

**Notice of Requirement  
&  
Assessment of Environmental Effects Report  
for the Minister of Education**



**for a New Designation under s168 of the RMA**

Primary School (Years 0-8) and Early Childhood Education  
(ECE) at 1043 Linwood Road, Kingseat Auckland

19 October 2020



## Quality Control

<b>Title</b>	Notice of Requirement & Assessment of Environmental Effects Report for the Minister of Education for a New Designation under s168 of the RMA: Primary School (Years 0-8) and Early Childhood Education (ECE) at 1043 Linwood Road, Kingseat, Auckland.
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<b>Signature</b>	

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## Overview

**Requiring authority:** The Minister of Education

**Territorial authority:** Auckland Council

**Nature of Notice:** To enable the establishment of a new primary school catering for school age children from Year 0 to Year 8, as well as a new Early Childhood Education Centre (ECE) catering for pre-school children.

Refer to attached Designation Plan in Appendix A.

**Site address:** 1043 Linwood Road, Kingseat, Auckland.

**Legal description:** Section 1 of approved title plan SO 544969 (new title yet to issue)

Underlying title is Lot 2 DP 417814 (CT identifier 468658).

**Landowner:** Her Majesty the Queen (the Crown)

### **Auckland Unitary Plan - Operative in Part:**

#### **Zones:**

- Residential – Mixed Housing Suburban Zone
- Residential – Single House Zone

#### **Precincts:**

- Kingseat sub-precinct B, Sub – precinct
- Kingseat sub-precinct C, Sub - precinct

#### **Overlays:**

- Nil

#### **Controls:**

- Macroinvertebrate Community Index - Rural

#### **Designations:**

- ID 1102 Protection of aeronautical functions – obstacle limitation surfaces, Auckland International Airport Limited

#### **Flood Plains and Overland Flow Paths**

- Flood plain and overland flow paths apply to parts of the site

**Additional consents:** No other consents are being sought as part of this notice of requirement.

Regional consents and/or consent under the *Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011* may be required in the future when a school is developed on the site, as well as regional consents for bulk earthworks. On-site discharge of stormwater and/or onsite water take could potentially be required if reticulated services are not available at the time school development proceeds.

## 1.0 Introduction

The following document supports a Notice of Requirement (Notice) by the Minister of Education (the Minister), under s168 of the Resource Management Act 1991 (RMA). It includes an Assessment of Environmental Effects (AEE) Report.

In summary, the designation will enable the establishment of a new full primary school catering for school age children from Year 0 to Year 8, as well as a new Early Childhood Education Centre (ECE) catering for pre-school children. The new educational facilities are required to meet expected population growth and related school demand projections in the Kingseat area given the urban zonings that apply to the area.

The Auckland Future Urban land Supply Strategy 2017 had an indicative dwelling capacity in Kingseat based on the zonings in the Auckland Unitary Plan (AUP) of 1842. This was later revised up to 1944 in Kingseat Precinct Plan 11 in the AUP. The Ministry of Education also understands from discussions with a local developer that a private plan change could be submitted in the future seeking that a further 2000 dwellings be enabled. Accordingly, the Ministry of Education has forecast the need for a new primary school at Kingseat with an opening roll of 300-350 students, and a potential long-term master plan roll of 800-900. Depending on the speed of this growth, a new school may be required to open by 2025.

The nearest existing primary school, Te Hihi School, is not conveniently located to provide for the predicted demand in and around the future urbanised Kingseat.

Section 171 of the RMA sets out the matters the territorial authority (Auckland Council) shall have regard to in considering this requirement for a new designation and making its recommendation to the requiring authority. This report assesses the proposed designation against the relevant parts of s171.

## 2.0 Site Description

The site is located at 1043 Linwood Road, Kingseat and is owned by the Crown for educational purposes, having been acquired from Kingseat Village Limited. The extent of the site is shown on Section 1 SO 544969 as shown in Figure 1 below. A new title is yet to be issued as the Minister is yet to extinguish an existing right to convey water easement in favour of other land. The bore to which the easement relates is unused. Once this process has been completed a new title will be issued for the school site.

The underlying title is legally described as Lot 2 DP 417814 (CT identifier 468658) and is approximately 8ha in area. The site acquired for the school is approximately 4.44ha in area. It is generally rectangular in shape with a road frontage on Linwood Road of approximately 140m. The balance of the land has been retained by Kingseat Village Limited which the Minister understands is intended to be developed for residential purposes. The zoning of the balance of the title includes a 20m access

strip on the eastern boundary of the school site located within the Residential – Single House Zone, with the balance of the land currently zoned for Open Space – Active Sport and Recreation Zone. This balance area is likely to be subject to a future plan change to rezone it for housing unless acquired by Auckland Council for sport/active recreation. Land to the east of the access strip is also zoned Open Space – Active Sport and Recreation Zone and has been acquired by Auckland Council for future sport and active recreation development.

The site is currently used as a rural residential site as well as an equestrian training business. The topography is generally gently sloping and is largely characterised by grass paddocks, former piggery buildings now used for the stabling of horses and storage, a dressage arena and a dwelling. An artificial pond is also located in the south western corner of the site which is understood to have historically been used for storage of piggery effluent. There is potential for this pond to be reused for any future onsite stormwater management.



**Figure 1: Site Location**

Adjacent sites are generally rural residential or pastoral farming in nature, although the site to the immediate west is used for horticultural activity. A general store/takeaway, a small cluster of houses and the centre of the proposed future commercial centre of Kingseat are located approximately 300m to the west generally at the Kingseat Road/Linwood Road intersection. The former Kingseat Hospital site is located west of Kingseat Road, which is now utilised for mixed uses including housing and some commercial activity including the Spookers theme business.

The Kingseat Village area has been zoned for urban purposes in the AUP including a commercial centre around the Kingseat Road/McRobbie Road/Linwood Road intersection west of the school site, and a mix of Residential - Mixed Housing Suburban Zone, Residential Single House Zone, and Open Space – Sport and Active Recreation Zone. Accordingly, whilst the surrounding area aside from the

former hospital site is largely a rural residential and farming area at present, over time the area will transition into an urban village.

Existing vehicular access to the site is from Linwood Road via a single vehicle crossing and driveway. Linwood Road is currently a 100 km/hr speed limit area with a 7m wide carriageway of two 3.5m traffic lanes and no footpaths. It is anticipated that the standard of the road and speed limit will change as urban development of Kingseat progresses and before the school is opened. School development will not proceed until urban development in the area generates sufficient demand.

The site is subject to some overland flow paths and a limited flood plain area located towards the south west corner of the site. This is described in more detail in the Geotechnical, Flooding and Stormwater Desktop Assessment prepared by Soil and Rock Consultants included in Appendix G.

There are currently no reticulated three-waters services available to the site.

### **3.0 The Minister's Objectives**

The Minister is a requiring authority under section 166 of the RMA. The Minister has financial responsibility for state owned and funded schools, so may give the Council a notice of requirement for a designation for such works.

The Education and Training Act 2020 mandates the Minister of Education to designate schools. Those elected to the Board of Trustees are legally responsible for the management of their school, in the same manner as applies to all other State schools.

The project is required to provide opportunities for students to undertake their studies as provided for under the Education and Training Act 2020. Accordingly, the establishment of a full primary school catering for school age children from years 0-8, as well as the provision for ECE facilities catering for pre-school children, is reasonably necessary in achieving the objective of the Minister in providing state schooling.

Designation is considered to be the appropriate mechanism to provide for the establishment and on-going operation of the school and ECE for its proposed purpose. The Minister requires ongoing certainty that the site can be developed and used for this purpose. Designation provides the necessary long-term certainty and flexibility for operation of a school and pre-school on the site, while also identifying the use of the site to the general public. Most other State schools within Auckland Council's jurisdiction and within New Zealand are designated, with many of these containing existing or provision for ECE's.



## 4.0 Proposed New Designation in the Auckland Unitary Plan

The area defined by hatching on the Proposed Designation Plan in Appendix A will be designated for “Educational Purposes – Primary School (Years 0-8) and Early Childhood Education (pre-school)”. The land area to be designated is approximately 4.4ha.

These educational facilities may be constructed in a staged manner. The current master plan design roll of student/child numbers and estimated associated staff numbers are:

Facility	Students/Children	Associated Staff (FTE)
<b>Primary School (including satellite unit)</b>	<b>900</b>	<b>50</b>
<b>Pre school</b>	<b>50</b>	<b>13</b>

**Table 1: Master Plan Student, Child and estimated Staff Numbers: Source: Ministry of Education**

The school has a planned opening roll of approximately 300-350 students with a potential opening date of 2025, with the potential to grow to the full master plan roll of 900 in the longer term, although this future master plan roll would rely on further residential capacity being created than what the current zonings in Kingseat provide for.

The hours when classes will be held on site are expected to be similar to most other schools. In general, core teaching hours for schools in New Zealand are undertaken on weekdays and can start between approximately 8:30am – 9.00am and end between 3.00pm – 3:30pm. However, some activities may occur outside of core school hours such as supervised care of school students after school hours, school sporting or cultural events or training, community education (night classes), school fairs etc.

The ECE would operate independently from the school with its own teaching facilities within the designated land.

No detailed design of the school and ECE has been undertaken at this stage, and as such plans for the development of the site are not included with this Notice. This will be addressed at the outline plan of works stage. A feasibility plan has been prepared by ASC Architects purely for the purposes of confirming the feasibility of accommodating the school and ECE on this site at the master plan roll size (see Figure 2 below and Appendix C). Whilst there may be other local roads constructed at the time school development proceeds in accordance with the indicative road network in the Kingseat Precinct Plan, the feasibility plan shows all vehicle access off Linwood Road on the basis that it is the only existing road. However, the feasibility plan accounts for up to 10m of future local roads being constructed within the western and southern boundaries of the site, whilst a 20m wide access strip adjoining the eastern boundary of the site provides access to land at the rear that may also be constructed as a road in the future.

The Minster would not support any condition linking the designation to this plan as it is a feasibility assessment of the site only to confirm it is fit for purpose and may not reflect the actual design.



**Figure 2: Feasibility Plan**

However, as is typical for any school and ECE facilities, some or all of the following are expected to be developed on the site:

- Buildings; including classrooms, hall, library, gymnasium, specialist teaching areas, administration office space, staff workspace, caretaker's facilities, dental clinic, sick bay, etc.;
- Outdoor play area, sports field, hardcourts, playground structures;
- Vehicular, pedestrian and cycle access and egress, parking space for staff, visitors and cycles, onsite student drop off/pick up bays, onsite bus parking;
- Landscaping, and;
- Infrastructure services including water, sewerage, stormwater, telecommunications and outdoor lighting.

The proposed amendments to the AUP including the designation purpose and conditions for the proposed new designation are detailed in the Form 18 Notice of Requirement. The proposed purpose of the designation is:

*Educational Purposes – Primary School (Years 0-8) and Early Childhood Education (Pre-School).*

The standard conditions for schools in the AUP (see Appendix D) apply except where modified by the Notice of Requirement. Minor amendments are made to the noise condition to ensure this applies

to the ECE, whilst the height in relation to boundary control condition is amended to take account of the controls in the underlying AUP zones.

Additional site-specific conditions have been included with the intention that the effects they address will be subject to a further and more detailed design at the outline plan of works stage following designation of the site. In particular, an 'establishment outline plan' condition is included to provide specific guidance on matters that need to be considered and demonstrated as part of the outline plan for the first substantive stage of development. There is also an obligation for a Travel Plan to be prepared and implemented. The Council has the ability to make comment and request changes once that more detailed information is available, in accordance with s176A of the RMA.

### **Purpose Explanation**

The "*educational purposes*" purpose for the new designation is consistent with other school designations in the Unitary Plan. The meaning of "*educational purposes*" is set out with the standard conditions for all school designations in Chapter K of the AUP, which is also attached in Appendix D to this Notice.

The purpose is further defined and clarified by the reference to the Primary School (Years 0-8), and ECE.

## 5.0 Statutory Assessment

The following provides a statutory assessment of the proposal in accordance with the RMA. The statutory documents assessed include:

- RMA;
- National Policy Statement on Urban Development 2020;
- The Auckland Plan 2050;
- Auckland Unitary Plan (operative in part); and
- The *Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011* ('the NESCS').

### 5.1 Resource Management Act 1991

The RMA provides for the use and development of New Zealand's natural and physical resources through:

- Part 2, which establishes the purpose and principles applying to resource consents and designations;
- Section 168, which enables a requiring authority to lodge a notice of requirement for a new designation; and
- Section 171, which subject to Part 2, prescribes the matters to which particular regard must be had in considering the effects on the environment of allowing the requirement.

The following sections of the RMA are most relevant to this notice.

#### ***Section 5 – Purpose***

The purpose of the RMA is to promote the sustainable management of natural and physical resources. Sustainable management is defined in section 5(2) as:

*... managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while:*

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

The proposed school and ECE are consistent with the principles of Part 2 of the RMA as they enable the community to provide for their social, cultural and economic well-being by providing necessary community infrastructure to service the projected demand for school and pre-school education in the area. This not only provides for the well-being of the children and students that attend, but also

for the wider community, as schools generally become focal points for community interaction (e.g. social interactions with other parents, school sport, fundraising activity etc.). The effects of the designation are evaluated later in this report and demonstrate that any actual and potential adverse effects on the environment will be able to be avoided, remedied or mitigated.

### ***Section 6 – Matters of National Importance***

Section 6(e) requires the following matter of national importance to be recognised and provided for:

- *The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.*

Consultation undertaken with mana whenua has not identified any specific adverse cultural effects that cannot be appropriately addressed as part of detailed design and project implementation. Recommendations received from Ngāti Tamaoho to be addressed at the detailed design/construction phase are included in Appendix I.

### ***Section 7 – Other Matters***

This section lists certain matters to which particular regard is to be had in making resource management decisions. The relevant matters are as follows:

- (a) *Kaitiakitanga;*
- (aa) *The ethic of stewardship;*
- (b) *The efficient use and development of natural and physical resources;*
- (c) *The maintenance and enhancement of amenity values;*
- (d) *Intrinsic value of ecosystems;*
- (f) *Maintenance and enhancement of the quality of the environment;*

Consultation undertaken with Auckland mana whenua is outlined in the consultation section of this AEE report below. Consultation undertaken with mana whenua has not identified any specific adverse cultural effects that cannot be appropriately addressed as part of detailed design and project implementation. Recommendations received from Ngāti Tamaoho to be addressed at the detailed design/construction phase are included in Appendix I.

An assessment of the potential effects in respect of natural/physical resources, ecosystems, amenity values and the quality of the environment follows later in this report.

### ***Section 8 – Treaty of Waitangi***

This section requires those exercising powers or functions under the RMA to take into account the principles of the Treaty of Waitangi. It is considered that the principles of the Treaty of Waitangi have been taken into account in terms of the consultation undertaken to date with mana whenua, and any ongoing engagement that may be required as a result of this designation process and future project implementation resource consents.

### **Section 168 – Notice of Requirement**

The Minister of Education is a Minister of the Crown. This notice has been lodged with the relevant territorial authority under section 168(1) of the RMA.

### **Section 171 – Recommendation by the Territorial Authority**

Under section 171, the territorial authority may recommend to the requiring authority one of the following:

- confirm the designation
- modify the designation
- impose conditions
- withdraw the requirement

This recommendation is based on matters the territorial authority is required to have particular regard to when considering a notice of requirement. The matters to be considered are set out in section 171(1) of the RMA and are as follows:

- (1) *When considering a requirement and any submissions received, the territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*
  - (a) *Any relevant provisions of—*
    - (i) *a national policy statement,*
    - (ii) *a New Zealand coastal policy statement,*
    - (iii) *a regional policy statement, or proposed regional policy statement; and*
    - (iv) *a plan or a proposed plan; and*
  - (b) *Whether adequate consideration has been given to alternative sites, routes, or methods of undertaking work if—*
    - (i) *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
    - (ii) *it is likely that the work will have significant adverse effect on the environment; and*
  - (c) *Whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
  - (d) *Any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*

The proposal to designate this site has taken into account the relevant statutory planning documents as listed above. The AUP is the key statutory planning document under the RMA requiring consideration under s171(1)(a). An assessment of the AUP is provided below.

The requiring authority has an interest in the land which has been acquired for educational purposes, and the work is not likely to have significant adverse environmental effects. Accordingly, it is not necessary to assess alternative sites, routes or methods. However, a number of other sites were considered for this project, a summary of which is included later in this assessment.

Designation is considered to be the most appropriate method for the efficient delivery of educational services and for addressing a staged development that may occur over time and provides for the long-term planning certainty that is required by the Minister.

The project and designation are considered reasonably necessary for the provision of educational services by the Minister. The Minister's objectives are outlined earlier within this report.

An assessment of the AUP as well as an assessment of environmental effects are included within this report and collectively deal with the matters that are considered reasonably necessary for the Auckland Council to make a recommendation on the requirement.

Relevant "other matters" assessed in regard to s171(1)(d) have also been assessed. No relevant iwi management plans were identified for this particular project.

### ***Section 176A – Outline Plan***

An outline plan of works is required to undertake future development of the site once a designation is confirmed, so that the territorial authority is able to understand in detail the nature of proposed physical works, and if necessary request any changes prior to development. At this stage no design work for site or building layouts has been undertaken, aside from a feasibility plan to show at a high level the site is capable of accommodating the school and ECE.

## **5.2 National Policy Statement on Urban Development 2020**

The proposal is consistent with the National Policy Statement on Urban Development 2020 (NPS-UD). The proposal will provide critical social infrastructure to support urban development to occur in accordance with the AUP, which supports the outcomes envisaged by NPS-UD.

The master plan roll takes account of potential future developer driven 'up-zoning' to increase the residential capacity in Kingseat above that currently provided for by the existing zonings.

## **5.3 Auckland Plan 2050**

The Auckland Plan 2050, adopted by Auckland Council in June 2018, is the key high-level strategic planning document for Auckland setting out the direction for tackling Auckland's challenges. The detailed statutory rule book for development and growth is included within the AUP which is assessed separately below.

The Plan sets out Auckland's key challenges. Key Challenge 1 relates to population growth and its implications. It acknowledges that the rate and speed of Auckland's population growth puts pressure on Auckland's infrastructure. Investment in a new school and ECE is in direct response to population growth that has been enabled by the AUP in Kingseat.

Key Challenge 3 is reducing environmental degradation. If an urban stormwater system is not available at the time school development proceeds, any on-site system will be designed and treated

to meet required standards. The ecologic assessment in Appendix F has assessed that there are not any wetlands or intermittent streams present on the site. The only hydrological features include ephemeral streams and an artificial pond.

The Plan identifies development areas expected to undergo a significant amount of housing and business growth in the next 30 years. The proposed educational facilities are an investment in community facilities to serve this projected growth. Kingseat is identified as a rural settlement with live zoned areas to enable urban growth.

The Plan sets out how growth will be limited in rural areas with growth in rural Auckland focussed mainly in the towns that provide services for the wider community. Kingseat, including the proposed school site, have already been zoned to develop as a rural village/town within the wider rural environment in the AUP.

It is therefore considered that the development of a school and ECE on the proposed site is consistent with the relevant provisions of the Auckland Plan.

## **5.4 Auckland Unitary Plan – Operative in Part (AUP)**

The AUP fulfils a number of statutory planning functions including a regional policy statement, regional coastal plan, regional plan and district plan to guide development in the Auckland region.

The following provisions of the Regional Policy Statement are of particular relevance to the proposal.

### ***B2 Issues of regional significance – Tāhuhu whakaruruhau ā-taone » 2.1 Urban growth and form***

*Auckland's growing population increases demand for housing, employment, business, infrastructure, social facilities and services. Growth needs to be provided for in a way that does all of the following:*

- *enhances quality of life for individuals and communities.*
- *supports integrated planning of land use, infrastructure and development.*
- *optimises the efficient use of the existing urban area.*
- *encourages the efficient use of existing social facilities and provides for new social facilities.*
- *maintains and enhances the quality of our environment, both natural and built.*
- *enables Mana Whenua to participate and their culture and values to be recognised and provided for.*

#### ***B.2.8.1 Social Facilities Objectives***

- 1) *Social facilities that meet the needs of people and communities, including enabling them to provide for their social, economic and cultural well-being and their health and safety.*
- 2) *Social facilities located where they are accessible by an appropriate range of transport modes.*



- 3) *Reverse sensitivity effects between social facilities and neighbouring land uses are avoided, remedied or mitigated.*

#### **B.2.8.2 Social Facilities Policies**

- 1) *Enable social facilities that are accessible to people of all ages and abilities to establish in appropriate locations as follows:*
  - a) *Small-scale social facilities are located within or close to their local communities*
- 2) *Enable the provision of social facilities to meet the diverse demographic and cultural needs of people and communities.*
- 3) *Enable intensive use and development of existing and new social facility sites.*
- 5) *Enable the efficient and flexible use of social facilities by providing on the same site for:*
  - a) *Activities accessory to the primary function of the site; and*
  - b) *In appropriate locations, co-location of complementary residential and commercial activities.*
- 6) *Manage the transport effects of high trip-generating social facilities in an integrated manner.*

The explanation to the social facilities objectives and policies states that *Social Facilities* include facilities that provide for education. The proposal will provide essential education facilities to a planned growth area. A school within Kingseat will help manage travel demand by avoiding a need to travel to other schools in the wider area. The facility therefore promotes the social well-being of the community.

The development will provide a facility that will benefit the community, not only in terms of the educational benefits for children, but also in terms of employment opportunities and the provision of a facility that will act as a community focal point for social interaction. The potential adverse effects of the facility can be appropriately managed through the proposed conditions on the designation, appropriate design and future resource consents that may be required.

The site is subject to a split zoning of Residential – Mixed Housing Suburban Zone and Residential – Single House Zone. Education Facilities are a discretionary activity in these zones. Suburban residential areas are typical locations for schools throughout New Zealand. The site is located within Sub Precincts B and C of the Kingseat Precinct Plan. The Precinct Plan activity table places no additional activity restrictions on Education Facilities in Sub Precincts B and C from the discretionary activity status in the zone activity table.

The Mixed Housing Suburban Zone includes a suite of objectives and policies to enable intensification including multi-unit development whilst maintaining a suburban built character, while the Single House Zone provides for a lower intensity of suburban development that does not envisage multi-unit development.

In both cases, the policy framework seeks to enable a mix of housing choice compatible with the planned intensity of development for these zones along with consideration of on-site amenity for residents, provision of safe and attractive streets and public open spaces and restrictions on impervious areas to manage stormwater runoff.

Whilst these zones are both primarily designed to accommodate housing of differing densities, both zones include an objective and policy that seek to provide for non-residential activities that support social, economic and cultural wellbeing of the communities in which they are located while being in keeping with the scale and intensity of development anticipated in the zone and avoiding, remedying or mitigating adverse effects on residential amenity<sup>1</sup>.

In this instance, the school and ECE is required to serve enabled growth in the Kingseat community and are provided on a large site that enables any adverse effects to be mitigated on the amenity of surrounding residential areas. Modern schools include high quality architectural designs to address their interaction with the surrounding environment and public realm, consideration of crime prevention through environmental design (CPTED) principles, promotion of safe and easy access by all modes of transport, and environmental sustainability including water and energy conservation. This is embodied in the Ministry of Education's national design guidelines that are mandatory of school design projects<sup>2</sup>.

Accordingly, the proposal is assessed as being consistent with the relevant residential zone objectives and policies of the AUP.

### ***Kingseat Precinct***

The purpose of the Kingseat Precinct is to provide for the integrated and comprehensively planned expansion of the rural village of Kingseat. The site is partially located with sub-precinct B and partially located sub-precinct C. The sub-precincts align with the Residential Mixed Housing Suburban Zone and Residential - Single House Zone within the site and envisage differing levels of residential density in the respective areas. No specific future school site to serve growth is identified.

Kingseat Precinct Plan 2 is a development plan that shows indicative future roads generally aligning with the west, south and east boundaries of the site (see Figure 3 below). The Feasibility Plan in Appendix C demonstrates that the development of a school on this site retains the opportunity for all of these roads to be delivered in the future and retain the same overall future road network functionality.

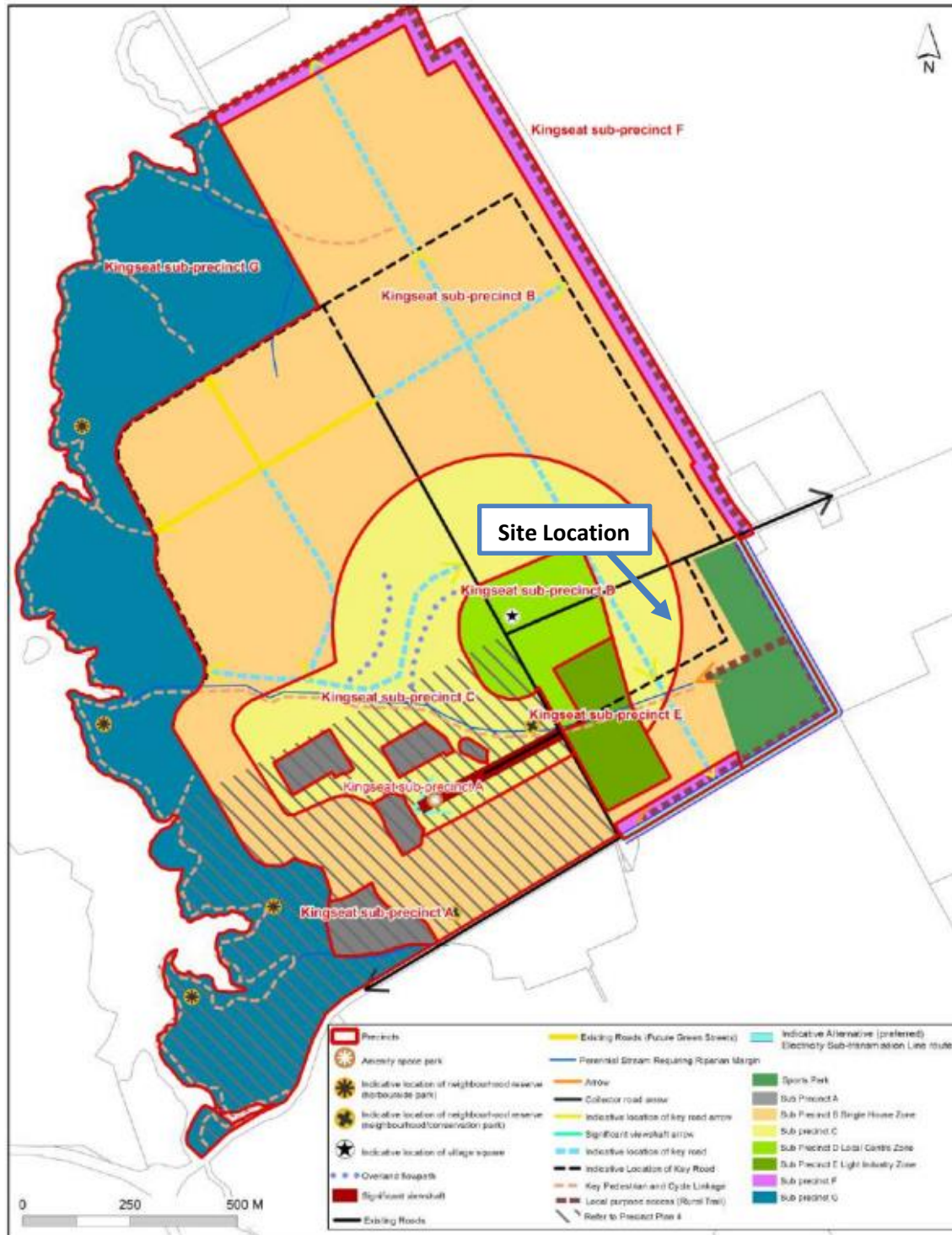
Other elements of the Development Plan include a potential future bridle path generally aligned with the south boundary of the site, and a perennial stream also generally along the south boundary of the site. An ecological assessment of the site (see Appendix F) including the area where the perennial stream is shown on the Development Plan has concluded that there are not any wetlands or intermittent streams present on the site. The only hydrological features include ephemeral streams and an artificial pond.

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<sup>1</sup> See AUP H3.2(4), H3.3(7), H4.2(4), H4.3(9)

<sup>2</sup> Designing Schools in New Zealand, Requirements and Guidelines – Ministry of Education, October 2015.

The site is also adjacent to land zoned for Open Space – Active Sports and Recreation which provides potential opportunities for future co-use of facilities.



**Figure 3: I418.10.2. Kingseat Precinct Plan 2 – Development Plan, AUP**

The Precinct Plan includes its own specific suite of objectives and policies. The most relevant provisions are:

#### *I418.2 Objectives*

- (1) All stormwater and wastewater infrastructure is adequately serviced and appropriately managed for the type, location and extent of subdivision and development, and the cultural heritage values of the coastal and stream environments are recognised.*
- (6) A range of residential densities that support the development of an integrated multimodal transport system (private vehicles, public transport, horse riding, walking, cycling) is provided.*
- (7) Protected heritage places and the relationship of Mana Whenua to the surrounding area and Whatapaka Creek is recognised, provided for and protected from inappropriate subdivision and development.*

#### *I418.3. Policies*

- (1) Undertake subdivision and development to achieve a compact and contained urban form that is consistent with the Kingseat Precinct plans and the controls that apply to the sub-precincts.*
- (3) Require developers of the Kingseat Precinct to provide appropriate stormwater infrastructure taking an integrated stormwater management approach to service developments at no cost to the council.*
- (4) Avoid large self-serviced individual sites.*
- (5) Undertake subdivision and development in a manner that maintains, protects and/or enhances those elements identified on the Kingseat Precinct plans and relevant planning maps that contribute towards protecting and/or enhancing:*
  - (a) the existing amenity and character values of the coastal environment of the Whatapaka Inlet, significant watercourses and riparian margins, significant trees and vegetation;*
  - (b) scheduled heritage places within the former Kingseat Hospital site; and*
  - (c) the interface between the urban village / development areas and the adjoining rural and coastal environments.*
- (8) Ensure that subdivision and land use activities establish a transport network that provides for the safe and efficient movement of motor vehicles, pedestrians, horse riders (coastal and rural trails), and cyclists.*

- (9) *Provide for the co-ordinated upgrade of public roading infrastructure within the precinct so that such upgrades occur either before or concurrent with development.*
- (10) *Ensure infrastructure provision for public water supply and one public wastewater system in the precinct is in advance of, or concurrent with, any resource consents for subdivision and development, provided that resource consent for the reticulated and treated wastewater disposal and any required resource consents for storm water discharge have been granted.*
- (11) *Subdivision and development should avoid, remedy or mitigate any adverse effects of urban development in the Kingseat precinct by:*
- (a) implementing the recommendations of any approved Stormwater Management Plan(s) (which will include analysis of best, most practical options) and any approved Stormwater Discharge Consent;*
  - (b) establishing open space, stormwater reserves, approved stormwater infrastructure (quality and detention) and approved wastewater infrastructure, in an appropriate and timely manner, cognisant of:*
    - (i) the full life cycle costs of the asset;*
    - (ii) the need to establish approved low impact design stormwater solutions to limit the number, scale and maintenance requirements of stormwater infrastructure;*
    - (iii) the need to establish approved stormwater infrastructure in an integrated and coordinated manner based on catchments rather than landholdings, while also accepting the role of individual lots and public places in effective stormwater management;*
    - (iv) the need to avoid direct discharges from stormwater and from wastewater treatment to streams and the Whatapaka Creek and Manukau Harbour;*
    - (v) the need to ensure that the discharge of treated wastewater from the Kingseat Precinct area occurs in an environmentally and culturally sensitive way and which is characterised by:*
      - One public wastewater treatment plant (membrane bioreactor or similar) which treats wastewater to a high standard;*
      - Avoidance of any discharge of treated wastewater directly, or by overland flow, into the Mana Whenua Management Precinct associated with the Whatapaka Creek;*
      - Any direct discharge of treated wastewater from the Kingseat Precinct outside the Mana Whenua Management Precinct associated with the Whatapaka Creek having no more than a de minimis adverse ecological effect on the Mana Whenua Management Precinct;*
      - Ngāti Tamaoho being notified of any application to discharge wastewater collected from the Kingseat Precinct;*
    - (vi) On-site management and the use of communal devices or facilities to reduce stormwater contaminants, volumes and peak flows and minimise adverse effects, focussing in particular on:*

- *activities that have the potential to generate high contaminant concentrations (such as parking areas and road reserves) and loads;*
  - *managing stormwater runoff to achieve hydrological mitigation through detention and retention in areas discharging to rivers and streams;*
  - *minimising the temperature effects of stormwater discharges on rivers and streams where practicable; and*
  - *providing for the management of gross stormwater pollutants, such as litter, in areas where the generation of these may be an issue;*
- (c) *protecting, maintaining and/or enhancing significant vegetation; protecting, maintaining and /or enhancing all perennial streams requiring riparian margins identified on the Kingseat Precinct plan 2;*
- (e) *protecting, maintaining and/or enhancing coastal ecosystems, character and significant coastal values of the Whatapaka Inlet and Manukau Harbour including the needs of migratory birds. This includes limiting development to low density lots adjoining the coast, maintenance of setbacks and establishment of indigenous vegetation, in a manner that recognises the cultural heritage values of the coastal and stream environment;*
- (f) *maintaining water quality by managing earthworks to avoid siltation and sedimentation of watercourses and adjoining properties; and*
- (g) *appropriately managing earthworks during subdivision to avoid, as far as practicable, the need for further significant earthworks and retaining during the development of buildings, and to avoid adverse effects upon archaeological sites and areas of cultural significance.*

Many of the provisions address the adequacy of stormwater, water and wastewater infrastructure to serve development. The school will not be established until urban development in Kingseat generates sufficient demand. Accordingly, it is anticipated that services to support urban development will be available to the site by the time development of the school is ready to proceed. The adequacy of three waters services to be assessed at the outline plan or works stage.

If reticulated stormwater infrastructure is not available to the site when development proceeds, the report in Appendix G which includes a desktop study of stormwater management does not identify any constraints that would not enable onsite management of stormwater subject to suitable design.

The site does not affect any riparian margins or coastal margins. Any future bulk earthworks and on-site stormwater management if required would be subject to future regional consents that will ensure appropriate measures are in place to address the environmental effects of these activities.

In regard to provisions addressing matters relating to the relationship of Mana Whenua to the surrounding area and Whatapaka Creek/inlet, consultation has been undertaken with Mana Whenua including a specific on-site hui with Ngāti Tamaoho. Consultation undertaken with mana whenua has not identified any specific adverse cultural effects that cannot be appropriately addressed as part of detailed design and project implementation. Recommendations received from Ngāti Tamaoho to be addressed at the detailed design/construction phase are included in Appendix I.



The proposed school site will support a multi-modal transport system and support a compact and contained urban form by providing an educational facility with the catchment it is proposed to serve and avoiding the need to travel outside of the Kingseat Village area for schooling. The location of the school will encourage walking and cycling trips for students to get to the school. These modes of transport will be specifically encouraged by a school and ECE travel plan.

The school location does not preclude implementing the indicative transport network as included in Kingseat Precinct Plan 2 – Development Plan. 5m road widening on Linwood Road is also shown as being required on the north (opposite) side of the road to the site which will not be affected by the proposal. There will be sufficient road width available for Linwood Road to be constructed to an appropriate standard prior to the school opening.

Accordingly, the proposal is assessed as being consistent with the relevant objectives and policies for the Kingseat Precinct Plan.

## **5.5 Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES Soils)**

As outlined in the Preliminary Site Investigation (PSI) report in Appendix H, Hazardous Activities and Industries List (HAIL) activities have, or may have, occurred on the site. This is described further in the assessment of environmental effects section below. As such, it is likely that future resource consents will be required under the NES Soils and potentially under the AUP regional rules for disturbing contaminated soils when enabling earthworks to develop the site are required.

## **6.0 Assessment of Environmental Effects**

### **6.1 Overview of Approach**

Technical reports included to support the Notice of Requirement include the following:

- Integrated Transport Assessment (ITA) prepared by Abley Limited;
- PSI prepared by Soil and Rock Consultants;
- Geotechnical, flooding and stormwater desktop study prepared by Soil and Rock Consultants; and
- Ecological Assessment prepared by Morphem Environmental Limited.

A feasibility plan has also been prepared by ASC Architects to confirm the feasibility of accommodating the necessary project components on the site (see Appendix C). This is not intended to be a design and accordingly should not be referred to in any designation conditions. It is intended that the detailed design including its detailed traffic solutions, urban design and infrastructure solutions are dealt with at the future outline plan or works stage. An establishment outline plan condition, consistent with other recent school designations in Auckland, has been included for this purpose to ensure relevant matters are addressed in the school design phase following designation of the site.

A Detailed Site Investigation (DSI) has not been undertaken at this stage with reliance on existing PSI information. This can occur at a later date and any site management/remediation addressed as part of future outline plans of work and contaminated soil resource consent processes.

As there are currently no reticulated water, wastewater or stormwater services available to the site no reporting has been undertaken on existing civil infrastructure capacity.

### **6.2 Visual and Amenity Effects**

The site is currently zoned for residential purposes with adjacent land either zoned for residential purposes or Open Space - Sport and Active Recreation. Whilst the site is located in an area that currently has a generally rural character, the proposed school and ECE will be compatible with the future amenity values and character of the area as Kingseat urbanises. The site is located within an area that is now zoned for urban development which is the appropriate context within which to consider the visual and amenity values of the proposal.

A large proportion of schools in New Zealand are accommodated within suburban residential areas and are an integral and expected component of such areas. They are large sites that provide the opportunity for large areas of open space for active recreation which also mitigates the effects of any larger buildings and ancillary infrastructure such as parking areas associated with schools.



A height in relation to boundary control condition will apply which will avoid unreasonable dominance or overshadowing of any adjoining residential and recreational zoned land. Further, based on the indicative roading network in the Kingseat Precinct Plan, the site may well be physically separated from adjacent sites by roads.

Any specific building proposal can be assessed by the Council through the outline plan process at each stage of development. A feasibility plan is attached in Appendix C which demonstrates that the site is able to accommodate a primary school and ECE development while adhering to the proposed height in relation to boundary control condition. It also demonstrates that there is adequate space for large permeable areas and generous areas for landscaping. It should be noted that the detailed design of the school will differ from what is shown, and this concept has only been provided to demonstrate that the site is able to adequately accommodate a primary school and ECE development. The Minister will not accept a condition that will tie them to implementing the feasibility plan.

If a school and ECE were not to be developed on the site, under the AUP zonings the likely alternative use would be suburban housing of varying densities. Dwellings would be located across the majority of the site, without the visual relief that is offered by playing fields and other open spaces in educational facilities.

Further, there will be ample opportunities available for landscaping within the site. Any detailed landscaping proposals will be addressed through the outline plan process for each particular development stage for the site.

As such, it is considered that the visual amenity/character effects of any future school and ECE developed on the site can be appropriately managed without detailed controls being included in the designation conditions (excluding the standard height in relation to boundary control), and will be compatible with the zoned development opportunities of adjacent land.

Aural amenity for other land is adequately protected by the standard noise condition applied to schools in the AUP, which is slightly modified for this designation to make it clear it also applies to the ECE.

### **6.3 Transport and Traffic Effects**

An Integrated Transport Assessment (ITA) prepared by Abley Limited is attached as Appendix E. The ITA concludes that the land to be designated for educational purposes and the existing surrounding roading network can accommodate the anticipated traffic from the proposed school and can provide adequate access arrangements. It also concludes that a school on this site can satisfy the outcomes sought by the regional and local transport strategies and plans. Key findings from the ITA are summarised below:

- The local road network in the Kingseat area is not confirmed at this stage. However, the traffic generated by a school at this location can be accommodated on the existing road network without the reliance on future roads.
- Two scenarios have been modelled with school access off Linwood Road and school access off a future side road. Both scenarios have been modelled and operate efficiently with forecasted traffic volumes.
- The site can cater for the required parking demand for staff and visitors, student pick up and drop off, the satellite unit and separate parking for an ECE centre. There are no issues with the planned school that would prevent a safe and appropriate car park design at the site.
- Detail of car and cycle parking, access arrangements and pedestrian crossings will be considered further during the Outline Plan of Works stage.
- A Travel Plan for the school and the ECE centre will be developed prior to the school opening to encourage active modes for travel to/from school.

The ITA concludes that Auckland Council can recommend confirmation of the Notice of Requirement to designate the land for education purposes.

In regard to the modelled side road scenario on the eastern boundary, the current zoning of the block to the rear owned by Kingseat Village Limited is Open Space – Sport and Active Recreation. However, this has been conservatively modelled as if it was zoned Residential – Single House Zone which is the same residential zoning as adjacent land.

Any school will inevitably have some adverse effects on the transport system in the vicinity of the school, particularly at peak times. However, in the absence of locating a school in Kingseat, development of Kingseat as a rural village/town as per the land zoning will still generate the demand for a school somewhere, and a site within the town provides better opportunities for travel demand management and use of modes such as walking and cycling rather than creating a need to commute to a school in another location outside of Kingseat.

It is acknowledged that upgrading of Linwood Road would be required to ensure it is at an appropriate standard at the time the school is opened if access is required from this road. Further, depending on the extent and location of development that has occurred or is occurring to trigger the need for the school, other side roads including those adjacent to the school boundaries may have progressed or be required at the time the school project proceeds. Whether the Ministry of Education/School Board of Trustees should consider to contribute to any specific works associated with upgrading of Linwood Road/provision of appropriate cycling and pedestrian infrastructure outside the school and/or working with developers in regard to other roads that may be required adjoining the site can be addressed at the later stage to ensure there is appropriate transport infrastructure in place outside the school before it opens. The proposed establishment outline plan condition and proposed condition regarding the necessary upgrading of Linwood Road adjacent to the site to be in place if access is taken from that road will ensure the adequacy of the road network to allow opening of the school is properly addressed at the Outline Plan of Works stage.

With knowledge of the location of the school through the designation process, there will be opportunities for the Council to look at matters such as footpath widths and adequate road widths to enable short term on-street parking etc. as subdivision and development of other land occurs in the area.

## **6.4 Infrastructure and Flood Effects**

There are currently no reticulated water, wastewater or stormwater services available to the site. Development of the school will be demand driven as urban development occurs at Kingseat and it is therefore envisaged that water and wastewater services would be in place at that time.

If reticulated stormwater infrastructure is not available to the site when development proceeds, the report in Appendix G which includes a desktop study of stormwater management does not identify any constraints that would not enable onsite management of stormwater subject to suitable design.

No designation conditions are proposed in regard to wastewater, water and stormwater services. The educational facilities cannot be practically opened without water and wastewater services being available to the site, whilst any on-site stormwater management if no reticulated system is available would require regional consent.

Auckland Council GIS shows overland flow paths running north to south and some localised areas subject to flooding adjacent to these paths on the southern part of the site. A desktop flooding assessment of the site undertaken by Soil and Rock Consultants Limited (see Appendix G) concludes that the detailed design for the site can take these overland flow paths into account to ensure overland flow is suitably managed. The assessment also concludes that flooding risk on the site is considered to be minor and predominantly being in the south western part of the site. This can be taken into account during the detailed design of the project to ensure localised flood risk is appropriately taken into account.



**Figure 4: Indicative Overland Flown Paths and Areas Subject to Flooding: Auckland Council GIS**

## 6.5 Ecological Effects

An ecological assessment prepared by Morphem Environmental is attached in Appendix F.

The site does not include any wetlands or streams (either permanent or intermittent as classified in the AUP). The only hydrological features include ephemeral streams and an artificial pond thought to have been used for storage and treatment of piggery effluent as part of a previous use of the site.

Existing vegetation is dominated by pasture and macrocarpa shelter belts on the periphery of farm paddocks. Indigenous trees species are few and limited to specimen trees in the garden around the existing dwelling.

The ecological assessment considered the actual and potential effects on vegetation, avifauna, herpetofauna, bats (noting that no bats were observed and their presence was assessed as unlikely but could not be ruled out), freshwater and native freshwater fish. The overall level of adverse effects on the ecological values of the site was assessed as low or very low.

Mitigation measures recommended included implementing suitable sediment control measures during construction and ensuring best practice stormwater management approaches are

implemented. These matters can be addressed in any future regional consents and outline plan(s) as part of the detailed design of the school, and no specific designation conditions in regard to ecological effects are proposed.

## 6.6 Geotechnical Effects

A desktop geotechnical assessment of the site undertaken taken by Soil and Rock Consultants Limited is included in Appendix G. The assessment did not identify any obvious geotechnical constraints that would preclude the development of a typical school, cause development/foundation issues, or incur significant costs to overcome potential constraints. Further investigations can be undertaken at a later date to inform final site layout and detailed foundation designs.

## 6.7 Soil Contamination Effects

The site was subject to a PSI undertaken by Soil and Rock Consultants Limited in May 2020 (see report in Appendix H).

Historical information reviewed as part of the PSI shows HAIL activities have or may have occurred on site including:

- Areas within the existing structures/built development onsite – potentially containing Asbestos/Asbestos-Containing Material (ACM). Depending on the nature of the material, this could pose a potential risk during the development stage (Cat. E.1);
- Buildings and areas utilised for chemical storage and/or utilised for vehicle maintenance (Cat. F.3);
- The western section of the property - potentially affected by the adjacent horticulture land to the west (Cat. H);
- Other areas of potential contamination include areas subject to filling, and areas used as dump pits and burn pads which are common in rural areas (Cat. I).

Based on these findings the PSI recommends that a DSI is undertaken, and based on the findings of the DSI, preparation of a detailed Site Management Plan (SMP) and/or a Remedial Action Plan (RAP), specifying controls and management if impacted/contaminated soils (in accordance with identified contaminants).

Subject to the findings of a future DSI, future resource consents may be required under the NES Soils and potentially under the regional rules for discharges from contaminated soils when enabling earthworks to develop the site are required. It is not necessary to include any designation condition(s) around this issue as designating the site for *Educational Purposes* will not obviate any obligations to obtain resource consents for disturbing contaminated soils under the NES Soils or AUP regional rules when future development occurs.

The PSI does not identify any likely contamination from historic or current land used that would preclude the proposed land use change to a school from occurring.

## **6.8 Hazardous Substances Effects**

No storage and use of hazardous substances over and above materials such as paint for building maintenance, cleaning products or gas bottles are likely to be used and stored on-site.

## **6.9 Historic Heritage Effects**

There are no known objects or sites of historic or archaeological significance affecting this site. No sites, objects or places of historic heritage are shown in the AUP, and no recorded sites in the New Zealand Archaeological Association (NZAA) are shown as affecting this site.

## **6.10 Cultural Effects**

A summary of the consultation with mana whenua and the outcome of that consultation including identification of relevant cultural values and recommendations made is detailed in Section 9 below.

There are no sites of significance to mana whenua or archaeological sites affecting the proposed designation area included in the AUP or recorded by the New Zealand Archaeological Association.

The only mana whenua group requiring further engagement as part of the designation process was Ngāti Tamaoho. A statutory acknowledgement in regard to the Te Hihi Creek and its tributaries applied to the eastern part of the site. Te Hihi Creek is identified as important to Ngāti Tamaoho in the statutory acknowledgement because of its traditional use and location. The creek flows to eventually meet the Whatapaka creek (inlet) just below the Whatapaka marae and papakāinga. The statutory acknowledgement outlined that Te Hihi Creek was a wide and navigable awa allowing access into the Karaka area and being a valuable fishing ground for whitebait, mullet, flounder and other fish.

As outlined in the response received from Ngāti Tamaoho in Appendix I, the following is recommended to be addressed in the detailed design and project implementation phase:

- demolish the existing house in a sustainable/reuse manner where possible
- test the effluent pond for any residual contaminants
- retain the overland flow path when considering final design
- cultural monitoring of topsoil removal
- keep engaging with Ngāti Tamaoho as detail design proceeds for input at an early stage

These matters will be addressed through the outline plan and regional resource consents phase of the project as part of the detailed design and project construction.

## 7.0 Additional Consents Required

In general, no further land-use consents will be required from the Auckland Council in terms of its District Council consent functions once the site is designated. The one exception may be if a land use consent is required in regard to contaminated soil under the NES Soils which prevails over a designation where the designation was made after the NES Soils came into force. This will be determined by the outcome of a DSI that will be undertaken at a later date once the site is designated.

Any potential regional resource consents for on-site stormwater management, bulk earthworks or discharges from disturbing contaminated soil cannot be determined until detailed design has been undertaken. Accordingly, no consent from Auckland Council under the AUP can be applied for at this stage and will be applied for as necessary in the future once the site is designated and the design for any particular stage is completed to a sufficient level of detail for resource consents to be sought.

## 8.0 Alternative Locations and Methods

A number of potential sites in the Kingseat area were evaluated before seeking a designation of the site at 1043 Linwood Road. A site evaluation study undertaken in 2018 identified a short list of 5 sites for comparative analysis via a Multi Criteria Analysis (MCA) in the area. The top two ranked sites had very close overall scores and were both owned by Kingseat Village Limited. As an outcome of that evaluation, the Ministry of Education elected to proceed with purchase of the current site from Kingseat Village Limited on a willing seller and willing buyer basis.

Use of designation as a tool for providing for the proposed educational facilities for which the Minister has financial responsibility is the mechanism used widely by the Minister as part of a national strategy for establishing, maintaining and operating school sites.

Part 8 of the RMA provides for requiring authorities to seek provision for designations in District Plans. The primary reasons for adopting this technique are:

- a. The Minister has a national strategy to designate all state schools.
- b. Designations provide greater certainty in terms of future management options for a site, because it allows the Minister to carry out ongoing development of the site in accordance with the designated purpose indefinitely.
- c. Designation recognises the long-term commitment to the particular site, as well as identifying the site on the District Plan maps.

As such, it is considered that the use of the designation process, as specifically provided for in the RMA, is appropriate. The principal alternative method would be to seek resource consent for the establishment or future changes to the school and ECE at the time these facilities are ready to proceed. This process would provide the Minister with less certainty and would be inconsistent with



the planning status of similar state facilities in the AUP, and the majority of other state schools nationwide.

## 9.0 Consultation

### **Mana Whenua**

An information package and proposed designation plan were sent to all 7 mana whenua groups identified by Auckland Council as having an interest in the Franklin Local Board area. In addition, it was identified that a portion of the western part of the site was contained within a statutory acknowledgment for Ngāti Tamaoho in regard to the Te Hihi Creek and its tributaries.

Initial project information was sent out on 5 June 2020, and reminders on 29 June 2020. Feedback received was as follows:

- Ngāti Tamaoho – advised that they would like full engagement in the designation process. The put come of this consultation is recorded in Appendix I.
- Ngāti Te Ata – advised that they had no issue with the designation but would like to be re-engaged for future resource consents before they are lodged.

No other responses have received at the time of completing this documentation for lodgement. However, the Minister’s representatives will continue to engage with any mana whenua who express an interest in this project either as a direct response to communications set out by the Ministry of Education or through the formal designation process.

### **Franklin Local Board**

The Franklin local Board was sent project information on 5 June 2020. Feedback from the Board Chair was that the school may create an opportunity for the Council to invest in the Council owned reserve land to the east, but that it was unfortunate an access way had been created that spit the school site from the reserve land.

### **Kingsgate Community**

A project information mail-out was sent to properties within a 750m radius of the site. Postal addresses were identified to the extent practical from publicly available sources including Property Guru and the Companies Register. The only feedback received was from Kingsgate Village Limited who advised their support for the project.

### **Watercare**

Watercare attended an online pre-application meeting. They confirmed that there is currently no public water supply or sewerage system available in Linwood Road, and there are currently no infrastructure agreements in place with developers to provide these services.



**Auckland Transport**

Auckland Transport was involved in the online pre-application meeting and provided initial feedback on the proposed location/feasibility plan and the scope of the ITA

A copy of the Draft ITA was provided to Auckland Transport for comment. A summary of how feedback from Auckland Transport was addressed is included in Appendix A to the ITA.

Auckland Transport has also reviewed and provided feedback on the draft designation conditions relevant to transport matters.

**Auckland Council**

An online pre-application meeting was held with Auckland Council Plans and Places along with representatives of Auckland Transport and Watercare.

## 10.0 Conclusion

The requiring authority has assessed the relevant matters as set out in s171(1) of the RMA and concludes that is appropriate for the designation to be confirmed subject to conditions as proposed. The designation will enable the delivery of essential community infrastructure to support population growth in the Kingseat area.

Due to the uncertainty of the urban development timeframe at Kingseat, the Minister requires a lapse period of 10 years before the designation is given effect to.

## **Appendix A**

### Designation Plan

## **Appendix B**

Approved Title Plan and Underlying Certificate of Title

## **Appendix C**

### Feasibility Plan

## **Appendix D**

Standard Designation Conditions for Schools in AUP

## **Appendix E**

### Integrated Transport Assessment

## **Appendix F**

### Ecological Assessment

## **Appendix G**

Geotechnical, Flooding and Stormwater Desktop Assessment



## **Appendix H**

Environmental Site Assessment: Preliminary Site Investigation

## **Appendix I**

Response from Ngāti Tamaoho