenity opportunities that could be integrated with future development of the Site.



Photograph 2



Photograph 3



Photograph 5



Photograph 6



Photograph 1



Photograph 4



Photograph 7



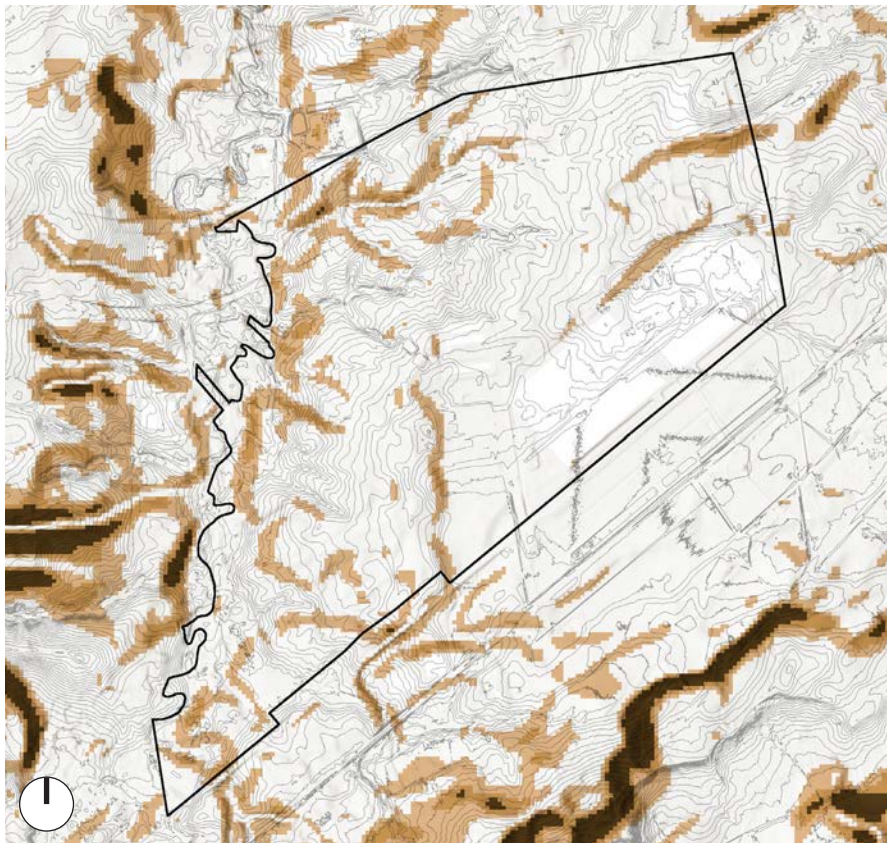
Photograph 8

Topography / Slope

The topography generally slopes away from the northeast corner of the Site towards Oira Creek and the rail line. Smaller tributaries of the Oira Creek extend into the Site resulting in a centrally located ridgeline which enables elevated views to the north, east, south and west. The steepest margins of land across the Site are generally concentrated to the west around Oira Creek and its tributaries, with flat or more gently sloping topography concentrated along the southern boundary.

Site planning considerations and opportunities for industrial type development include:

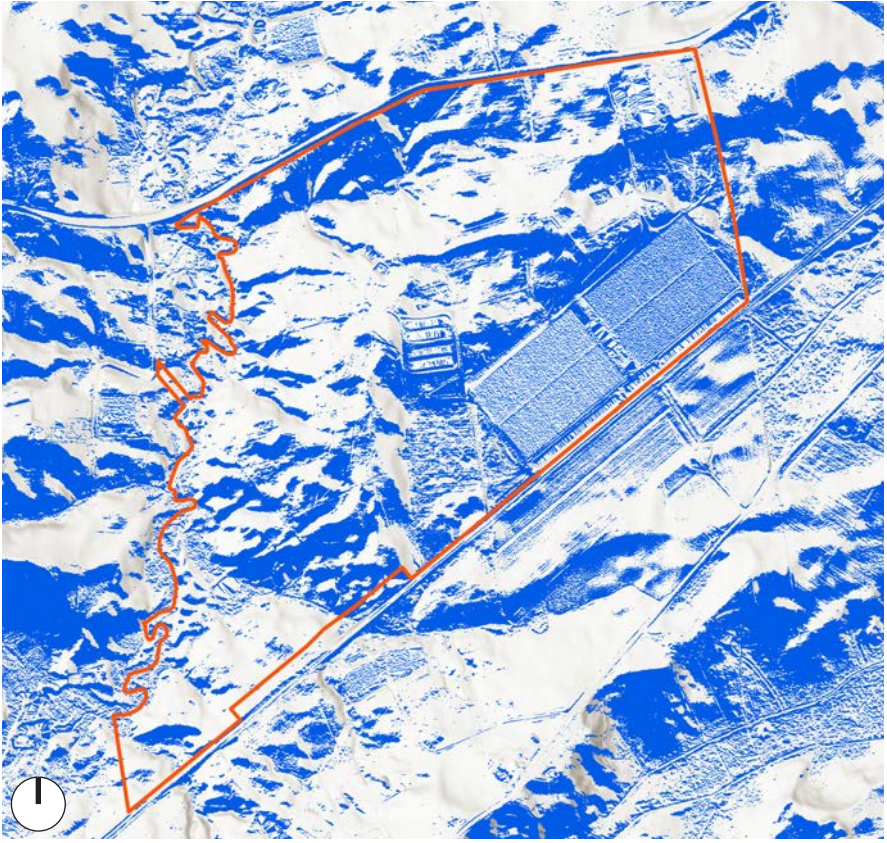
- 1. Activities which can be accommodated within smaller building footprints would be better directed towards areas with steeper topography to reduce the extent of earthworks required;
- 2. Steep areas to be included within riparian margins to enhance ecological values and provide amenity buffers with adjacent sites;
- 3. Flat areas to cater for larger building floorplates associated with industrial activities; and
- 4. Parts of the Site with elevated views and a northerly aspect would be well suited to more fine grained, communal activities (e.g. cafes, small open spaces).



Scale 1 : 20,000

Legend

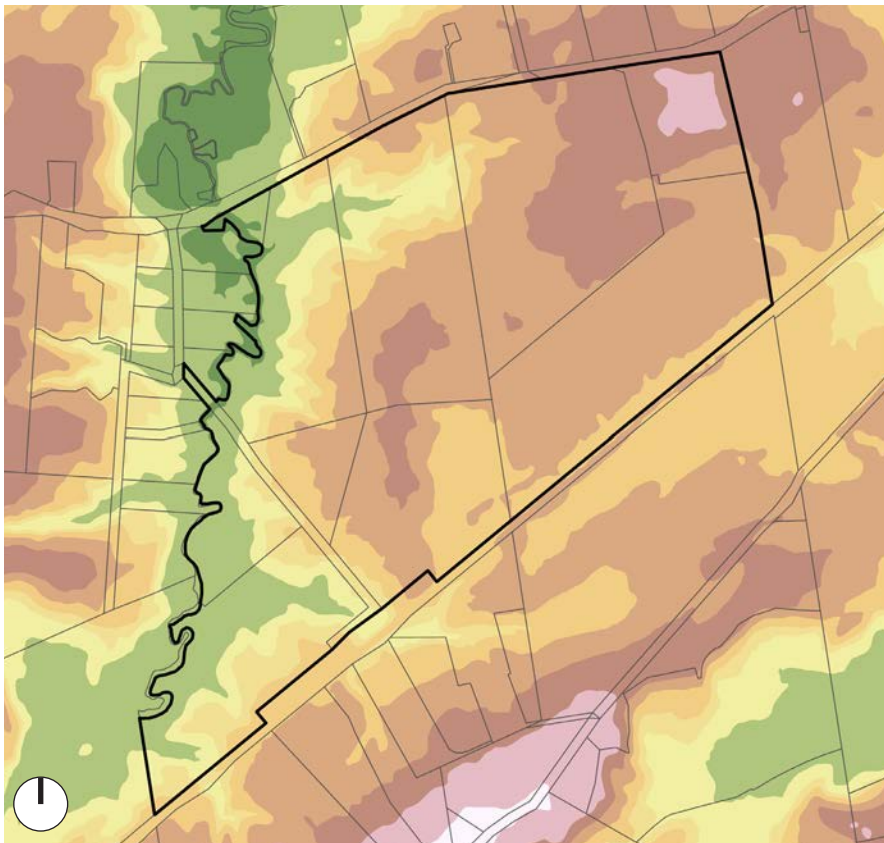
- Site
- Slope 10 - 15% rise
- Slope 15 - 20% rise
- Slope 20% + rise



Scale 1 : 20,000

Legend

- Site
- South sloping terrain



Scale 1 : 20,000

Legend

- Site
- Lower Elevation
- Higher Elevation



Biophysical Environment

The Site shares a boundary with Oira Creek, while some small tributaries and overland flow paths leading to Oira Creek extend into the Site. The healthy treatment of water is therefore important in enabling and enhancing the ecological function of waterways, wetlands, riparian margins and steep gully systems.

Existing waterways and wetlands lead to development and connectivity constraints whilst also presenting an opportunity to support on-site amenity and enhanced ecological functions. Flooding issues are generally concentrated along waterbodies in the western portion of the Site and some low lying points along the southern boundary. The latter is likely to be influenced by the size of culverts which pass under the railway line.

- Site planning considerations and opportunities include:
1. Riparian setbacks from waterways and wetlands planted with eco-sourced native plants;
 2. Management and enhancement of any identified potential wetlands;
 3. Open spaces that also provide for the treatment, drainage and in some cases retention of stormwater; and
 4. A connected green network within the Site including a legible and safe pedestrian and cycle network to assist with movement around the Site.

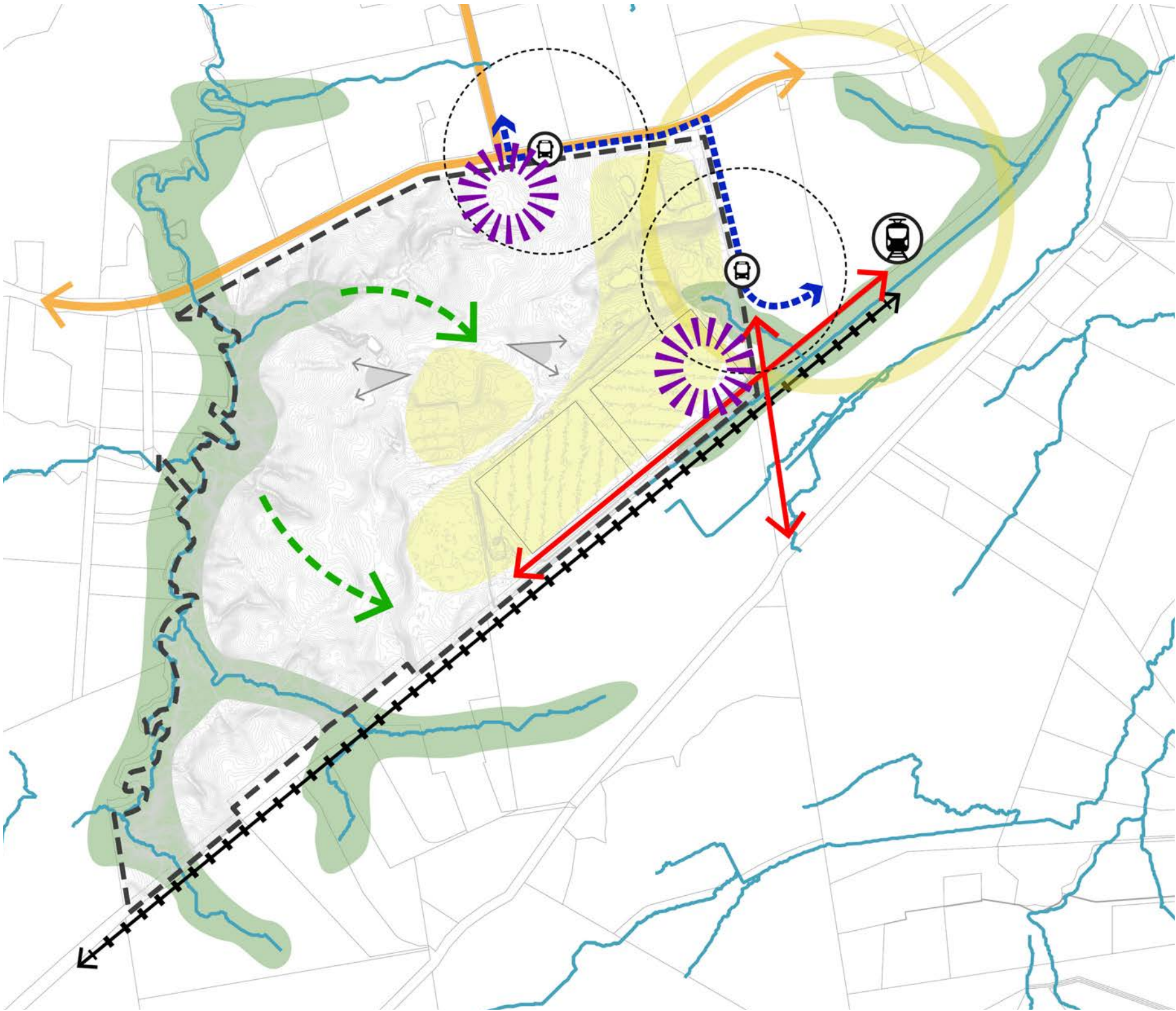
Legend

-  Site
-  Flood Plains
-  Flood Prone Areas
-  Permanent Stream
-  Intermittent Stream
-  Ephemeral Stream
-  Wetland
-  Artificial Ponds

Site Opportunities

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

- Legend
-  Karaka Road - State Highway 22 (key connection with surrounding areas)
 -  Existing stream
 -  Possible vegetated and ecological areas
 -  Possible active mode connections
 -  Planned Railway Station
 -  Possible future bus routing and servicing
 -  Elevated views to surrounding environment
 -  Possible integration with neighbouring development including amenities and services
 -  Gateway locations into the site (built form / landscaping response)
 -  Flatter, more easily developable land
 -  Possible integration of ecological corridors into future development (sense of place / stormwater management)



Site Constraints

The site investigations and analysis undertaken, including gaining feedback, advice and insights from other technical experts as well as consultation with iwi and the local community, has also helped to understand a range of constraints of relevance to both the Structure Plan Addendum and Private Plan Change.

Particular constraints for future industrial development include the topography and ecological features concentrated along the western edge of the Site, although these also afford opportunities to enhance on-site amenity and create a unique sense of place for future development.

Legend

 Karaka Road - State Highway 22 / limited access

 Slope 10-15% rise

 Slope 15-20% rise

 Slope 20+ % rise

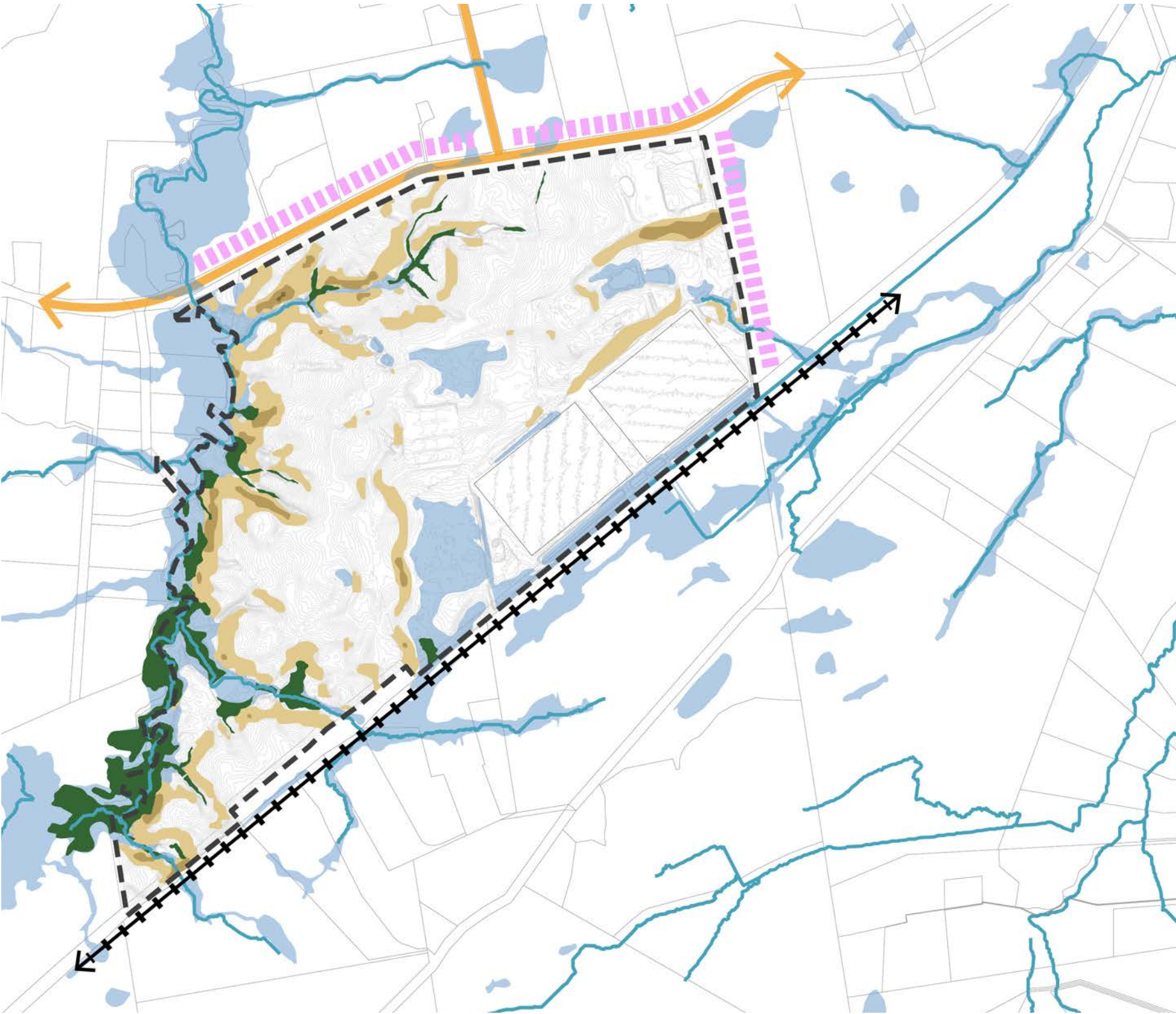
 Potential Wetlands

 Rail line (noise & vibration / connectivity barrier)

 Existing stream

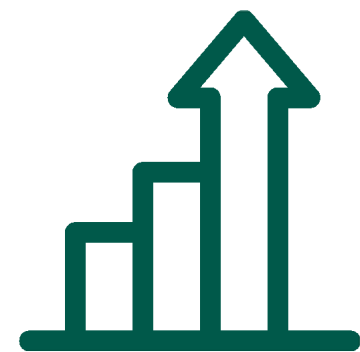
 Potential future residential interface

 Potential flooding



Design Principles

The design principles are shaped by the opportunities and constraints of the Site, its surrounding context, and aspirations of F&P Healthcare. They provide a road map to realising a high quality environment and have informed the key moves that should inform the spatial arrangements of any amendments to the Structure Plan or subsequent Plan Change.



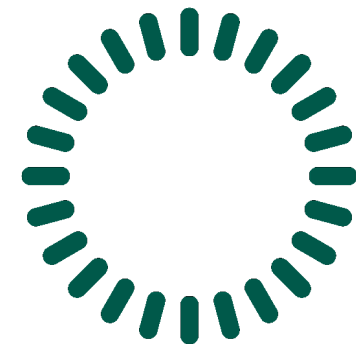
1. Economic opportunity

Bring economic benefits to the Karaka and Drury centres with more people who can easily access employment, shops and services.



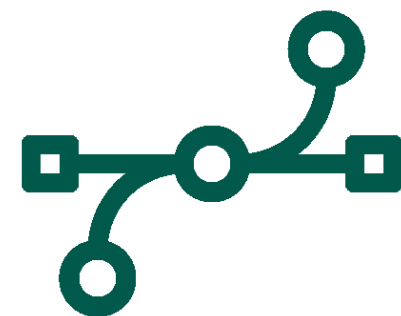
2. Responding to landscape and ecology

The site has a recognised character area with Oira Creek as its natural feature. Develop a landscape strategy and open space network to protect, enhance and maintain landscape elements within the site.



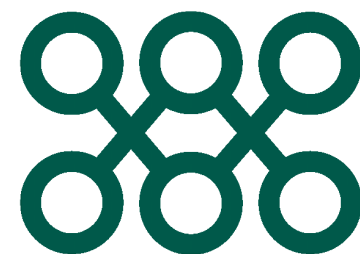
3. Establishing a secure environment

Utilising landscape strategies and networks to create a secure environment which helps to foster innovation.



4. Connection into the wider network

Key transport connections which increase the accessibility to and from the site are provided.



5. Integration of amenities

Offer increased access to amenities for surrounding residential areas and F&P Healthcare employees.



6. Quality public realm

Ensure quality business / industrial development is integrated with surrounding residential uses and the natural environment.

An aerial photograph of a large industrial or commercial complex. The complex features several large, modern buildings with flat roofs, surrounded by extensive parking lots and landscaped areas with trees and grass. A prominent feature is a large, irregularly shaped pond in the center, which is surrounded by a dense line of trees and shrubs. The sky is blue with scattered white clouds. The overall scene suggests a well-maintained and modern facility.

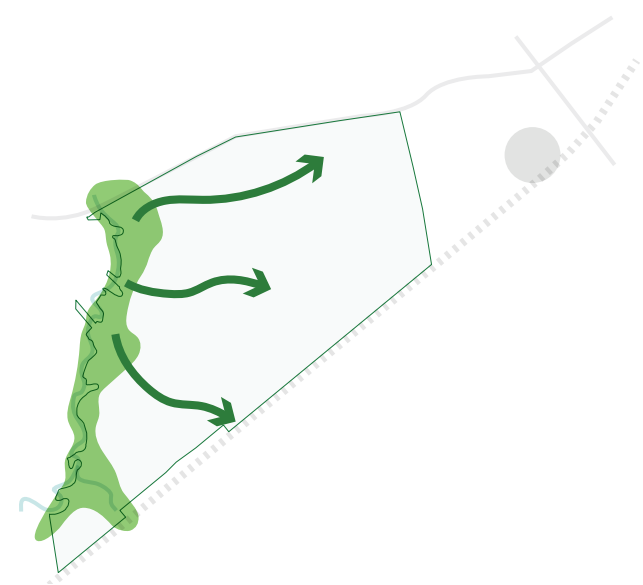
O4

Structure Plan Addendum

Key Moves
Proposed Changes
Evaluation against Principles

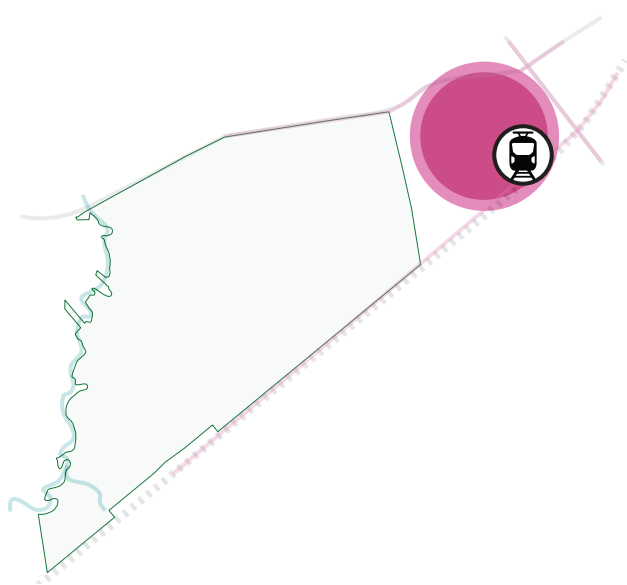
Key Moves

The key moves embody the design principles set out for the Site, and enable a spatial reconfiguration of the Structure Plan area that responds to the opportunity afforded by the proposed industrial uses while addressing the existing and future context of the wider area.



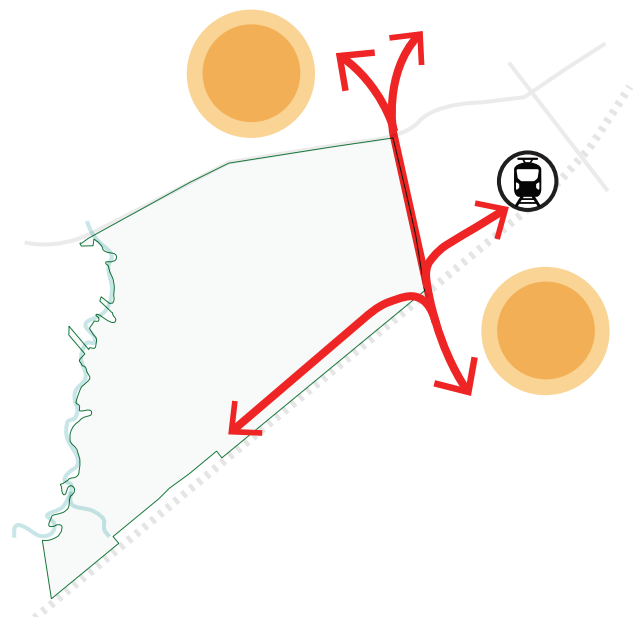
Key Move 1

A landscaped area along Oira Creek and within the Site to provide for recreational opportunities, ecological benefits, balance built form and natural open spaces, and create a natural buffer between urban and rural zones.



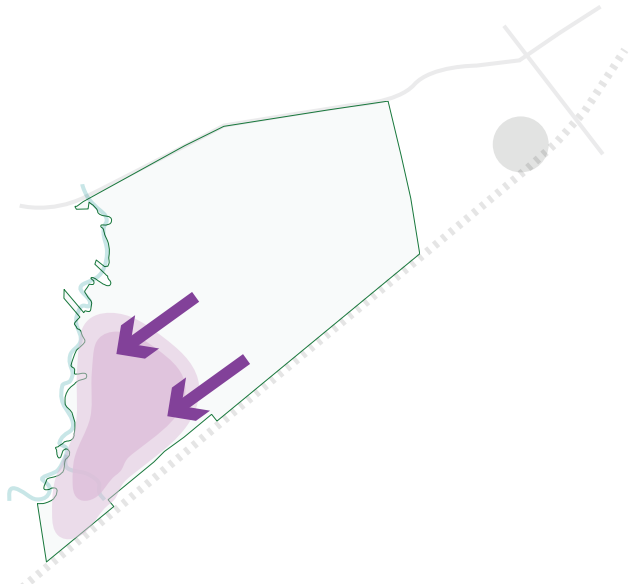
Key Move 2

A proposed local amenity area including a park, a mix of uses including residential and convenience retail and services, a park and ride and access to public transport that responds to the opportunity of the confirmed railway station location.



Key Move 3

Maintain a north/south active mode connection which links residential areas and surrounding amenities/services on either side of the rail corridor as well as connecting parts of the Site with public transport and local amenity areas.



Key Move 4

Extension of the future urban area to the natural boundary created by Oira Creek to increase local employment opportunities.

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 including iwi, Auckland Council, Auckland Transport and the New Zealand Transport Agency. 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

Railway Station Location

Railway Park 'n' Ride Location

Potential New Neighbourhood Park (0.3-0.5Ha)

Potential New Suburban Park (3-5Ha)

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)

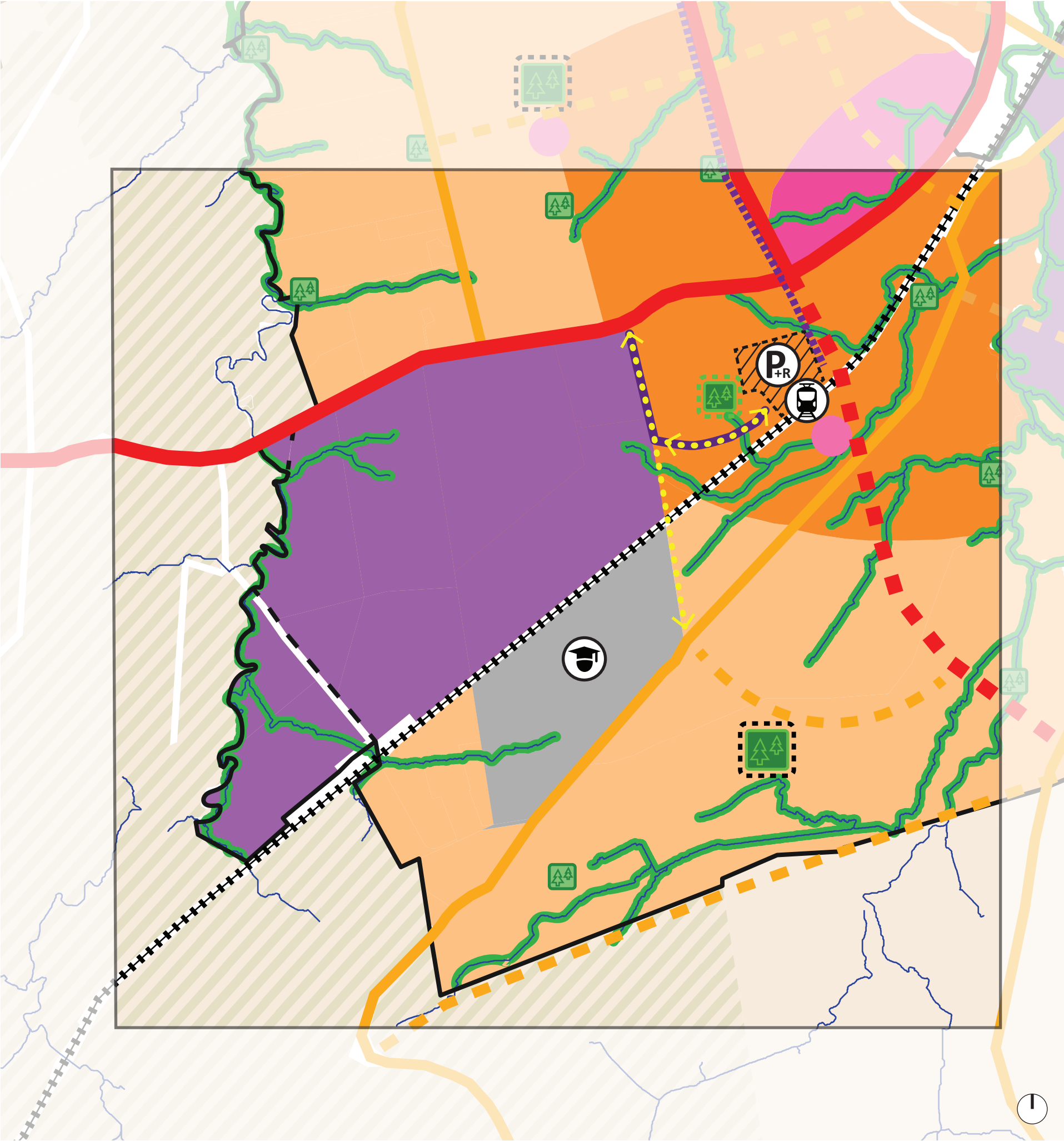
Indicative Neighbourhood Centres

Business - Light Industry

Residential - Terrace Housing & Apartment Buildings

Residential - Mixed Housing Urban

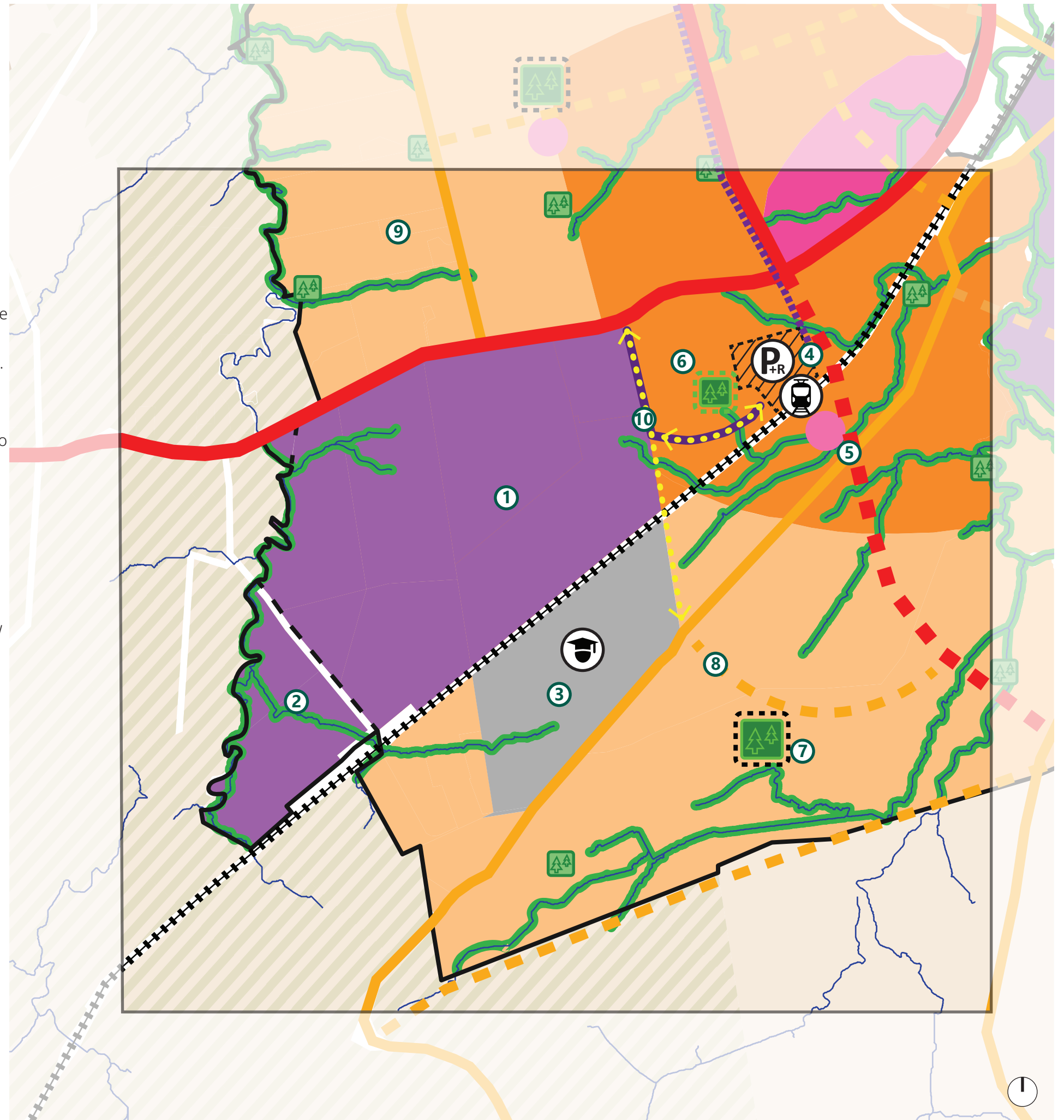
School



Structure Plan Changes

Ten key changes are proposed to the Drury-Opāheke Structure Plan as set out below:

1. Application of light industry land-use over the F&P Healthcare Site.
2. Extension of urban area to Oira Creek which acts as a natural, defensible boundary.
3. Incorporation of the St Ignatius of Loyola school site which is now open.
4. Updated Railway Station and Park 'n' Ride locations incorporated based on approved designations.
5. The existing neighbourhood centre on the Site has been repositioned to key nodal point at the confluence of arterial roads, collector roads and railway station to take advantage of increased development densities and the movement economy..
6. Potential location of a new suburban park (3-5ha) to service intensive residential development around the Railway Station.
7. Potential new suburban park (5-10ha) to service increased residential population south of the railway line.
8. Removal of collector road passing through the Site and school site (now open) through it between Oira Road and Burt Road.
9. Updated residential land-uses to Mixed Housing Urban to reflect RMA Amendments & Plan Change 78 (as at March 2024).
10. Provision for new active modes connection across railway corridor to maintain north / south connectivity for future residents south to and from the F&P Healthcare Site and beyond.



Response to Design Principles

The tables below and overleaf set out design responses that respond to the design principles and site context as set out ealier in this document. This includes whether the initiative has been incorporated into the Structure Plan Addendum (SP) or should be considered as part of a subsequent Plan Change (PC).

PRINCIPLE	DESIGN RESPONSES	SP	PC
Bring economic benefits to the Karaka and Drury centres with more people who can easily access employment, shops and services.	• Rezone land to light industrial to facilitate development of a new F&P Healthcare Campus. • Potential extension of urban area westwards to Oira Creek. • Maintain future north / south connectivity within the Structure Plan area and to the Site through new active mode and bus connections. • Provision of an active mode connection between the Railway Station and the Site to support local and regional connectivity to future employment opportunities at the Site. • Rationalisation of indicative neighbourhood centre locations.	✓ ✓ ✓ ✓ ✓	✓ ✓
The Site has a recognised character area with Oira Creek as its natural feature. Develop a landscape strategy and open space network to protect, enhance and maintain landscape elements within the site.	• Inclusion of landscape buffers and /or setbacks along boundaries with potentially more sensitive uses (e.g. residential). • Promote biodiversity through habitat creation and enhancement, including the protection, enhancement and restoration of waterways, tributaries, wetlands and riparian margins. • Include requirements for development and subdivision which adjoins a permanent or intermittent stream to be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. • Utilising 100% native planting in riparian enhancement areas.	✓	✓ ✓ ✓ ✓
Utilising landscape strategies and networks to create a secure environment which helps to foster innovation.	• Inclusion of landscape buffers and / or setbacks along boundaries with potentially more sensitive uses (e.g. residential). • Integrate security features required for business operations into landscaping areas. • Create clear and legible routes into and out of the Site for use by visitors.		✓ ✓ ✓

Response to Design Principles

PRINCIPLE	DESIGN RESPONSES	SP	PC
Key transport connections which increase the accessibility to and from the site are provided.	- Maintain future north / south connectivity within the Structure Plan area and to the Site through new active mode and bus connections. - Provision of an active mode connection between the Railway Station and the Site to support local and regional connectivity to future employment opportunities at the Site. - Create clear and legible routes into and out of the Site for use by visitors. - Alignment of main site access with Oira Road to provide easy access to residential development to the north.	   	  
Offer increased access to amenities for surrounding residential areas and F&P Healthcare employees.	- Rezone land to light industrial to facilitate development of a new F&P Healthcare Campus. - Rationalisation of indicative neighborhood and suburban park locations to future residential areas. - Rationalisation of indicative neighbourhood centre locations. - Extend and integrate areas of open space and active mode connections into future industrial / business development across the Site. - Inclusion of supporting retail and communal amenities within the Site to support F&P Healthcare employees.	  	  
Ensure quality business / industrial development is integrated with surrounding residential uses and the natural environment.	- Promote the creation of open spaces through the development through the protection, enhancement and restoration of waterways, tributaries, wetlands and riparian margins. - Inclusion of potential “gateway” built form and landscape treatments at main site access points on State Highway 22 and near the Railway Station. - Inclusion of landscape buffers and / or setbacks along boundaries with potentially more sensitive uses (e.g. residential).		  

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