# Assessment of Alternatives
# Summary of the Kumeū Secondary School Site Selection Stage 2 Evaluation

## Ministry of Education

Kumeū-Huapai, Auckland

18 December 2025

INCITE

# Quality Control

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| **Prepared by** | Chris Horne and Deepali Solanki |
| **Signature** |  |
| **Approved for release by** | Chris Horne |
| **Signature** |  |

**Limitations:**

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# Executive Summary

This report summarises the site evaluation study undertaken for the Ministry of Education (Ministry) titled *Kumeū Secondary School Site Selection Revised Stage 2 Options Evaluation* dated 29 August 2025 and is intended to support the Minister of Education's notice of requirement to designate land at 40, 54 and 60 Station Road and 43 Trigg Road Huapai, to establish a new secondary school.

Before determining that it was necessary to acquire land to establish a new secondary school, the Ministry of Education first considered whether projected demand could be accommodated within the existing School network. It was determined that the location of existing and projected population growth meant that the Minister's objectives were better served by establishing a new secondary school in a more accessible location and would avoid longer travel distances and potential adverse consequences of accommodating all growth at the existing Massey High School.

A site evaluation study was initially undertaken in 2022 for the area encompassed in the Kumeū-Huapai Rural-Urban Boundary in the Auckland Unitary Plan (live urban zones and Future Urban Zone). This site selection study was undertaken in two stages based on the Ministry's *Methodology for New School Site Evaluation Ver 6c July 17* (attached as Appendix A). The study included sites in either one title or a combination of two titles of at least 5ha in area. An initial long list of 58 sites was reduced as part of a Stage 1 screening process to a short list of seven sites for multi-criteria analysis (Stage 2 of the Ministry's methodology for site evaluation). The outcome of that study was that the site at 54 and 60 Station Road was the highest scoring and ranked site.

As part of investigating secondary school options, it was agreed with the Ministry to set the minimum preferred site size at 5ha, which could be made up of two adjoining sites but not more than three.

In December 2024 the Ministry revised the network requirement date to 2029, although this date remains subject to prioritisation, funding and any amended population projections. The Ministry accordingly commissioned a review of the Stage 2 assessment work undertaken in the 2022 study, as well as considering some additional options that were not previously considered as part of the earlier Stage 2 assessment. Some of the Ministry's Stage 2 evaluation criteria from its 2017 Version methodology document *Ver 6c July 17* (attached as Appendix A) were also revised for the purposes of this study to better account for key factors that influence school feasibility and cost effectiveness, particularly for a greenfield study area (e.g. availability and feasibility of connecting to infrastructure services), and an additional criterion around title restrictions was also added. This work was delivered in August 2025.

The sites considered in the revised Stage 2 evaluation were:

**Single Title Sites:**

- Site 2 – 379 Matua Road
- Site 3 – 30 Nobilo Road (not considered in 2022 Stage 2 assessment)
- Site 11 – 43 Motu Road
- Site 13 – 64 Motu Road
- Site 15 – 307 Matua Road

**Combination Title Sites:**

- Site 16/16A – 90 and 100 Station Road (site amended from 2022 assessment by adding 16A)
- Site 35/51 – 54 and 60 Station Road
- Site 30/41 – 54 and 68 Nobilo Road (not considered in 2022 Stage 2 assessment)
- Site 40 /49 – 77 and 87 Trigg Road
- Site 47/48 – 108 and 116 Station Road (not considered in 2022 Stage 2 assessment)

The locations of these sites are shown in the figure below:


*Figure 1: Location of Stage 2 sites (Source: Tonkin and Taylor)*

Based on the Stage 2 analysis, Site 35/51 at 54 and 60 Station Road was recommended as the preferred site option. This was also the highest ranked site option from the 2022 study. The site's key attributes are:

- Appropriate size;
- Generally suitable topography;
- Well located in the student catchment with good potential for shared facility opportunities between the new secondary school and the adjacent Huapai District School. This included exploring the potential for an integrated access and pick up/drop off solution with the adjacent primary school utilising existing Ministry of Education land;
- Good road frontage to Station Road and potential for a secondary vehicle and pedestrian access to Trigg Road via the Huapai District School access.
- Station Road to the immediate north of the site and across the road has been upgraded with footpaths, some on-street parking and kerb and channel. The Station Road/ State Highway 16 (SH16) intersection has also been upgraded to a signalised intersection.

The second and third highest ranked sites were site 16/16A at 90 and 100 Station Road and site 40/49 at 77 and 87 Trigg Road. These sites have generally good walkable proximity to the existing primary school (Huapai District School) and their close proximity to the edge of the existing urban area reduces cost and feasibility of extending 3-waters services. While these two sites have very similar overall scores, site 16/16A was considered to be much better placed in the transport network given its accessibility from the upgraded signalised Station Road and SH16 intersection, or via Nobilo or Access Road, whilst Trigg Road is more reliant on the intersection to SH16 without signals.

The Ministry's Standard Planning Team in School Property were tasked with assessing school design potential of these three sites by providing high level layouts to see the general feasibility of the land. They concluded sites 35/51 to have the highest score of 4, noting that acquisition of the additional residential title at 43 Trigg Road could increase benefits for site development and design flexibility. Sites 16/16A scored a 3 and sites 40/49 received a 2.

A combination of positive attributes has informed the Ministry's decision to identify 35/51 (54 and 60 Station Road), as well as the adjoining land at 43 Trigg Road as the preferred location for a new secondary school.

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# 1.0 Introduction & Context

## 1.1 Introduction

Under section 168(3B)(b)(i) of the Resource Management Act 1991, the Minister of Education is required give adequate consideration to alternative sites, routes, or methods of undertaking work where it does not have an interest in the land sufficient for undertaking that work. The Minister does not have an interest in land sufficient to establish a new secondary school in Kumeū. The purpose of this report is to summarise the site evaluation study undertaken by the Ministry whereby alternative school sites were considered, and the current site identified as the preferred option.

A Kumeū secondary school is intended to cater for the existing and future secondary aged students from Waimauku, Kumeū, Huapai, Riverhead, Muriwai and Taupaki. The main drivers for this are growth that will exceed Massey High School's capacity, and accessibility, due to these centres being practically and geographically disconnected from Massey. A new secondary school in Kumeū/Huapai would alleviate future roll growth pressures on Massey High School while catering for the current local demand, and future growth, in these areas. The latest school network projection of demand for a secondary school in Kumeū/Huapai is 2029, with that timing being subject to prioritisation, funding and any changes to population projections in the interim.

If this school is not delivered, it would be necessary to grow Massey High School beyond 2,500 student places and students would need to continue to travel some distance from Kumeū and the surrounding areas. A new secondary at Kumeū is the best option to achieve the objectives of the Minister in the medium term (instead of increasing capacity at Massey High) because it is better located to cater for the current secondary school aged population in the area and prepares for the future land use changes with a significant land area zoned for future urban use. It would also create a more balanced network rather than having a very large secondary school at Massey.

As set out in Auckland Council's Future Development Strategy 2023 (FDS), the timing for when land will be ready for development in the Kumeū-Huapai-Riverhead area is now expected to be ready beyond 2050, which has no impact on the need for a new secondary school in this area as this demand already exists.

Based on this demand analysis, the Ministry commissioned a review of the Stage 2 assessment work undertaken in the 2022 study, including review of additional options not previously considered as part of the earlier Stage 2 evaluation. The Ministry's Stage 2 evaluation criteria from its 2017 Version 6c methodology document (attached as Appendix A) was also revised for the purposes of this study to better account for key factors that influence school feasibility and cost effectiveness, particularly for a greenfield study area.

As part of this brief, further assessment was needed to find a site capable of accommodating a secondary school (Years 9 to 13). The provisional student catchment is shown in Figure 1 below and would cater for the existing and future secondary school aged students from Waimauku, Kumeū, Huapai, Riverhead, Muriwai and Taupaki.

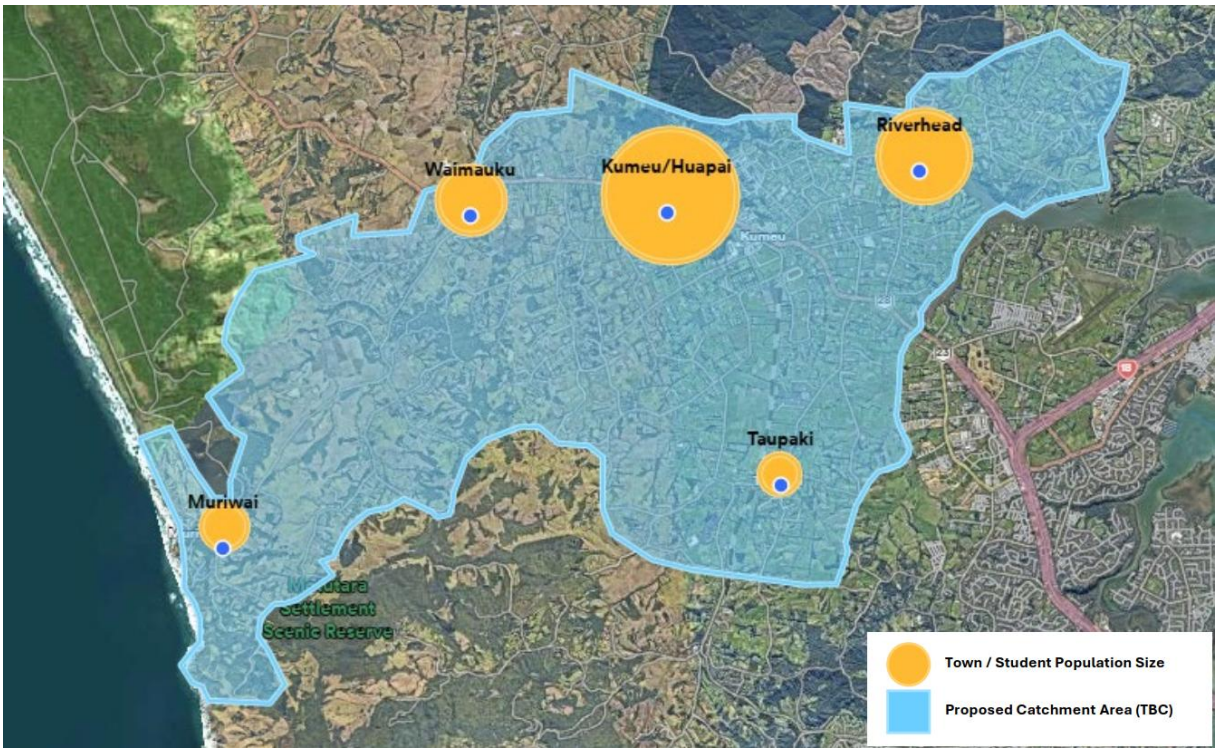


*Figure 1: Proposed preliminary student catchment (Source: Ministry of Education)*

The 2022 study was undertaken in two stages based on the Ministry's *Methodology for New School Site Evaluation Ver 6c July 17* (attached as Appendix A) provided with the study brief. A slightly modified approach was undertaken to the Stage 1 screening process, with an initial GIS screening undertaken followed by some modification to the standard Stage 1 criteria taking into account other factors such as spatial planning to reduce the initial GIS screening long list to a short list for further analysis. The study was undertaken with the support of a number of other specialist consultants providing input into estimated value ranges, transport, infrastructure services, ground conditions, flood risk and potential school design. The study assessed a shortlist of seven sites using the Ministry's standard Stage 2 evaluation criteria with the highest scoring, and recommended site, being two adjacent titles at 54 and 60 Station Road immediately adjoining Huapai District School (a primary school) – Study Site ID 35/51.

The analysis and results of the 2022 study undertaken is detailed in the report titled *Kumeū Secondary School Site Selection Options Assessment, Incite, Auckland, 2022*.

The 2025 Site Selection Evaluation report presented findings of the updated Stage 2 criteria against the original short-listed sites, with additional sites included for analysis. The original 2022 study was referred to for relevant background on the initial GIS screening and subsequent shortlisting of options.

## 1.2 Evaluation Context

The study area was provided by the Ministry and is an area of approximately 1,223 hectares, made up of the Kumeū-Huapai urban area and the surrounding future urban growth area contained within the Future Urban Zone (FUZ). The study area is centred roughly at the mid-point of the Kumeū township within an area bound by the Auckland Unitary Plan rural urban boundary.

Land in the study area is a mixture of developed and undeveloped land, comprised of the Kumeū-Huapai town centre suburban housing stock and rural/rural lifestyle on the urban periphery. The wider Kumeū-Huapai area is a future urban growth area and included within the Future Urban Zone in the Auckland Unitary Plan – Operative in part (AUP).

The zoning strategy of the area is set out in the AUP. The study area is made up of a range of residential, business and open space zones. However, suitable sized sites are limited to the Future Urban zoned areas.

A significant portion of the study area is zoned Future Urban. This land will urbanise as structure planning is completed, and infrastructure services and road upgrades are delivered. Auckland Council developed the current FDS in 2023, which sets out the plan for managing growth over the next 30 years. Part of that process included the review of the previous Future Urban Land Supply Strategy (FULSS) which identified locations for future urban growth and timeframes for sequencing. For Kumeū/Huapai and nearby Riverhead, this has pushed the desired sequencing for urbanisation in these locations out to 2050+. These future urban areas are identified as 'red flagged' in the Auckland FDS as they are subject to flooding issues, refer to Figure 2 below. Development in the FUZ red flagged areas present a greater risk of exacerbating downstream flooding effects within existing urban areas and/ or rural settlements. This requires additional technical analysis and supporting information to be undertaken as part of future development and is outlined in Appendix 8 of the Auckland FDS.

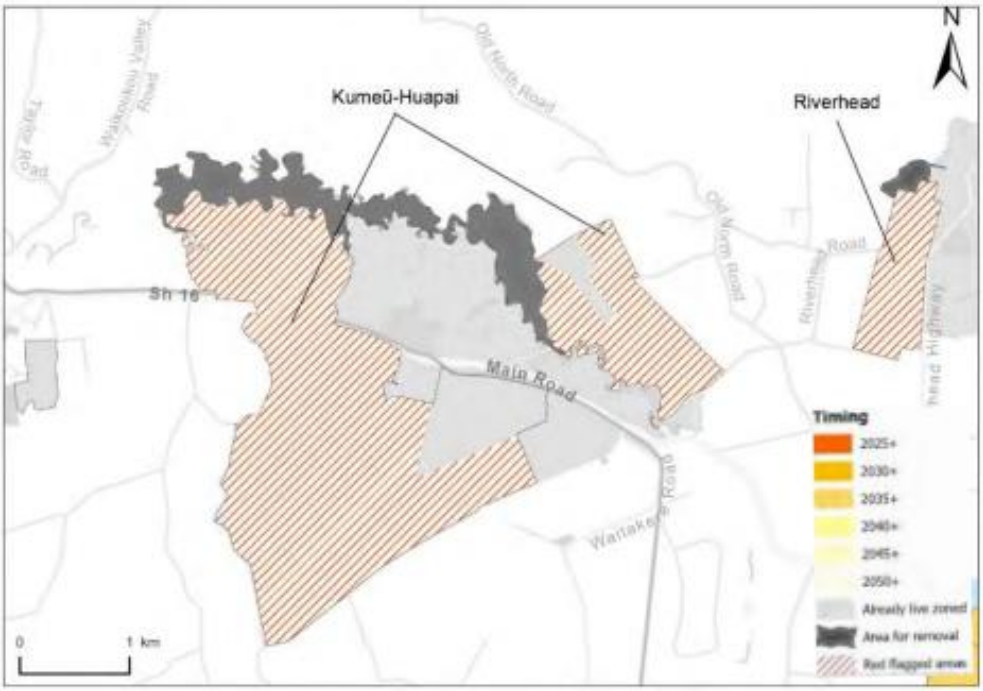


*Figure 2: Kumeū-Huapai-Riverhead Future Urban Area – Future Development Strategy*

Preceding the Auckland Future Development Strategy, Auckland Council developed two spatial planning documents that are relevant for the Kumeū-Huapai area. The Kumeū-Huapai Centre Plan 2017 was focussed on how the existing centres at Kumeū and Huapai evolve over 30 years. For Kumeū there was the desire for land use to change over time with a short-term aspiration of the established light industrial areas next to the centre evolving to commercial and residential over time, see Figure 3 below from this plan.

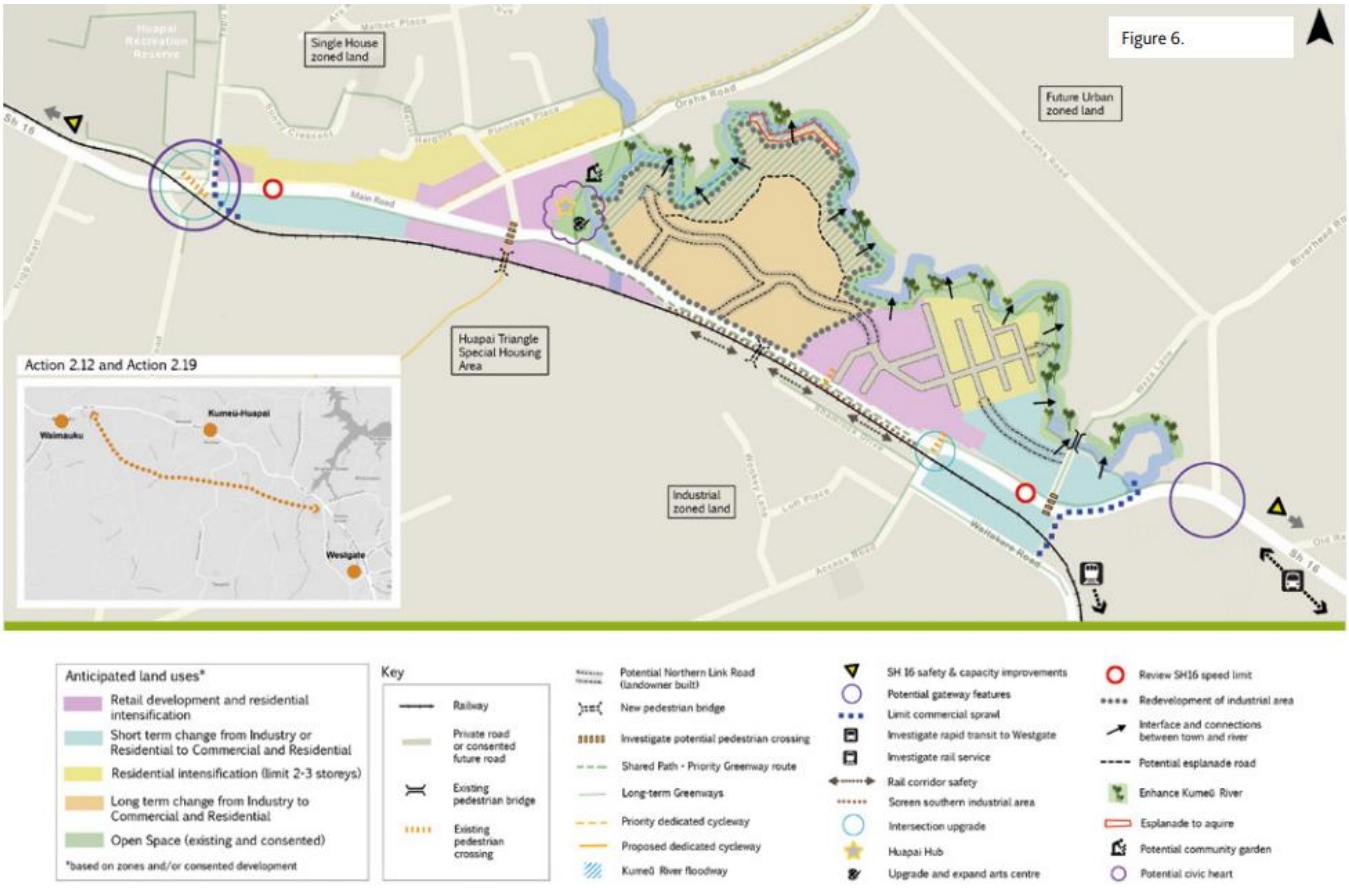


*Figure 3: Kumeū-Huapai Centre Plan 2017 - map of proposed vision*

Following the development of the "Centre Plan", Auckland Council adopted the *Spatial Land-Use Strategy North-West May 2021*, which covers the Kumeū-Huapai area. This strategy was used to support the Supporting Growth Programme transport projects for the North-West. A package of transport requirements for designations by the New Zealand Transport Agency (NZTA) and Auckland Transport have since had decisions made of them by the requiring authorities, although there are a number of appeals that have been lodged. Many of these projects are yet to be funded and may have long lead times before they are implemented.

Auckland Council specifically sought to identify suitable locations for future businesses (industrial land use) in the Future Urban Zone given the recommendations in the previous Kumeū-Huapai Centre Plan were to transition away from some of the established industrial areas near the centre along SH16. Because of the importance for future employment growth and residential growth,

there was a specific intent to signal where future business land (industrial land use) could be located in the Future Urban Zone (refer to Figure 4).

For this reason, options within and immediately adjacent to the proposed 'Future Business' areas were not considered in the original shortlisted options (2022 study). This includes sites 3 and 30/41 found on Nobilo Road, which are within the indicative "Future Business" zones. Sites 47/48 are zoned as FUZ but are immediately adjacent to the "Future Business" areas.

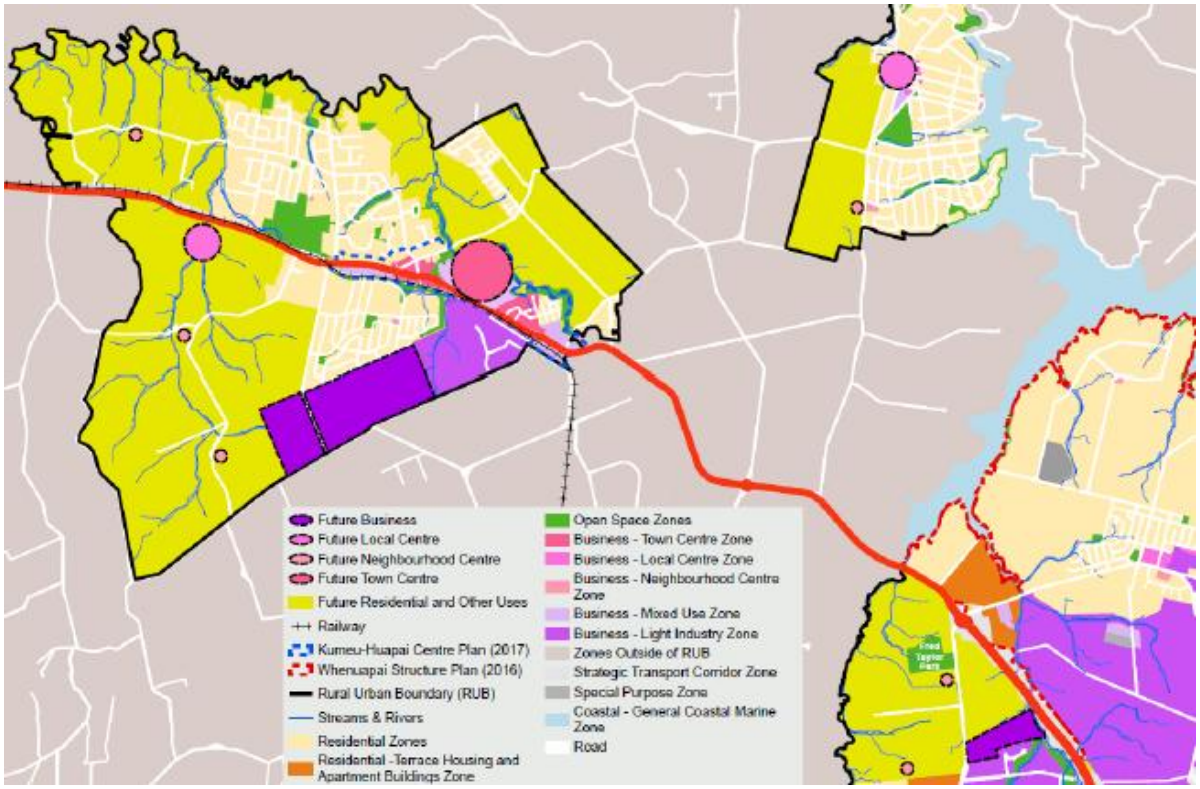


*Figure 4: Spatial Land Use Strategy - Kumeū-Huapai, Riverhead and Redhills North (Source: Spatial Land Use Strategy – North-West, Auckland Council May 2021)*

Given the extended timeframe in the Auckland FDS for sequencing the Kumeū-Huapai Future Urban Zone to 2050+ and 'red-flagging' of FUZ zones areas due to flood risks, additional options in and around this area were included for reassessment given Auckland Council's priorities and ideas for future zoning strategies may have changed since the initial study was undertaken. Further engagement in August 2025 with Auckland Council Planning & Resource Consents staff who lead the structure planning and zone change work, reaffirmed that the area shown for future business land is still the preferred location for future Industrial Business land to meet forecast demand in the north-west. Reasons in the strategy are:

*The land in the south of Kumeū (70ha) on Access Road is the preferred area for additional industrial land in the town as the land is flat, adjacent to existing industrial land, has good transport links, and has some parts with documented contamination issues.*[1]

Auckland Council has had to undertake additional technical flooding investigations and analysis for the Kumeū-Huapai area given the significant Auckland weather events in 2023. Kumeū Flood Management investigations and modelling, led by Healthy Waters – Auckland Council was undertaken over 2024 - 2025. The analysis helped to assess options (floodway, diversion, dam) to manage flooding in the area and found there are limited feasible options for managing flooding. The earlier spatial planning aspiration to expand the Kumeū town centre area into the adjoining/ nearby industrial area, as identified in the Kumeū-Huapai Centre Plan 2017, needed to be reconsidered as this was premised on the assumption that suitable flood management infrastructure could be developed.

# 2.0 Stage 2 Sites Considered

Sites that were shortlisted were either single titles or two adjoining titles meeting the minimum 5ha size criteria. These are shown in Figure 5 below.


*Figure 5: Stage 2 site locations (Source: Tonkin and Taylor)*

[1] Strategic Land Use Framework - North West, p5

The sites previously considered in the 2022 study, and additional sites included, are summarised in the table below.

| **Site** | **Summary of Site** |
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| **Site 2:** 379 Matua Road | A trapezoid shaped site that is approximately 5.4ha toward the north-west extent of the search area, well away from the existing extent of urban zoning and development. This site is generally flat to gently sloping and is currently in pasture. Access is via Matua Road which adjoins three of the site boundaries. Land is zoned Future Urban. |
| **Site 3:** 30 Nobilo Road<br><br>***(new site added since 2022 study)*** | A rectangular shaped site with frontage to Nobilo Road (long axis) and Station Road. Site area is 5.02ha. Part of the site is gently sloping but there is a steeper area in western part of the site towards Station Road. The site contains a dwelling and ancillary buildings. Land is zoned Future Urban, and within indicative future Industrial zone in North-West Land Use Strategy. Immediately across Nobilo Road from existing urban residential development on the north side of Nobilo Road. A small pond visible in aerials in the western part of the site may be artificially constructed. |
| **Site 11:** 43 Motu Road | A rectangular shaped site that is approximately 6.63ha in size. The site has a gently sloping contour and frontage to Motu Road (short axis). The site has at least one dwelling and a number of farm buildings and is zoned Future Urban. The site frontage on Motu Road is well away from the existing extent of urban zoning and development. A watercourse runs though the centre of the site, which would have some impact on feasible layouts. |
| **Site 13**: 64 Motu Road | A site that is irregular in shape due to a narrow 'pan handle' road frontage to Motu Road and is approximately 8.41 ha in size. There are a number of buildings towards the rear of the site that appear to include equestrian facilities. The site is zoned Future Urban. The site is well away from the existing extent of urban zoning and development. There are two watercourses and some associated steeper topography running through the site which is likely to impact on feasible school layout options. |
| **Site 15:** 307 Matua Road | A rectangular shaped site that is approximately 6.26ha in size with the narrow axis of the site providing road frontage to Matua Road.<br><br>The site has a dwelling and substantial existing horticultural plantings and shelter belts. The site is long and narrow, sloping away from the road toward the south towards the rear boundary adjoining the rail corridor and SH16. Site is zoned Future Urban. The |

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| | southern part of the site is subject to a notice of requirement by NZTA for access to a rapid transit station and a stormwater management pond which reduces the usable area. It is located towards the northwestern part of the search area well away from the existing extent of urban zoning and development. |
| **Sites 16/16A:** 90 Station Road and 100 Sation Road<br><br>***[Modified from 2022 study by adding adjacent Site 16A to provide more usable area]*** | 90 Station Road was assessed as a single title in the 2022 study. However, the addition of 100 Station Road results in a generally rectangular site with increased frontage to Station Road. Its overall site area is approximately 7.44ha. While much of the site is gently sloping, the rear portion slopes steeply to a water course which will reduce the overall usable area but still retain at least 5ha of usable area. The site is zoned Future Urban but is immediately opposite existing zoned and recently developed residential land in the "Huapai Triangle". This site is approximately 400m from Huapai District School and is located on the same side of the road. There are two dwellings and substantial plantings such as shelter belts and what appears to be horticulture crops on the overall land. |
| **Sites 30/41:** 45 and 68 Nobilo Road<br><br>***(new site added since 2022 study)*** | Two adjacent titles with a total area of 6.09ha which overall is generally rectangular in area with a long frontage to Nobilo Road. Much of the site is gently sloping topography with some steeper land falling towards the south boundary. There is a dwelling and accessory buildings on both titles as well as some shelter planting, and an area of horticulture on 54 Nobilo Road. Zoned Future Urban but directly opposite developed residential land on the north side of Nobilo Road. Located within the indicative future Industrial zone identified in the Spatial Land Use Strategy - North-West. |
| **Sites 35/51:** 54 Station Road and 60 Station Road | Two adjoining, rectangular shaped titles in separate ownership. The combined parcel has an approximate size of 6.22ha. The combined site has a wide frontage to Station Road and is situated directly adjacent to the Huapai District School and is opposite the relatively new residential development in the "Huapai Triangle". Potential shared use of the primary school vehicle and pedestrian access would provide secondary road access to Trigg Road. The addition of an additional residential title at 43 Trigg Road would provide a second direct road frontage to Trigg Road providing more design flexibility and benefits for site development. However, that scenario involves acquiring three separate titles which would increase complexity for acquisition. The site is zoned Future Urban but adjoins and is opposite urban zoned land. The land includes areas of gently sloping land |

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| | particularly towards the adjacent school and Station Road, with some more slope on the western part of 60 Station Road. Existing dwellings and accessory buildings are located on both titles. A small pond on the periphery of 60 Station Road visible in aerials may be artificially constructed. |
| **Sites 40/49:** 87 Trigg Road and 77 Trigg Road | Two adjoining, irregular shaped sites in separate ownership. The combined parcel has an approximate size of 6.38ha. The combined parcel has a long frontage onto Trigg Road, and varied contours which generally falls from the northeast to southwest. Aerial photos indicate the southern part of 77 Trigg Road may be impacted by a natural wetland on the southern portion of the combined site. There are currently existing dwellings and accessory buildings on both titles and some existing shelter planting. Zoned Future Urban, but immediately adjacent to the zoned urban areas and existing footpaths to the east. |
| **Sites 47/48:**<br><br>**(new site added since 2022 study)** | Two adjoining titles triangular in shape with a relatively narrow frontage to Station Road. Also located generally adjacent to the intersection with Nobilo and Station Roads. From this site the land to the north and adjacent land has the indicative future Industrial zone shown in the Spatial Land Use Strategy-North-West. The overall area is 5.79ha. Improvements include what appear to be a former produce shop and horticultural building on 108 Station Road which appear to be no longer operating and a dwelling on 116 Station Road. Shelter planting affects both titles. The land gently slopes to the west away from Station Road with a potential pond in the northwestern rear corner of the site. |

# 3.0 Stage 2 Evaluation Criteria

The Ministry's standard methodology for new school evaluation is Version 6c adopted in July 2017 (attached as Appendix A). The Ministry determined that modifications to this methodology were appropriate to better capture and appropriately weigh the matters that should be influencing school site acquisition.

A summary of the changes made for this study are as follows:

2: Perceived ease of acquisition: Where there is more than one title making up a site, the score for the lowest scoring title shall determine the overall score on the basis that all titles are required for the site to be feasible.

2A: Title restrictions: a new criterion on title restrictions and how these may impact on the use of a site for a school was introduced.

5: School design potential: Criterion previously considered by a consultant architect but now assessed internally by the Ministry's Standard Planning Team, School Property. This criterion was completed last, once other criteria that may impact on school design are

completed. This criterion was only assessed on the strongest candidates after other criteria were scored, being Site 35/51, 16/16A and 40/49.

6: Position of the site in relation to relevant growth strategy: As all sites in this study are in the Future Urban Zone "red flagged" areas. There are no live plan change proposals such as indicative future zones in the Spatial Land Use Strategy- North-West. Proposed elements of transport systems such as future rapid transit stations from the Supporting Growth Programme were considered in the scoring.

10: Road frontage: Updated to require consideration of the expected road frontage available in 2029, which is the revised Network Required date. Guidance updated to ensure suitability of road for safe access is considered.

11: Transport network: Updated to require consideration of the expected transport network available in 2029, which is the revised Network Required date.

12: Infrastructure Services: The costs to extend services or have on-site solutions have a significant impact on site's viability for the development of a school. The standard bundled infrastructure criterion that award points for existing available services is considered to be ineffective in properly comparing sites in a Greenfields area such as the Future Urban Zone where the scoring may be similar for sites close to services versus those much further away. For the 2025 Site Selection Evaluation report, the standard criterion was split into four different criteria (12a-12d) considering the core three waters services needed for a school – water, wastewater, stormwater, as well as 'dry services' in a combined electricity and fibre criteria. A more nuanced approach to scoring was provided looking at existing availability, capacity (where relevant), where not available the distance to extend, and where relevant whether an onsite solution may be feasible. As with transport, consideration of what may be available/programmed was based on the revised Network Required Date.

16: The noise criterion was modified to address amenity effects such as odour for incompatible activities.

20: Social Impacts: Was not included as the proposed school is not a bespoke school such as a Māori immersion or specialist school.

To support this exercise, technical reports were issued from the Property Group, Abley, Tonkin and Taylor, and the Ministry of Education School Property, Standard Planning Team. These reports are listed below and assessed the following:

- The Property Group report titled *Site Selection Review Kumeū Secondary School* dated 7 August 2025 – Value ranges, ease of acquisition, title instruments – Criterion 1, 2, and 2A.
- Abley report titled *Kumeū Secondary School Site Selection – Transport* dated 29 August 2025 – Transport – Criterion 10 and 11.
- Tonkin and Taylor report titled *Detailed Assessment for Kumeū Secondary School Site Selection* dated 29 August 2025 - Infrastructure, Geotechnical, Flooding and Contamination – Criterion 12A, 12B, 12C, 12D, 13, 14, and 15.
- Ministry of Education School Property, Standard Planning Team. This high-level evaluation was only undertaken on the highest ranked sites following scoring on other criteria and technical assessments that may inform school design – Criterion 5.

# 4.0 Stage 2: Detailed Options Evaluation

## 4.1 Introduction

The detailed options evaluations as part of Stage 2 involved undertaking a scoring exercise for each of the preferred sites based on the site selection criteria.

A score was assigned to each site for each criterion, with 0 at the low end of the scale (indicating the least suitability of a site for each criterion) and 5 at the high end (indicating the highest suitability). The scores were then tallied and the sites ranked from 1 to 10, with 1 being the most favoured (highest total score) and 10 being the least favoured (lowest total score).

As previously outlined, a number of technical reports were used to score the relevant criteria.

The scores across criteria for each site were totalled to give a ranking for all sites which form the basis for any recommendations.

The results of the Detailed Options Evaluation are summarised below.

## 4.2 Stage 2 Site Evaluation

A summary of each of the criteria and how scores were allocated to each site is included below. These scores were discussed and moderated as necessary in a workshop undertaken with the Ministry and the consultant evaluation team on 20 August 2025. The school design potential criterion was then evaluated by the Ministry's Standard Planning Team on the three highest scoring sites.

### 4.2.1 Site acquisition costs

*What are the land values within the locality?*

The Ministry commissioned The Property Group to provide an evaluation report involving the assessment of site acquisition and land development feasibility. Factors which have a direct impact on the sale price and value have been accounted for and include the following:

- Land: Location, area, hazards, shape, road frontage, record of title, view, contour and standard of surrounding development.

Sites were scored based on their estimated land only value range per $m^2$ with no consideration given to improvements on the properties. Sites 2, 11, 13, and 15 scored the highest due to their lower overall per $m^2$ cost. Sites 35/51 and 30/41 score the lowest due to higher per $m^2$ costs.

### 4.2.2 Perceived ease of acquisition

*Is the site owned by the Ministry, other crown department or currently being marketed for sale either by the owner or an agent?*

At the time of the 2025 Site Selection Evaluation report, none of the sites were owned by the Ministry, and are all privately owned. None of the sites were being considered for urban redevelopment by a developer.

There was no contact with any of the property owners and none of the properties were actively on the market for sale. Accordingly, all sites received a score of 0 based on the methodology scoring guidance.

### 4.2.3 Title Instruments

*What impact could title instruments have on site acquisition and use for a school.*

This new criterion intended to identify any instruments on the Record of Title that may impact site acquisition or the development of land for a school.

Besides sites 16/16A and 47/48, all scored a 5 reflective of a clean title.

The combined Site 16/16A received a 4 scoring as site 16 (90 Station Road) has a consent notice attached to the Record of Title referring to impermeable area not exceeding 600m$^2$ unless a specific design for stormwater disposal is obtained. There are also no telecommunication connections to the site which will need to be provided by the owner. A specific stormwater management approach will be required in any case, so this consent notice was unlikely to ultimately affect development of the site, but it is not a clean title thus a score of 4.

The combined Site 47/48 scored the lowest (3), as there were two easements attached to 108 Station Road subject to a water supply right and a right of way right to convey gas and electricity. Neither easements could be surrendered or varied without consent from Auckland Council and required further consideration to the school design. There was also a consent notice involving development restrictions until a change of zoning.

### 4.2.4 Site size

*Is the site of a size capable of providing for all the educational requirements of the proposed school and projected future growth?*

Site 3 scored a 4 due to reduced usable area resulting from an existing pond and steep landform towards the southwest and was also quite long and narrow. Site 15 scored a 3 due to a NZTA designation covering approximately 1.3ha of the rear boundary, which reduced the usable land area to below 5ha and would leave behind an awkward residual shape around the designation.

All other sites were large enough to accommodate the preferred site size (usable area) of 5 hectares either as a single site or combination site and scored a 5.

### 4.2.5 Topography

*Is the site of such steep or undulating topography so as to make construction very difficult?*

Sites 2 and 30/41 scored the highest at 4 as they are gently sloped in topography which would allow an easier construction process (noting at 30/41 has some steeper topography towards the south boundary but the site has a reasonable contour for 5ha of the site).

All the remaining sites scored as 3 due to more variable topography, with ground levels changing across some parts of these sites. These sites may require some recontouring to maximise the useable areas of the sites.

### 4.2.6 School Design Potential

*Does the site present good urban design and architectural opportunities that would promote good learning outcomes?*

*Are there existing buildings or other developments on the site (e.g. large sealed areas) that could be retrofitted to provide high quality educational facilities?*

This criterion was assessed by the Ministry's School Property Standard Planning Team on the three highest scoring sites (when scores on all other criteria tallied). This included sites 16/16A, 35/51, and 40/49. They provided a high-level layout to review general feasibility of the three sites; this was not intended to be a proposed design.

The scoring was based on access, accessibility, development flexibility, expansion potential, community integration, environmental risk, infrastructure risk, construction risk, and investment risk.

The Standard Planning Team concluded sites 35/51 scored a 4, noting that acquisition of the additional residential site at 43 Trigg Road would increase benefits for site development and provide more design flexibility. Sites 16/16A scored a 3 and sites 40/49 scored a 2. See the proposed layouts in Figures 6, 7 and 8 below.

**Site 16/16A layout:**

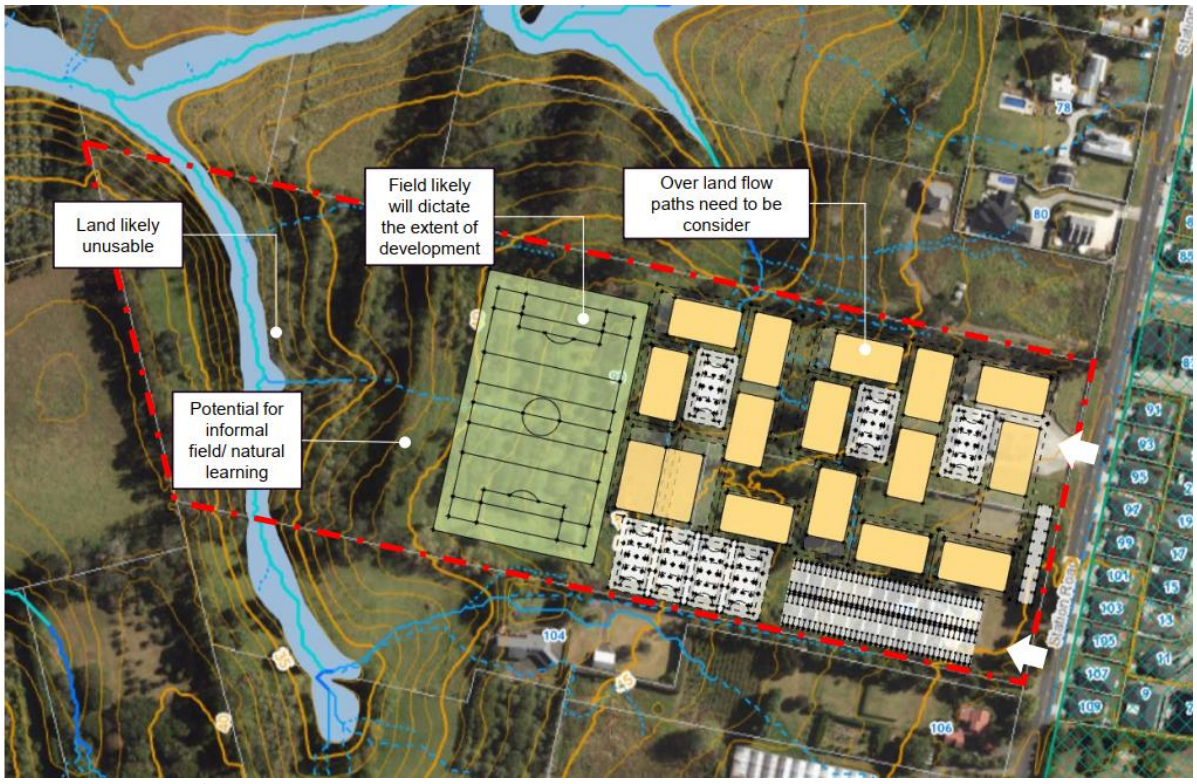


*Figure 6: Site 16/16A layout (Source: The Ministry's School Property Standard Planning Team)*

**Site 35/51 layout:**

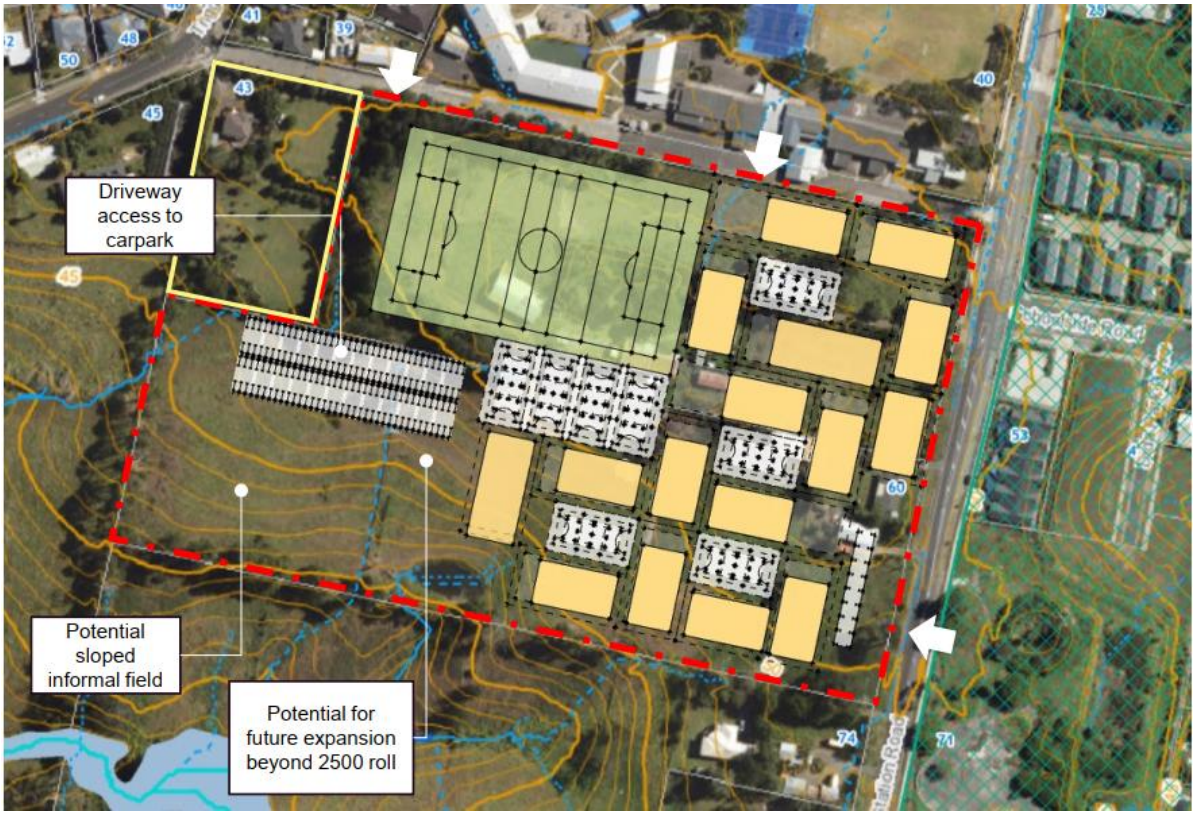


*Figure 7: Site 35/51 layout (Source: The Ministry's School Property Standard Planning Team)*

**Site 40/49 layout:**

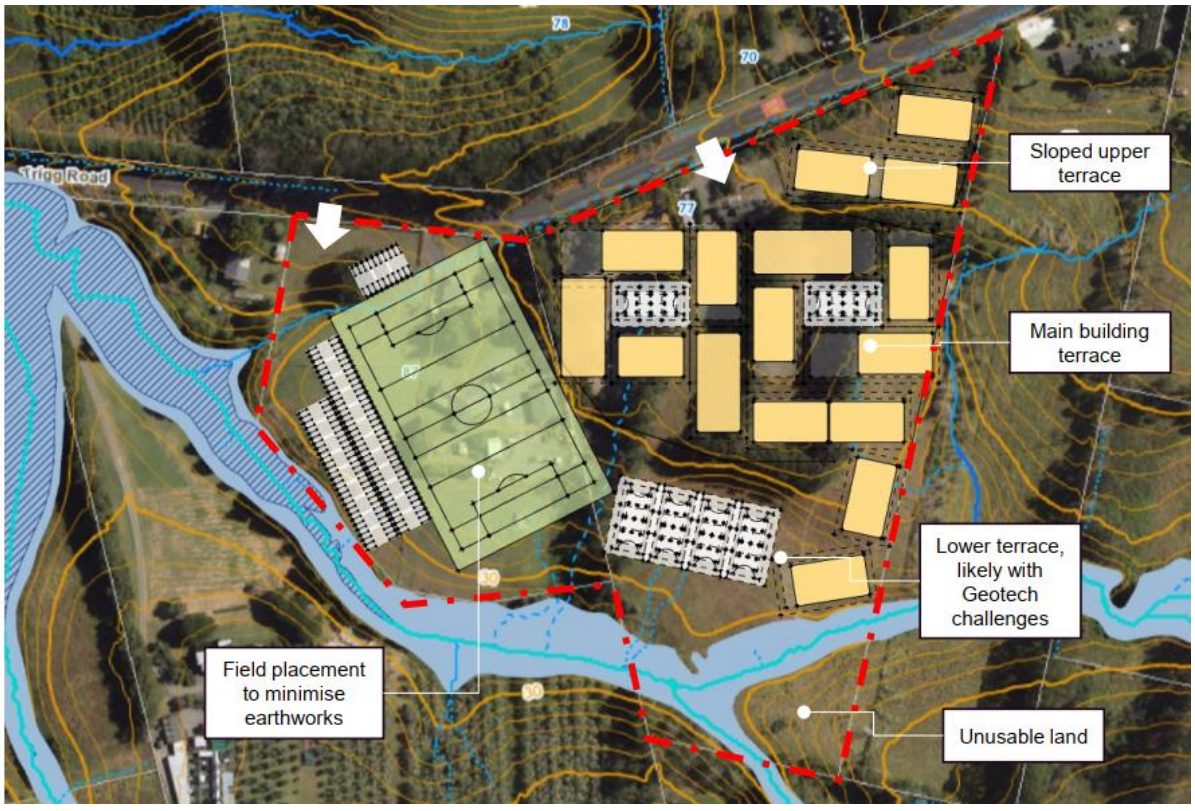


*Figure 8: Site 40/49 layout (Source: The Ministry's School Property Standard Planning Team)*

### 4.2.7 Position of site in relation to any relevant growth strategy or residential plan change

*Is the site inside or outside any relevant growth strategy area (or relevant township/new structure plan area?)*

Auckland Council has now developed and adopted the Auckland Future Development Strategy in 2023 (FDS). The Future Urban Zone within the study area is now 'red flagged' as having flood risks to be addressed at a catchment level for future land use change. The FDS has sequenced the urban development of the Kumeū-Huapai Future Urban Zone to occur after 2050+. General flooding risks are included in the evaluation of site options. While there are currently no structure plans in place for this land, the Spatial Land Use Strategy – North-West 2021 (North-West Spatial Land Use Strategy) identifies that this land will be rezoned for future residential purposes and other uses. There is no current timeframe for Auckland Council led structure planning process for this area, potentially this will be reassessed with the upcoming review of AUP.

All sites are located within the Future Urban Zone "red flagged". The Future Urban Zone applies to greenfield land that has been identified as suitable for urbanisation and acts as a transitional zone. Land may be used for a range of general rural activities but cannot be used for urban activities until the site is re-zoned for urban purposes.

Sites 3 and 30/41 on Nobilo Road is zoned as Future Urban but identified to potentially be zoned as Business – Light Industry under the North-West Spatial Land Use Strategy. Consultation with Auckland Council confirmed that this area is still considered the best for development as future business land. Furthermore, the Auckland FDS identified business zoned land is becoming more limited in availability across the Auckland region. Consequently, these sites received a 0 score as it may be challenging to pursue these options through the RMA process given the Auckland FDS strategic growth considerations, and that adjacent land uses may not be compatible even if a site is developed here.

Site 47/48 also scored lower than other options (2) as whilst likely to ultimately be developed as residential land, it is immediately adjacent to sites that are indicatively identified as proposed future Industrial zones, which is not a favourable interface for a school location.

Within the Future Urban Zone, NZTA has made a decision on its Notice of Requirement for a rapid transit network to operate adjacent to the current SH16 corridor through Kumeū-Huapai. This is to provide for improved public transport options given the growing population in the Northwest, with at least two rapid transit stations to be located along this route in this area. NZTA advised that even with updated flood information there is no current intention to reposition these future rapid transit station sites (the footprints may be reduced but unlikely to be moved). It should be noted the Notice of Requirement relating to the location of future Rapid Transit Network (RTN) bus stations for Kumeū-Huapai is still subject to appeals being resolved.

Potential school sites were also assessed as to whether they are in an 800m walkable catchment of the two proposed rapid transit station locations. Site 15 was within an 800m walkable catchment of the proposed western station and scored a 4, with Site 2 located just outside (scoring a 3) and sites 30/41 partially within (noting that site 30/41 scores 0 due to its location within the indicative future Industrial zone). All other sites were located further than 800m from either indicative future station. Figure 9 below indicates the 800m walkable catchment in relation to the sites. Whilst sites 2, 15 and 30/41 were the best positioned for the locations of the future rapid transit stations and therefore well oriented in regard to land use and public transport integration, these facilities may not be delivered until well into the 2040s. All other sites scored a 3 as they are in the Future Urban Zone in areas that are likely to be developed for residential use in the future.

Proposed Plan Change 120 recently notified by Auckland Council proposes greater intensification in walkable catchments around Rapid Transit Stations. This would only come into effect for the Kumeū-Huapai area in the future when the proposed Northwest Rapid Transit Network Busway is extended to this area (currently unfunded). The Stage 2 sites also did not impact on any of the indicative future local and town centres in the Spatial Land Use Strategy – North-West where consideration would need to otherwise be given to how they may achieve high density residential development around centres.

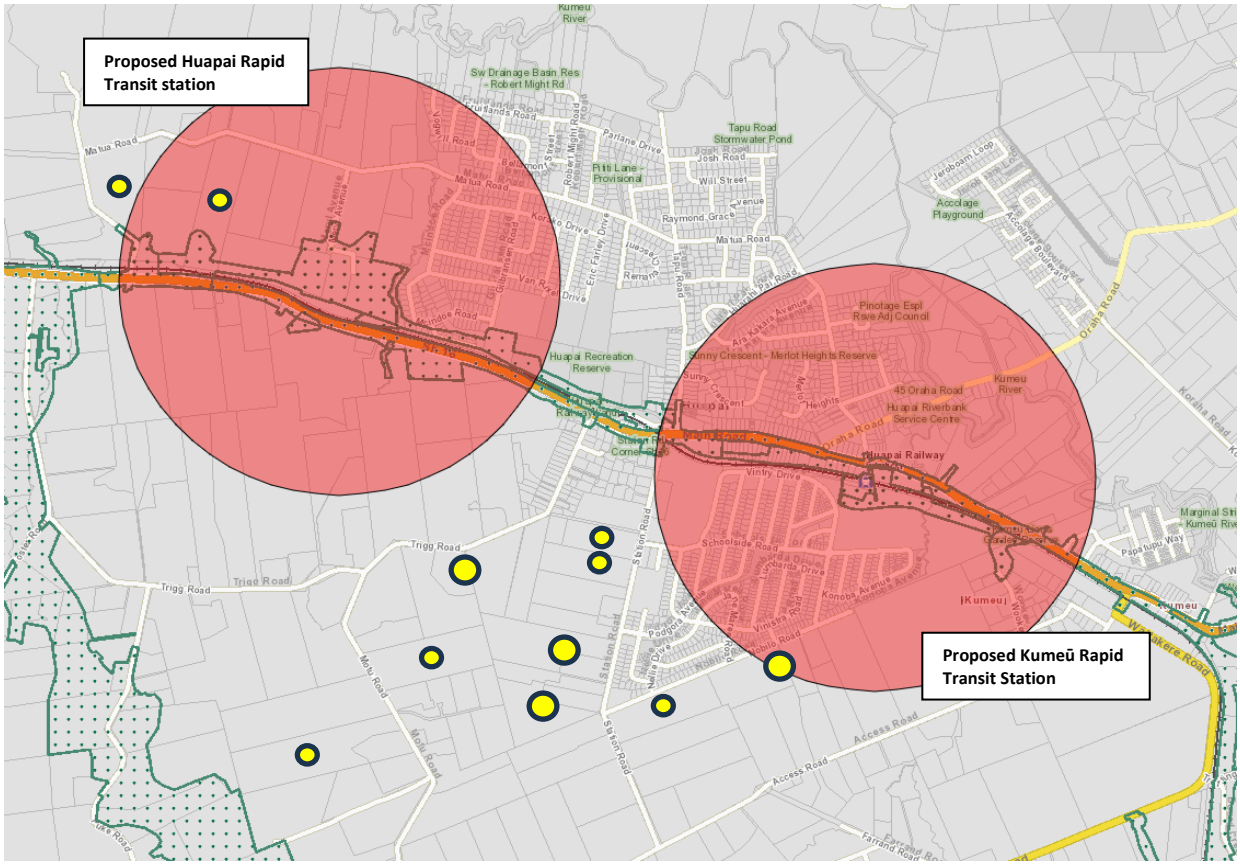


*Figure 9: 800m walkable catchment from two approximate future rapid transit station locations. Yellow dots are the location of sites within this study (Source: Author's Own, 2025)*

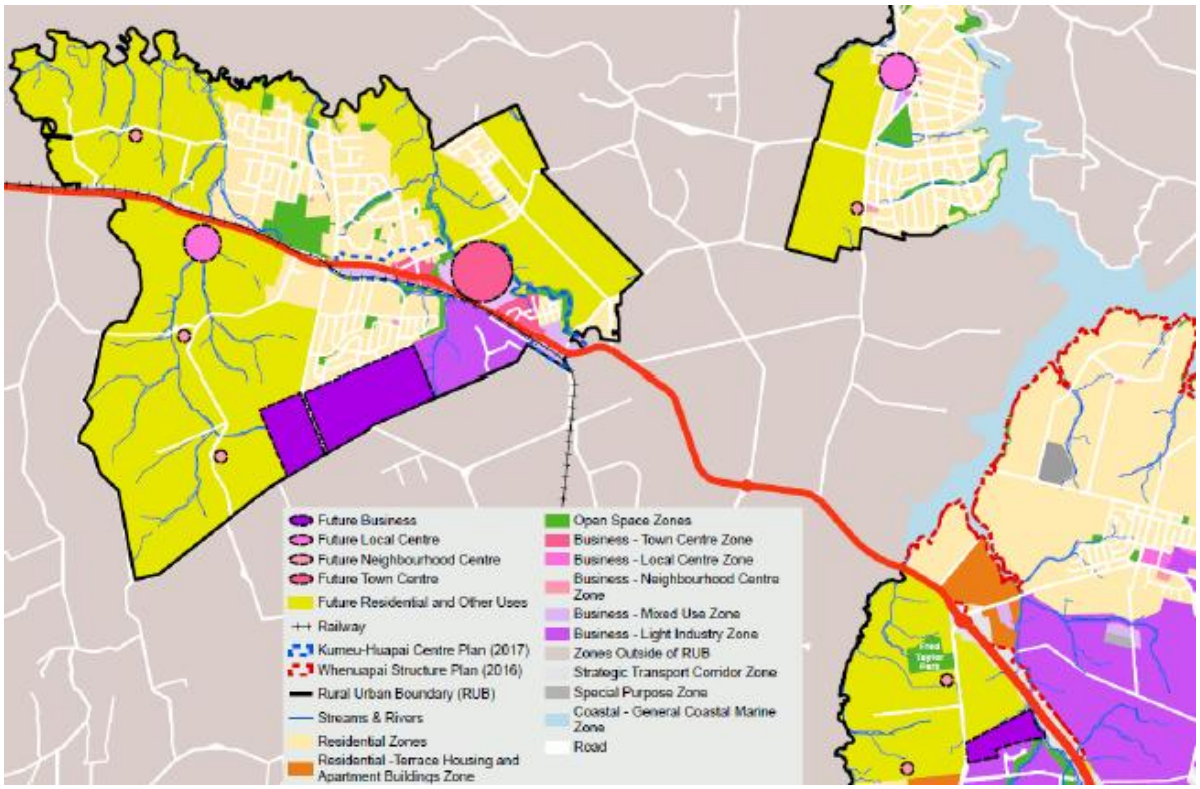


*Figure 10: Spatial Land Use Strategy - Kumeū-Huapai, Riverhead and Redhills North (Source: Spatial Land Use Strategy – North-West, Auckland Council May 2021)*

### 4.2.8 District Plan Zone

*Are the district plan zonings (or proposed zonings in a relevant structure plan) suitable for this school?*

Whilst any school would be designated and thus not need to comply with the underlying zoning, compatibility or otherwise the underlying planning provisions indicates the potential level of risk for a designation in terms of the planning strategy for the area and likely adjacent development.

All sites were located within the Future Urban Zone. Currently, it is a discretionary activity to develop a school in this zone. Subsequently all sites scored a 4. Whilst the Ministry would use a designation rather than land use consent to establish a school, given the land use strategy in place within the Future Urban Zone, it was reasonable to assume that the sites within this area to be zoned for urban use which would include zoning for residential land use supported with local centres, would be considered appropriate zoning for which to locate a new school.

Under the *Spatial Land Use Strategy – North-West*, all sites were to be located within an area indicatively shown for future residential development with the exception of sites 3 and 30/41 which were expected to be developed for Business – Light Industry.

All sites were located within the Minister of Defence (Whenuapai Air Base) Airspace Restriction Designation – ID 4311, Defence purposes – protection of approach and departure paths. Condition 2 of this designation specifies that *"no obstacle shall penetrate the approach and departure path obstacle limitation surfaces. This restriction shall not apply to any building being erected which has a height of not more than 9.0 metres above natural ground level"*. While a three-storey school building would likely exceed 9.0m, it was assumed that a building of this height would also not

breach the obstacle limitation surface, given other developments in the area which exceed the height of a three-storey school building have been granted (i.e. retirement village development on Station Road).

### 4.2.9 Location within the proposed student catchment

*Is the site well located within the proposed school's likely zone?*

All the sites are well located within the proposed school catchment, being the North-West area, capturing students in the Kumeū-Huapai, Riverhead, Waimauku, Taupaki and Muriwai areas and surrounding rural catchment (see Figure 9).

All sites are located within the Future Urban Zone and have been identified within Auckland Council's Spatial Land Use Strategy – North-West as an area of future urban growth. Site 15 is well located within a walkable catchment of the proposed RTN Huapai bus station which has some relevance for ease of access to the site particularly for students arriving from the wider catchment outside of Kumeū-Huapai by bus. Accordingly, it scored a 5. All other sites scored a 4.

### 4.2.10 Existing Site Constraints

*Does the site contain immovable structures such as transmission line towers, large buildings or communication masts? Or is the site located close to operations that may have reverse sensitivity considerations?*

There were no overhead power lines, cell sites or radio communication structures on any of the sites.

Some of the sites with structures or buildings would require removal (e.g. houses), and several had significant shelter plantings and/or fruit tree orchard plantings that would require removal. Site 2 scored a 4 on the basis that there were limited buildings to remove and no significant tree planting across the sites. All other sites except Sites 13 and 15 scored a 3 due to the extent of vegetation and buildings that would need to be removed, and in the case of Site 11 there was a stream affecting the property but without significant existing riparian vegetation.

Site 13 scored a 1 given there were two streams crossing the middle of the site with substantial riparian vegetation unable to be moved in addition to existing buildings and other trees that would need to be removed.

Site 15 scored a 2 due to the rear section of the site being subject to an NZTA designation planned to be developed as a stormwater detention pond. This designation boundary covered approximately 1.3ha of the site. In addition to this, there were substantial vegetation throughout the site which would require removal.

### 4.2.11 Road Frontage

*Does the site have appropriate legal road access to its boundaries? Does the site have road frontage to all its boundaries? Is road frontage likely to provide safe access to the school for all modes?*

The Ministry commissioned Abley to provide a report detailing transportation matters, and this included an assessment of the road frontages of each site. A site with roads (or planned roads that will be in place by 2029), on all boundaries scored higher than a site with less or no roads.

Site 2 scored a 2 as it has road frontage along three site boundaries on Matua Road, providing more than 640m road frontage. There are no footpaths near the site and was within an 80km/h speed limit area. While this site is close to the future RTN Huapai bus station, this is not expected to be developed until well after 2029.

Site 3 has road frontage on two boundaries of the site, a footpath on the opposite side of the road and is within a 50km/h speed environment. This site scored a 3.

Site 11 has road frontage of 160m along Motu Road. There are no footpaths near the site and was within an 80km/h speed limit area. This site scored a 1.

Site 13 has limited road frontage of 72m which creates limitations for pick-up and drop-off for a school. Additionally, there are no footpaths, cycle facilities or bus stops, and is within an 80km/h speed environment. This site scored a 1.

Site 15 has limited road frontage (135m) on one boundary of the site, which creates limitations for pick-up and drop-off options. The southern boundary of the site lies on SH16; however, access could not be taken from SH16 due to grade separations and the rail line. Additionally, there are no footpaths, cycle facilities or bus stops, and is within an 80km/h speed environment. While this site is close to the future RTN Huapai bus station, this is not expected to be developed until well after 2029. There is also poor visibility for future access points. This site scored a 1.

Site 16/16A has road frontage (160m) on one boundary of the site sufficient for pick-up and drop-off options. There is a footpath on the opposite side of the road and is within a 50km/h speed environment. This site scored a 2.

Site 30/41 has 360m of road frontage on one boundary of the site. Visibility on the Nobilo Road frontage is good. There is a footpath on the opposite side of the road and is within a 50km/h speed environment. This site scored a 3.

Site 35/51 has a road frontage of 205m on Station Road and potential access via the Huapai District School access road on the northern boundary, which also provided access to Trigg Road. There is a footpath on the opposite side of the road, on-street parking, kerb and channel and good visibility, and is within a 50km/h speed environment. The Abley report notes there is potential for congestion at the school gate. This site scored a 3. It was considered that operational measures (such as staggering of the school start and finish times) would improve the score in regard to the road frontage criterion.

Site 40/49 has a generous 340m of road frontage on Trigg Road. There are no footpaths on the site frontage and is on the boundary of the 50km/h to 80km/h speed environment. This site scored a 3.

Sites 47/48 has a limited road frontage of 65m along one boundary. The frontage is along an awkward bend in Station Road and opposite the Nobilo Road intersection. There is a footpath opposite the road, and is near the speed transition from 50km/h to 60km/h. This site scored a 1.

#### 4.2.12 Transport Network

*In the opinion of qualified traffic engineers, is the site well serviced by a transport network that is safe and has sufficient capacity for the proposed school?*

The Abley report also provided an assessment of the transport network. This assessment was based on a high-level analysis of the existing and future transport environment, road safety, public transport, walking and cycling facilities, school bus services and parking and pick-up/drop-off zones. A site considered more accessible via alternative means of transport scored higher than one that was remote of these services. It should be noted that Abley within their report based their assessment on the transport network that will be in place in 2029 when the school is anticipated to be required.

The Abley report indicated numerous potential benefits from the recently signalised Station Road and SH16 intersection.

Site 2 scored a 1. The Matua Road/SH16 intersection is proposed to be converted to a left in, left out intersection which will enable limited capacity. The site is not currently accessible by public transport and there are no footpaths or cycle facilities on Matua Road. The site has poor connection to residential catchments found to the south and east of the site and private vehicles would be required for transport to the site, however there are limited opportunities for on-street parking. The site is located on the edge of the Kumeū-Huapai growth area, resulting in longer journeys for the local catchment (i.e. those residents within Kumeū-Huapai).

Site 3 scored a 3. Nearby key intersections on Station Road and Access Road are signalised intersections and expected to have low traffic prior to any development in the area. The Nobilo/Station Road intersection may require improvements due to visibility issues and vehicles travelling at high speeds. Access to the school could be distributed over three intersections. The site has a footpath on the opposite side of the road, with bus stops on Nobilo Road 200m from the site. There is no footpath on the southern (school) side of Nobilo Road. The site is on the edge of the Future Urban Zone and adjacent to a large residential development (Huapai Triangle).

Site 11 scored a 2. Trigg Road/SH16 intersection may have required an upgrade to cater for school traffic, although right turning traffic onto SH16 could utilise the recently upgraded Station Road/SH16 intersection. There is no proposal to upgrade the Trigg Road/ SH16 intersection in the short to medium term. The site is not currently accessible by public transport and there are no footpaths or cycle facilities on Motu Road. There are no short-term plans for infrastructure upgrades to Motu Road and there are poor connections to residential catchments found east of the site. Private vehicles would be required with limited opportunities for on-street parking.

Site 13 scored a 2. Trigg Road/SH16 intersection may require an upgrade to cater for school traffic, although right turning traffic onto SH16 could utilise the recently upgraded Station Road/SH16 intersection. There is no proposal to upgrade the Trigg Road/SH16 intersection in the short to medium term. The site is not currently accessible by public transport and there are no footpaths or cycle facilities on Motu Road. There are no short-term plans for infrastructure upgrades to Motu Road and there are poor connections to residential catchments found east of the site. Private vehicles would be required with limited opportunities for on street parking. The site is located on the edge of the Kumeū-Huapai growth area, resulting in longer journeys for the local catchment.

Site 15 scored a 1. The Matua Road/SH16 intersection is proposed to be converted to a left in, left out only intersection which will have limited capacity. Right turning traffic will need to use Tapu Road/SH16 which has limited capacity. The site is located on the edge of the Kumeū-Huapai growth area, resulting in longer journeys for the local catchment. It is not currently accessible by public transport, and there is no walking or cycling facilities along Matua Road. The site also has very poor visibility and will be difficult to locate an access accommodating high volumes of traffic. Towards the southern end of the site, it may be impacted by the future access road/RTN station.

Site 16/16A scored a 3. The Station Road/SH16 intersection has been upgraded and signalised. There were 19 reported crashes on Station Road in the past 5 years, although they were minor or

non-injury. There is a bus route along Station Road, with potential for bus services to be combined with Huapai District School. There is a footpath opposite the road. The site is located within the future urban zone adjacent to a large residential development (Huapai Triangle).

Site 30/41 scored a 3. Both of the key intersections from SH16 (Station Road and Access Road) are signalised. There are visibility issues and vehicles travelling at a high speed along the Nobilo/ Station Road intersection which may require minor improvements to increase the safety of the intersections such as removal of vegetation and kerb build outs of speed humps to slow traffic down. Traffic access can be distributed through three intersections. A bus route travels along Nobilo and Station Road, with a bus stop outside the site along Nobilo Road. There is a footpath opposite the road, but no footpath on the southern side of Nobilo Road. There are parking opportunities, and low traffic volumes on Nobilo Road appropriate for school pick up and drop off.

Site 35/51 scored a 3. This site has the benefit of a potential secondary access to Trigg Road (see Figure 11 below of the existing Huapai District School access drive) and the opportunity to address infrastructure such as access, parking and pick up and drop off jointly. The Abley report notes that operational factors may further improve the score in regard to the transport network criterion.

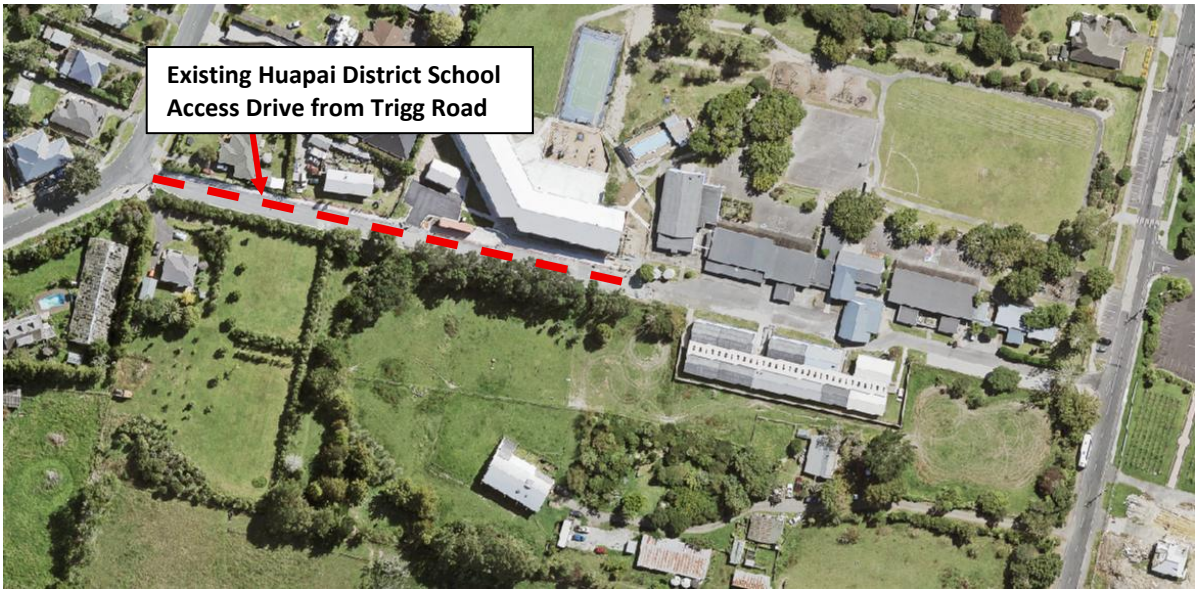


*Figure 11. Existing access from Trigg Road, used by Huapai District School*

The Station Road/SH16 intersection is signalised, however, has limited capacity due to a single lane on the Station Road approach. There is a bus route along Station Road. There are footpaths and cycle lanes on Station Road from SH16 to the site. There is a raised pedestrian crossing north of the site. There is no footpath or kerb along the site frontage, so this would need to be extended. There are dedicated parking, and bus stops for Huapai District School north of the site, providing opportunity for shared facilities.

Site 40/49 scored a 2. Trigg Road/SH16 intersection was considered unlikely to cater for school traffic. Traffic distribution would need to occur over several intersections. There are no footpaths or cycle lanes along the road frontage, however there is a footpath on both sides of the road linking SH16 east of the school site. Limited opportunities for on street parking.

Sites 47/48 scored a 3. The Station Road/SH16 intersection has recently been upgraded to a signalised intersection. The Station Road/Tawa Road/Access Road intersections are expected to be upgraded in the medium to long term. There is a bus route along Station Road, as well as a footpath

on the opposite side of the road. There are limited opportunities for on-street parking. The site is located within the future urban zone adjacent to a large residential development (Huapai Triangle).

### 4.2.13 Water (Potable and Fire Fighting)

*Assessment required or whether service is currently available, expected by 2029, and if not available or planned whether within 200m or further than 200m. This will influence the cost of, or feasibility to develop a school.*

Sites 2, 11, 13, and 15 received the lowest score (1) due to no water supply connections within 200m of the site. Sites 3 and 35/51 scored the highest score of 5 due to sufficient supply and convenient connection. Sites 16/16A scored a 4 as it has sufficient supply, but connection would be required. The remaining sites (sites 30/41, 40/49, and 47/48) scored a 3 as there is supply within 200m of the site.

### 4.2.14 Wastewater

*Assessment required or whether service is currently available, expected by 2029, and if not available or planned whether within 200m or further than 200m. This will influence the cost of, or feasibility to develop a school.*

Sites 2, 11, 13, and 15 scored a 0 as there are no wastewater lines within 200m of the site. All other sites scored a 3 (sites 3, 30/41, 40/49, and 47/48) or 4 (sites 16/16A and 35/51) depending on existing nearby connections and opportunities for connection.

### 4.2.15 Stormwater

*Assessment required of available to reticulated stormwater system or feasibility of an on-site system.*

All sites scored a 2 as there are no nearby or sufficient stormwater connections.

### 4.2.16 Electricity and Fibre

*Assessment required on whether service is currently available, expected by 2029, and if not available or planned whether within 200m or further than 200m. This will influence the cost of or feasibility to develop a school. 3 points are allocated to electricity and 2 to fibre to provide a total of 5.*

All sites have access to existing 11Kv overhead or underground lines making connection sufficient and convenient. However, sites 2, 11, 13, and 15 received a lower score (3) due to limited fibre connection. All other sites scored a 5 as they have sufficient connection to both fibre and electricity. Noting, sites 16/16A has an existing fibre connection.

### 4.2.17 Geotechnical

*Does the site have any history or demonstrate any evidence of instability or poor ground conditions.*

The Tonkin and Taylor desktop assessment was based on published geological maps, a review of data from the New Zealand Geotechnical Database, Auckland Council GeoMaps, Auckland Council property files supplied to Tonkin and Taylor and a review of Tonkin and Taylor's files from previous projects.

The geotechnical desktop assessment found that Sites 2 and 15 consist of near level sites. Site 3 may have had historical localised filling near the gully in the northwestern corner and stream in the southern boundary of the site, noting uncontrolled fill may be present in these areas.

All sites may require ground improvements such as preloading and contain medium consolidation settlement and liquefaction potential.

Overall, across the sites, all the sites could have up to two storey buildings founded on shallow flexible or rigid raft foundations. For these reasons, Sites 2 and 15 scored a 4, and all remaining sites scored a 3.

### 4.2.18 Flooding

*Does the site have any history or demonstrate evidence of flooding?*

The preliminary desktop assessment for flood hazards was conducted based on GIS data from Auckland Council Geomaps. Overland flow paths were generated based on 2016 LiDAR data and flood plains and flood prone areas identified from Rapid Flood Hazard Management. For a detailed overview of this criterion, see Tonkin and Taylor's report titled *Desktop Assessment for Kumeū Secondary School Site Selection* dated August 2025.

Site 2 features five minor overland flow paths on the site which discharge into neighbouring properties. This site scored a 5.

Site 3 involves overland flow paths covering some of the land, leaving more than 5ha of usable land. This site scored a 3.

Site 11 contains five overland flow paths which connect to a permanent stream within the centre of the site. The stream has a surrounding flood plain. This site scored a 2.

Site 13 contains a permanent stream and associated flood plains running north to north-west across an eastern portion of the site. This site scored a 2.

Site 15 features multiple overland flow paths flowing through the site with three overland flow paths discharging via boundary into a neighbouring property. This site scored a 4.

Sites 16/16A features a permanent stream entering the site via the southern boundary, flowing through the site and discharging through the site's northern boundary. It has an associated flood plain. This permanent stream picks up two smaller overland flow paths. There are five overland flow paths located in the eastern section of the property. These flow paths generally run north to north-west-west across the site, discharging to the neighbouring property via the northern boundary. This site scored a 4.

Sites 30/41 has some affected areas of flooding on the southern boundary but does not divide the property or cause any significant disruptions. Six smaller overland flow paths initiate within the site converging on the flood plain or exiting through the northern boundary. This site scored a 4.

Sites 35/51 features minor overland flow paths within the site. This site received the highest score of 5.

Sites 40/49 has a permanent stream flowing along a large section of its western boundary, with an associated floodplain. Two permanent streams flow onto the site via the southern and eastern boundaries and converge within the site before discharging over the western site boundary. This site scored a 4.

Sites 47/48 scored a 4 as there is some existing flooding with no significant impacts to the core areas.

#### 4.2.19 Contamination

*Does the site have any history of uses that may result in contamination of the land?*

The assessment was based on a review of historic aerial photographs available on Auckland Council Geomaps and Retrolens as an indication of historic land use on and in the immediate vicinity of each site. Tonkin and Taylor also obtained and reviewed Auckland Council site contamination enquiry reports for each site, as well as reviewing ground contamination investigation reports held within Tonkin and Taylor files for the sites (if available).

In regard to site history as inferred from aerial photographs, most of the sites with the exception of sites 3, 13 and 40/49 appeared to have been used for horticultural purposes. Sites 3 and 30/41 may have possible infilling of a former gully and potential wood treatment/ preservation activities and scored a 2. Site 13 has mainly a history of pasture use with residential dwellings and an equestrian area and scored a 4.

The Tonkin and Taylor report reviewed the current and historical land uses for sites 2, 15, 16/16A, 40/49 and 35/51, and detailed that they have been predominantly used for residential purposes but with coincident commercial/industrial activity that is known or suspected to have resulted in contamination being present that is above land use standards. These sites may require limited contamination remediation or management to allow school development. For these reasons, these sites all scored a 3.

Sites 47/48 also scored a 3, as it has a history of historical horticultural/floricultural land uses. Further analysis of the site indicated it may have contaminates present due to a pond with associated onsite activities, and the dwelling containing ACM which was subject to fire damage around 2010.

Research on Site 11 indicated that the operation of a transport depot on the site was not consented, leading to the identification of a number of potential Hazardous Activities and Industries List activities occurring on the site which means there was some uncertainty on the presence/magnitude of potential contamination. For this reason, this site scored a 2.

An analysis of Site 13 has indicated that, given the site has been predominantly used for residential land use, any contamination is predominantly associated with the demolition of residential structures. There is potential for the site to have been contaminated by pesticides due to spray drift from neighbouring horticultural land uses. However, the potential for such contamination to have

occurred to the extent that contamination concentrations on site would require management is low. For this reason, Site 13 scored a 4.

### 4.2.20 Noise and amenity effects on any proposed school

> *Do land uses (or potential land uses identified in a structure plan) in the vicinity of the site produce significant noise? E.g. airports, train network, state highway noise corridors.*

Most sites are zoned Future Urban with a likely future residential zoning in the Land Use Strategy. It is anticipated that any future zoning of the land would allow for activities of varying noise levels and would not be incompatible with a school activity that has a suitable building design with the exception of sites 3, 30/41, and 47/48. Other adverse amenity effects such as odour were considered unlikely from the types of activities that would be here.

Site 3 and 30/41 is located in an area that may be developed as a Business – Industrial area in the future as shown in the Spatial Land Use Strategy – North-West. There is potential for noise and odour issues when adjacent land is developed. These two sites scored a 3.

Sites 47/48 is in an area expected to develop as a suburban residential area in the future (towards the north), however, sites adjoining to the southeast are indicatively shown in the Spatial Land Use Strategy - North-West to be zoned Business – Industrial in the future, which may create some potential noise or odour issues from proximity to these areas. Due to this, Site 47/48 scored a 4.

An area drive-over and analysis of aerial photos did not indicate any existing activities that may have significant adverse amenity effects such a noise or odour on an adjacent school. Accordingly, all other sites scored a 5.

### 4.2.21 Ecological Impact

> *How will the construction and operation of a school on the site effect animal and plant ecology, loss of habitat, disruption of territorial domains and interruption of ecological corridors? Are there existing ecological studies or reports available on the site?*

Consultation with Auckland Council confirmed that there has been no wetland mapping undertaken for the search area.

None of the sites are located within a mapped Significant Ecological Area. An analysis of overland flow paths and location of permanent streams has been assessed on the Auckland Council GeoMaps GIS system. Any sites where overland flow paths are present were scored a maximum of a 4 (noting that this is reduced on some sites due to other features). This is due to the potential for any overland flow paths on the site to be indicative of intermittent streams or wetlands which would affect the consenting risk in regard to the *National Environmental Standard for Freshwater Management*. Where permanent streams are indicated on Auckland Council GeoMaps, these were acknowledged and noted in the 2025 Site Selection Evaluation report.

Site 3 scored a 3 as the Auckland Council GIS indicated that overland flow paths on the site connect to the head of a permanent stream running along the south boundary on the immediately adjacent site. There is an existing pond located by the west end of the site, it was unclear whether this was artificially constructed or a natural feature.

Site 11 scored a 3 as it has one stream near its origin running through the site as well as overland flow paths which connect to the stream.

Site 13 received the lowest score 2 given two streams running through the site and one adjacent to the west boundary and associated riparian planting. There are also multiple overland flow paths draining to these streams. Any school development on this site would need to take into account minimising works around these.

Site 40/49 scored a 3 given the potential presence of a wetland on Site 49 towards the south boundary identified from Auckland Council's GIS aerials. A permanent stream also runs through this section, towards the south boundary of the site. These are on the periphery of the site so development may be able to avoid these features.

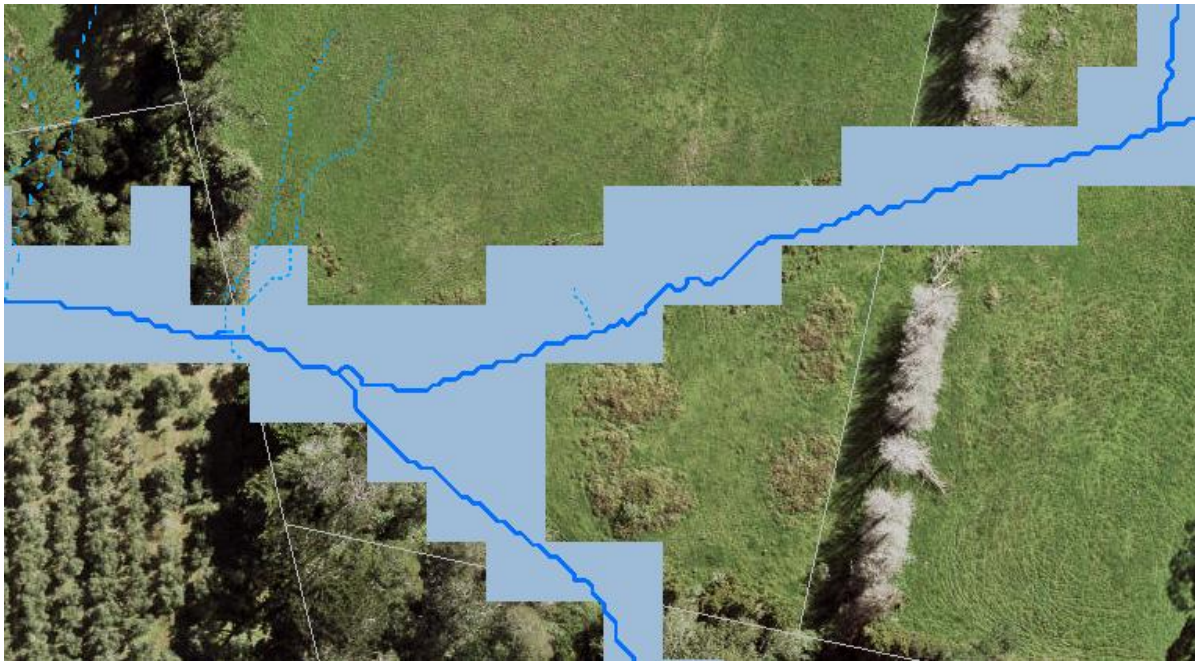

*Figure 12: Steam and potential wetland located at Site 40/49 (Source: Auckland Council GEOMAPS)*

Sites 47/48 scored a 4 as there are overland flow paths present towards the northwest corner of the site. Property files also indicated there is an existing pond in the northwest corner of site 47. Based on the property file it appears artificially made based on an application for a proposed dam to filter the stormwater as part of a subdivision consent in this location.

*Figure 13: Existing pond at 116 Station Road, Site 47 (Source: Prover GIS Maps)*

There is an existing pond on the periphery of site 35/51 that appears form aerial photo sequences to be an artificially constructed feature and is on the southern edge of the site and drains away from the site, so it was scored a 4.

*Figure 14: Existing pond at 60 Station Road, Site 51 (Source: AUP)*

Sites 2 scored a 5 as it is not impacted by streams, overland flow paths and has minimal existing vegetation.

The 2025 Site Selection Evaluation report noted that an onsite assessment of ecology should be undertaken as part of due diligence before any site is acquired.

### 4.2.22 Cultural or Other Significance

*Is the site of cultural, spiritual or other significance?*

None of the sites have any historic buildings or features present, nor do they have any identified cultural or environmental significance in the AUP.

Every site is within the Statutory Acknowledgement area of Te Kawerau ā Maki. The statutory acknowledgement is focused on the Kaipara River and tributaries.

NZAA records were also checked, and no recorded sites were identified. However, there is always the potential for unknown cultural sites to be present.

Based on available information the risks to sites 2, 15, 35/51, and 47/48 were assessed as lowest and these sites have been scored a 5. The remaining sites 3, 11, 13, 16/16A, 30/41, and 40/49 were scored a 4 given the potential cultural risk around the streams which run through or adjacent to these sites or the likely presence of a wetland.

The Ngāti Whātua Ōrākei Iwi Management Plan of relevance to parts of Auckland was also reviewed which did not raise any particular issues in relation to the work.

The 2025 Site Selection Evaluation report recommended that as part due diligence for this project, a cultural values assessment for the search area is obtained to ground truth the assumptions made in this report in regard to cultural effects in regard to the short-listed sites.

### 4.2.23 Opportunities for co-location or shared facilities with other parties

*Subject to a separate agreement, could the site make use of council reserve or other land for sharing of sports fields/other facilities?*

No sites are near to any Auckland Council reserves or Matua Ngaru School in Gilbransen Road north of SH16.

The sites have varying relationships with their proximity to Huapai District School.

Combined site 35/51 is located adjacent to Huapai District School. The 2025 Site Selection Evaluation report explained that if a secondary school was established on this site, it could provide co-location opportunities for the primary school such as shared access and pick up and drop off arrangements, fields and resource spaces. For this reason, Site 35/51 scored a 5.

Other sites in walking proximity to Huapai District School would be unlikely to directly benefit a new secondary school in regard to providing facilities that could be used but may provide benefit back to the primary school by having new secondary school facilities available for their use. Sites 16/16A and 40/49 scored a 3 given they are the next closest sites to the existing Huapai District School. These are within a walkable distance but did not provide the same opportunity as Site 35/51 to integrate/share transport infrastructure. There is a footpath access from these sites on the opposite side of Station Road.

Sites 40/49 also scored a 3 as it is within a walkable distance to Huapai District School through the Trigg Road access. There is an existing footpath from the edge of this site to Huapai District School.

Sites 3, 30/41 and 47/48 scored a 2 being towards the upper extent of an 800m walking distance depending on route taken.

The remaining sites scored a 1 given their lack of proximity to the existing Huapai District School, Huapai Domain and Matua Ngaru School. The locations of these sites to these facilities are not walkable and vehicle transport options would need to be relied upon.

## 4.3 Property File Review

Property files were sourced from Auckland Council, and any relevant information was reviewed. Given the rural locality of the study area, the property file content generally included information relating to various resource consent and building consent applications involving dwellings, minor subdivision consents and minor works to sites such as alterations to dwellings.

The property file for combined sites 35 and 51 contained a granted resource consent from 2014 for the Ministry of Education to temporarily relocate and utilise school buildings onto the adjoining site at 54 Station Road. Existing vehicle access was granted to be used via the Huapai District School site. Pedestrian access was to be provided from the existing school site to the relocated school buildings. Parking was also maintained on the existing school site. The property file also contained a geotechnical engineering investigation in regard to the temporary classroom block.

The property file for Site 16A showed previous consent limitations due to the site's proximity to an indicative road in the former Rodney District Plan. This is no longer shown on the AUP GIS maps and is assessed as no longer being relevant.

Property files for sites 47/48 indicated there is an existing pond in the northwest corner of the site. This is an artificial pond constructed in 1993 for the purpose of filtering stormwater.

## 4.4 Consultation

Consultation with property owners did not occur for the 2025 Site Selection Evaluation report. Stakeholder consultations were undertaken with the Auckland Council 'family' and roading agencies in 2022 and 2025 as follows:

***2022 Stakeholder Consultation***

A preliminary meeting between Incite/Abley and Auckland Council/Auckland Transport took place in 2022 to help inform the scoring on the original shortlisted options, to understand Auckland Council's planning strategy for the area, and identify any high-level issues that Auckland Council (Plans and Places) or Auckland Transport may have with the options. Several meetings were also held with the Supporting Growth Alliance in regard to planned works as part of the Supporting Growth Programme within the North-West.

<u>Auckland Council - Plans and Places</u>

Auckland Council staff were less supportive of locations on the very edge of the Future Urban Zone which Auckland Council considered would have a poor walking catchment, and being on the edge of the urban area would potentially encourage urban sprawl beyond the rural/urban boundary around the focal point of a potential school. Auckland Council staff also did not favour consideration of sites outside of the rural urban boundary, which would have the same issues in regard to its location outside of a walkable catchment, and the potential encouragement of urban sprawl.

Auckland Council staff expressed more positive feedback on potential options closer to the centre of the urban area of Kumeū-Huapai, taking into account the Future Urban Zone and the rural urban boundary. In particular, Auckland Council staff also stated that some of the sites south of SH16 and closer to the current urban zoned land may be potentially near a location where Auckland Council may consider to site parks and sports fields in the future, which could have a potential mutual benefit for any school in the vicinity. However, there are currently no indicative or specific sites identified for this possible future use that we are aware of. Both Station Road sites being assessed at the time (sites 16 and 35/51) are located immediately adjacent to the current housing development in the Huapai Triangle and would benefit from the planned upgrades to Station Road (since completed). Proximity to current developments would benefit nearby pupils being able to walk and cycle. Auckland Council staff also positively commented on the potential synergies a school on either of these sites could have in regard to being located adjacent or close to the existing Huapai District School.

Auckland Transport

Feedback from Auckland Transport generally expressed a preference for sites located in the centre cluster of the study area, as these are likely to be close to where people live or are likely to live as the area develops. In general, Auckland Transport would not support sites that rely on private vehicle travel to the school. Auckland Transport were not supportive of considering a site outside of the urban or Future urban zoned area, given such a location would not be ideal if the school is to function as an urban school to serve the future Kumeū-Huapai catchment. A rural locality for the secondary school would be difficult to service in regard to transport solutions. Additionally, a site in a rural location would require extensive upgrades and its distance from the Kumeū-Huapai Centre would result in the school being car-centric.

Options relying on direct access to SH16 were not favoured (Site 15 has frontage of SH16 and Matua Road and Site 2 is also located within the vicinity of the Matua Road/SH16 intersection). Auckland Transport advised a school on this site would likely require the signalisation of this intersection given students travelling from the south would need to cross SH16.

Sites south of SH16 closer to where residential development is to occur earlier were generally favoured. Sites along Station Road would benefit from the upgrade of the Station Road/ intersection upgrade (now complete). In regard to site 35/51, Auckland Transport recommended that the Ministry explore additional access from Trigg Road/as well as the existing private lane servicing Huapai District School. Sites along Trigg Road and Motu Road would require works to accommodate footpaths, cycle lanes and the movement of buses.

Supporting Growth Alliance

Consultation was also undertaken with the Supporting Growth Alliance. In May 2022, the Supporting Growth Alliance released public consultation information plans for the following projects, which are anticipated to be delivered in the next 10 to 30 years to support growth:

- A future rapid transit corridor between Redhills and Kumeū-Huapai;
- Two rapid transit stations located in Kumeū and Huapai;
- Provision for cycling and a walking corridor adjacent to the rapid transit corridor;
- A future alternative State Highway extending the existing North-Western Motorway from Brigham Creek Road to SH16 east of Waimauku.

Notices of Requirement for these works have since been lodged and decisions made by the requiring authority. The NZTA and Auckland Transport are currently working through appeals to enable these designations to be fully confirmed.

***2025 Stakeholder Consultation***

Auckland Council – Planning and Resource Consents

Auckland Council confirmed that the indicative industrial business area (employment land) in the Spatial Land Use Strategy – North-West was still the best location for such land in the area given it is becoming more limited in availability across the Auckland region.

Other matters raised by Auckland Council included:

- Development of a school around the indicative future commercial centres was of potential concern in regard to impact on the ability to establish high density residential areas in these locations, noting that none of the options were in such locations.
- Sites closer to SH16 were likely to be better located spatially due to the north south split of the town and cross connectivity.

Auckland Council were not aware of any private plan changes or fast track applications being consulted on within Kumeū and Huapai, but Auckland Council and Auckland Transport were aware of a potential fast track application being discussed in Waimauku area for considerable residential growth. If that were to proceed that would increase demand on the school network provision in this catchment.

Auckland Transport

Auckland Transport has made decisions on the various notices of requirement for the north-west transport projects developed as part of the Supporting Growth Programme and they were making good progress on appeals which they expect to resolve in 2026.

A footpath will be extended from the end of the footpath at Nobilo Road around the corner to connect with the Station Road footpath in 2026.

The are no current plans to upgrade Access Road or undertake further upgrades to Station Road (other than the footpath connection outlined above). No other planned upgrades around the areas are being considered, so any road upgrades would need to be developer driven.

No changes to their proposed transport works are proposed as the result of more recent flood modelling.

They are engaged on a fast-track applications for approximately 1,500 homes in Waimauku, and a private plan change and fast track application at Riverhead.

New Zealand Transport Agency (NZTA)

The new State Highway diversion around the south of the search area is not currently in any funded plan but is ‘on the radar’ in the Roads of National Significance work. However, best case this was likely 7-10 years away.

There is no timeframe for the rapid transit stations, but there is momentum around the north-west busway project which could potentially move up the priority for this work. NZTA has made decisions on the notices of requirement for these stations and is working though appeals. More

recent flood modelling has not changed where they propose these stations, although the footprints could be reduced.

Other future works that were part of their north-west designation package via the Supporting Growth Programme including the new raised intersection connecting Station Road and Tapu Road are not funded and will likely be timed to support future growth rezoning when it occurs.

NZTA are aware of the fast-track applications in Waimauku and Riverhead but not of anything in Kumeū and Huapai.

There are no current plans for intersection upgrades through the town although there are current safety works west of the town including works at the Matua Road/SH16 intersection and planned but not yet funded works on SH16 east of the town to Brigham Creek Road. NZTA noted there may be some service level issues through the town from time to time based on the existing infrastructure. NZTA announced in July 2025 that Stage 2 of the SH16 Brigham Creek to Waimauku Improvements project has secured funding. It is understood that construction will be in the medium-term (post 2029). The works include the following:

- Four-laning between Brigham Creek and Taupaki roundabout from the current two lanes to improve efficiency of the corridor.
- A new roundabout at the SH16/Coatesville Riverhead Highway intersection for capacity and safety reasons.
- A shared path between Brigham Creek and Kumeū.

Watercare Services Limited (WSL)

Tonkin and Taylor and the Ministry contacted WSL in July and August 2025 respectively to request further information for the proposed WSL developments around Kumeū. In general terms, WSL were unable to give high level direction and have requested more information to advise on capacity of the existing network and connection opportunities. However, no specific concerns on capacity were raised.

The next proposed step is to provide the following information so WSL can provide more specific advice.

- Estimated potable water demand volume.
- Estimated wastewater discharge volume.
- Peak flow rates and timeframes.
- Locations of required connection points.

Further details regarding planned roll growth and the expected maximum roll upon opening of the school will assist the engagement with WSL.

Healthy Waters (HW):

The Ministry have had early discussions with HW to understand the greater flooding environment of Kumeū and Huapai and what the implication may be for a new school development. Various high level mitigation strategies for a school site were discussed and HW provided catchment management and flood modelling contacts.

Tonkin and Taylor received information from HW, and they understood that the flood maps for the area are currently being updated. Tonkin and Taylor have not yet viewed the latest flood plain

maps from HW but understand a greater rainfall depth is specified and that this will result in greater depth and flood plain extents. HW also advised that there are no proposed flood mitigation projects planned for the area.

A school development typically has less impact on downstream flood plains than an equivalent sized mixed density resident development, as the percentage of permeable surfaces is higher for the school. On this basis, a school development with a stormwater management strategy designed to provide positive impact on flooding and with potential intent for community level flooding/stormwater improvements could be presented and discussed with HW.

## 4.5 Results of Stage 2 Analysis

The scores and rankings for each site are presented below:

| Criteria | Site 2 | Site 3 | Site 11 | Site 13 | Site 15 | Site 16/16A | Sites 30/41 | Sites 35/51 | Sites 47/48 | Sites 40/49 |
|---|---|---|---|---|---|---|---|---|---|---|
| **1. Site acquisition costs** | 5 | 3 | 5 | 5 | 5 | 3 | 1 | 1 | 4 | 3 |
| **2. Perceived ease of acquisition** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2A. Site Instruments** | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 3 | 5 |
| **3. Site Size** | 5 | 4 | 5 | 5 | 3 | 5 | 5 | 5 | 5 | 5 |
| **4. Topography** | 4 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 |
| **6. Position of site in relation to any relevant growth strategy or residential plan change** | 3 | 0 | 3 | 3 | 4 | 3 | 0 | 3 | 2 | 3 |
| **7. District Plan Zone** | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| **8. Location within the proposed student catchment** | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 4 | 4 | 4 |
| **9. Existing site constraints** | 4 | 3 | 3 | 1 | 2 | 3 | 3 | 3 | 3 | 3 |
| **10. Road Frontage (expected in 2029)** | 2 | 3 | 1 | 1 | 1 | 2 | 3 | 3 | 1 | 3 |
| **11. Transport Network (expected in 2029)** | 1 | 3 | 2 | 2 | 1 | 3 | 3 | 3 | 3 | 2 |
| **12A. Water (Potable and Fire Fighting)** | 1 | 5 | 1 | 1 | 1 | 4 | 3 | 5 | 3 | 3 |
| **12B. Wastewater** | 0 | 3 | 0 | 0 | 0 | 4 | 3 | 4 | 3 | 3 |
| **12C. Stormwater** | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| **12D. Electricity and Fibre** | 3 | 5 | 3 | 3 | 3 | 5 | 5 | 5 | 5 | 5 |
| **13. Geotechnical** | 4 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 |
| **14. Flooding** | 5 | 3 | 2 | 2 | 4 | 4 | 4 | 5 | 4 | 4 |
| **15. Contamination** | 3 | 2 | 2 | 4 | 3 | 3 | 2 | 3 | 3 | 3 |

| Criteria | Site 2 | Site 3 | Site 11 | Site 13 | Site 15 | Site 16/16A | Sites 30/41 | Sites 35/51 | Sites 47/48 | Sites 40/49 |
|---|---|---|---|---|---|---|---|---|---|---|
| **16. Noise and amenity effects on any proposed school** | 5 | 3 | 5 | 5 | 5 | 5 | 3 | 5 | 4 | 5 |
| **17. Ecological Impact** | 5 | 3 | 3 | 2 | 4 | 4 | 4 | 4 | 4 | 3 |
| **18. Cultural or other significance** | 5 | 4 | 4 | 4 | 5 | 4 | 4 | 5 | 5 | 4 |
| **19. Opportunities for co-location or shared facilities with other parties** | 1 | 2 | 1 | 1 | 1 | 3 | 2 | 5 | 2 | 3 |
| **TOTAL** | **71** | **67** | **61** | **60** | **65** | **75** | **67** | **80** | **70** | **73** |
| ***Ranking*** | ***4*** | ***6=*** | ***9*** | ***10*** | ***8*** | ***2*** | ***6=*** | ***1*** | ***5*** | ***3*** |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **5. School Design Potential** | - | - | - | - | - | **3** | - | **4** | - | **2** |
| ***TOTAL*** | | | | | | ***78*** | | ***84*** | | ***75*** |
| ***Ranking*** | | | | | | ***2*** | | ***1*** | | ***3*** |

# 5.0 Conclusion

Based on the Stage 2 analysis, Sites 35/51 at 54 and 60 Station Road were the preferred site option. This was also the highest ranked site option from the 2022 study. The site's key attributes are:

- Appropriate size;
- Generally suitable topography;
- Well located in the student catchment with good potential for shared facility opportunities between the new secondary school and the adjacent Huapai District School. Opportunity to explore a potential integrated access and pick up/drop off solution with the adjacent primary school utilising existing Ministry of Education land;
- Good road frontage to Station Road and potential for a secondary vehicle and pedestrian access to Trigg Road via the Huapai District School access. Acquisition of an additional residential title at 43 Trigg Road would increase acquisition complexity but would provide more design flexibility.
- Station Road to the immediate north of the site and across the road has been upgraded with footpaths, some on-street parking and kerb and channel. The Station Road/SH16 intersection has also been upgraded to a signalised intersection.

The second and third highest ranked sites are sites 16/16A at 90 and 100 Station Road and sites 40/49 at 77 and 87 Trigg Road. These sites have generally good walkable proximity to the existing primary school (Huapai District School) and their close proximity to the edge of the existing urban area reduces cost and feasibility of extending 3-waters services. While these two sites have similar overall scores, sites 16/16A was considered to be much better placed in the transport network given its accessibility from the upgraded signalised Station Road and SH16 intersection, or via Nobilo or Access Road, whilst Trigg Road is more reliant on the intersection to SH16 without signals.

The Standard Planning Team in School Property were tasked with assessing school design potential of these three sites by providing high level layouts to see the general feasibility of the land. They concluded sites 35/51 to have the highest score of 4, noting that acquisition of the additional residential title at 43 Trigg Road could increase benefits for site development and design flexibility, Sites 16/16A scored a 3 and sites 40/49 received a 2.

The analysis supports the Ministry's decision to identify 35/51 (54 and 60 Station Road), as well as the adjoining land at 43 Trigg Road as the preferred location for a new secondary school.

# Appendix A

Methodology for New School Site Evaluation Ver 6c July 17

# MINISTRY OF EDUCATION

# METHODOLOGY FOR NEW SCHOOL SITE EVALUATION

## 1. INTRODUCTION

The site evaluation methodology document is a tool to assist in the identification and assessment of future school sites.

The evaluation methodology is broken down into two stages.

The first stage is the identification of all potential sites for assessment. This range of potential sites is filtered through the use of four broad criteria;

1. Locality,
2. Size/Shape,
3. Current land use and
4. Access

These criteria reflect not only the fundamental requirements for an appropriate school site, but also some critical aspects that contribute to the "consentability" of a site in terms of the Resource Management Act 1991. Any sites that fail one or more of these categories should be discarded if there are suitable alternatives.

The second stage subjects the sites to further detailed evaluation using prescribed criteria. The outcome of the second stage will be a recommendation to the Ministry of Education (Ministry) on which site is deemed the most appropriate.

The recommendation stemming from the second stage process should identify any risks associated with the site and how these can be managed or mitigated through the relevant legislation or other works. A risk register for the site should be prepared and maintained. Any risk mitigation measures necessary (e.g. further specialist reporting) should be undertaken as a third stage of the process, following approval from the Ministry of the second stage recommendation.

**Process under the Resource Management Act 1991**

Before a site can be used for the construction of a new school, the Ministry will lodge a suitable notice of requirement for designation to reflect the site's use within the Territorial Authority's district plan.

The site evaluation report in part fulfills requirements that are relevant to any eventual designation of the site under Section 168 of the Resource Management Act 1991 (‘the Act'). This is achieved through a Notice of Requirement lodged with the relevant Territorial Authority. When considering a requirement, under Section 171 of the Act, a Territorial Local Authority must have regard to:

> *Whether the designation is reasonably necessary for achieving the objectives of the public work or project or work for which the designation is sought; and*
>
> *Whether adequate consideration has been given to alternative sites, routes, or methods of achieving the public work or project or work for which the designation is sought;*

The first of the two tests set out above centres around consideration of the objectives for the project. As well as being a statutory test of the Act, the project objectives also play an important role by providing context to the project. The project objectives must be well defined and available at the outset of the process set out in this methodology, and should be referred to throughout.

It is noted that by the time the process has reached the “new site selection phase” to which this methodology relates, the Ministry will have already considered other methods of achieving the project objectives such as redeveloping an existing school(s). For Notice of Requirement documentation purposes, it can be assumed that the new site evaluation report produced by this methodology will be complimented by evidence and background needs analysis produced by the Ministry.

## 2. CONSULTATION

The service provider will develop and submit a consultation plan for approval. Consultation with other organisations may be undertaken to obtain a broader picture of factors beyond or having potential effect to the evaluation criteria. Consultation may occur in two formats, external and internal. The service provider will only be required to consider external consultation to complete the site evaluation report. The

service provider may be required to attend meetings with Ministry staff to discuss the report to assist in internal consultations.

External Consultation

It is useful for the Ministry to include key stakeholders in the site evaluation process. Through consultation, developments may come to light which will need to be considered in selecting the preferred site for the new school.

| Organisation | Issue of Interest | When |
|---|---|---|
| Regional Councils | Growth, location, Regional consents required with designations | Start of evaluation and 1st draft of completion of evaluation |
| Territorial Authorities | Growth, location, council opinions in relation to a designation, joint projects | Start of evaluation and 1st draft of completion of evaluation |
| Tangata whenua (iwi organisations, mandated hapu), recognised mana whenua | Cultural significance, historic knowledge and ownership | Start of evaluation and as necessary |
| Transport Authorities (Council), Infrastructure agencies e.g. water, wastewater | Location, TA initiatives, potential objections to designation, integrated infrastructure provision, growth | Start of evaluation and 1st draft of completion of evaluation |
| Major land developers | Growth, location, land for sale, joint projects | Dependent on specific site circumstances. Ministry staff will advise |
| Other Crown departments including NZTA, Housing | Location, surplus land, land swaps, joint projects, co-location | Dependent on specific site circumstances. Ministry staff will advise |

Minutes of these external consultations should be attached as an appendix to the final report as evidence for inclusion in any Notices of Requirement documentation. Any issues, considerations, preferences raised by the consulted organisation should be summarized in the appendix.

Local Schools

Consultation with local schools is not a requirement of this analysis. The Ministry is required to consult with local schools through the provisions of the Education Act 1989 when a new school is planned for establishment. If the service provider is approached by a local school for information questions should be referred directly to the Ministry.

## 3. CRITERIA FOR STAGE ONE SITE EVALUATION

All sites identified in the first stage evaluation process should be shown and numbered on a colour map. The map should provide sufficient detail for the reader to identify major roads and landmarks. The sites should be listed at the bottom of the map providing detail of their address, size and lot numbers.

The service provider is not required to score the individual sites for stage one evaluation. Comparative analysis using the four broad criteria set out below should be undertaken and results recorded. This analysis will result in a “traffic light” indication of the suitability of each site. Sites that achieve a “Red Light” are unlikely to be evaluated further. Sites that achieve an “Amber Light” have attributes that present some risk as being suitable and sites that achieve a “Green Light” are considered the most suitable for further evaluation. The service provider shall share these results with the Ministry and minutes of the meeting to determine the short list of sites shall be recorded as an appendix to the final report.

| Criteria | Evaluate | Guide |
|---|---|---|
| Locality | • Does the site fall within a logical catchment as identified in the demographic report/area review or strategy (to be provided) in relation to both the population growth and the school roll growth areas? | • A map showing a suggested boundary for the site evaluation will be provided.<br>• The location of the sites in relation to established schools.<br>• A site outside the identified area will be given a red light, a site inside will be given a green light. Those on the border of the area will achieve amber. |
| Size and Shape | • Is the size (in hectares) adequate for the intended school?<br>• Could a suitable site be created via the provisions available to the Crown?<br>• Does the shape of the site permit good use of the available land?<br>• Is the site of such steep and varied topography to make construction unviable in comparison to other sites identified?<br>• Are there existing buildings or other developments on the site (e.g. large sealed areas) that could be retrofitted? Provide high quality educational facilities? | • A secondary school of 1500 students requires approximately 8 hectares of useable land, an intermediate school of 800 students requires approximately five (5) hectares and a primary school of 500 students approximately three (3) hectares of useable land. These site sizes are indicative only and should not exclude consideration of sites larger or smaller, or concurrent sites that could be amalgamated for example. Sites also need to be capable of accommodating an early childhood education centre which would require approximately 1500m$^2$. Sites which are smaller (by up to half) than stated above but are adjacent, or in close proximity to recreational reserve land should be considered. Schools may be constructed on multiple levels thereby reducing the quantum of land required.<br>• Attachment 2 contains guidance on the size and quantity of playing fields and courts, which should be considered in assessing site size and shape |

| Criteria | Evaluate | Guide |
|---|---|---|
| Current land use/form | • Are there any transmission lines/ cell phone sites etc on the site?<br>• Are there any historic buildings (registered with NZHPT) on the site? Is the site itself a registered historic place or site?<br>• Does the site have significant cultural, spiritual or other significance?<br>• Is the site predominantly covered in vegetation or contain ecologically important items? Does the site have a water course running through it? Is the site susceptible to flooding?<br>• Is the site currently serviced or do plans exist (structure plans etc) to provide services in the near future?<br>• Does the site have a major geotechnical hazard that would impact significantly on the feasibility of constructing a school?<br>• Is there any history of contamination from previous activities on the site; pesticides from agricultural use, asbestos from the previous farm use, illegal dumping/fill etc?<br>• Are there any NES consents on the land? | • Providers should review the relevant District Plan heritage schedule and the Heritage New Zealand Register of buildings, sites and areas.<br>• In the absence of a site visit, District Plan maps should be examined to ascertain the presence of any high voltage electricity transmission lines, and/or Transpower should be contacted directly.<br>• Desktop evaluation via council records should highlight sites that contain or adjoin Significant Natural Areas (SNA's) or habitats or are known by other means to be ecologically significant in some way. A site on which the construction and operation of a school has the potential to have a significant effect on the ecological environment will score a fail.<br>• The relevant District Plan should show any relevant structure plans, however review of the growth related provisions of the relevant Regional Policy Statement would be also be prudent.<br>• Relevant Council records such as hazard registers should be consulted for this first stage review of geotechnical hazards. Other knowledge within the assessment team of geotechnical constraints should also be utilised.<br>• Desktop evaluation via council records (e.g. Hazards Registers, HAIL lists) should highlight sites with any history of these risks, and whether the risk has been mitigated or remediated (e.g. the site may once have flooded but now is protected by a flood control scheme, or some contaminated soil on the site has been removed and the site now complies with relevant human health guidelines). Sites that show history of these risks and no subsequent mitigation or remediation such that the safe and efficient construction or operation of a school will be questionable will score a fail. However, if a site has been successfully protected or remediated to a level suitable for the establishment and operation of a school then it may score a pass. |

| Criteria | Evaluate | Guide |
|---|---|---|
| Access | • Does the site have legal access/road frontage?<br>• Is there sufficient frontage to provide for adequate parking/drop off areas?<br>• Are there other public areas/services in the immediate vicinity which could provide mitigation to the provision of onsite car parking? | • Comment on the timing for development of formed access (e.g. structure plans for green-field subdivision etc.).<br>• What the provider should consider in general terms how accessible the site is to the catchment identified in the demographic study/area review/strategy. Could access be economically?<br>• Secured/created?<br>• What is the classification of the adjacent roads? |

## 4. Criteria for Stage Two Site Evaluation

The sites that have been considered for further detailed evaluation should be shown on a second colour map. Each site should be numbered and this number should be used for each reference in the report. The sites should be listed at the bottom of the map providing detail on their address, size and lot numbers.

The assessment criteria have been designed to avoid "double counting" and aid with transparency of the methodology. In most cases the criteria will require the service provider to consider one factor affecting the site at a time. In cases where a criteria includes more than one factor all factors listed should be considered to be of equal importance. Where applicable a specialist consultant may be required to provide advice on the criteria. Each specialist report should detail the assumptions upon which the comparative assessment of options is based and be included as an Appendix to the main report.

Evaluation of the criteria shall be undertaken using Multi-Criteria Analysis (MCA) methodology. Each of the criteria set out in the Table below should be weighted equally unless the objectives of the project determine that differing weightings be applied.

For example, a wider area within which several school sites are being considered may be known to have elevated cultural or historical values but is known to be very low risk in a natural hazard and ground conditions sense. In such a circumstance it may be appropriate to give cultural and historical criteria greater weighting than hazard and geotechnical criteria.

The reasons why any decisions to alter weightings are made should be recorded. Scoring tables should be kept in an electronic format (e.g. spreadsheet) that allows scores and weightings to subsequently be revisited should the need arise. Scoring should be done by awarding a score of between 0 and 5, (5 being the highest where a site meets or exceeds the criterion and 0 being the lowest where a site fails the criterion). Some criteria, where stated, will be scored with either a 0 or 5. The scores for each site should be recorded and totalled on a table allowing quick and easy comparison.

A detailed description of each site including colour photos and aerial views should follow the scoring table. A brief explanation (e.g. bullet points) in the MCA spreadsheet of why the site has been allocated its criteria score will also be provided.

| No | Criteria | Evaluate | Guide |
|---|---|---|---|
| 1 | Site acquisition costs | What are the land values within the locality? A general assessment based on a per hectare or per $m^2$ rate using the underlying zone or recent sales evidence is adequate. | Sites with a lower projected land acquisition cost will score higher. |
| 2 | Perceived ease of acquisition | Is the site owned by the Ministry, other Crown department or currently being marketed for sale either by the owner or an agent? No contact should be made with private land owners/developers unless specifically instructed to do so. | Vacant sites or those with short term leases on them owned by the Ministry will score **5**. Other Crown department land that has been declared surplus or been suggested by that department for swap will score **4**. Sites on the open market for sale will score **3**. Other Crown land not currently declared surplus will score **2**. Sites where the owner has previously expressed they would sell if approached by the Ministry will score **1**. All other sites will score **0**. |
| 3 | Site size | Is the site of a size capable of providing for all the educational requirements of the proposed school and projected future growth? For this criteria the "site" should be regarded as the overall area/buildings available for potential school development, which may incorporate multiple titles/parcels (including Unit Titles). | Sites providing or exceeding the stated useable land requirement will score **5** on the scale. Sites smaller than the stated useable requirement will score progressively and comparatively less. |
| 4 | Topography | Is the site of such steep or undulating topography so as to make construction very difficult? | Gradients greater than 1 in 10 for the main building platform would be considered inappropriate. The flattest site should score the highest. |
| 5 | School design potential | Does the site present good urban design and architectural opportunities that would promote good learning outcomes? Are there existing buildings or other developments on the site (e.g. large sealed areas) that could be retrofitted to provide high quality educational facilities? | An architect with experience of modern NZ school design should provide a comparative analysis of the shortlisted sites, scoring **5** down to **0**. |
| 6 | Position of site in relation to any relevant growth strategy or residential plan change | Is the site inside or outside any relevant growth strategy area (or relevant township/new structure plan area)? | Sites within growth strategy / residential plan change areas are less likely to attract opposition during a designation process from the relevant planning |

| No | Criteria | Evaluate | Guide |
|---|---|---|---|
| | | | authority. A site inside the growth strategy area will score **5** a site outside will score **0**. |
| 7 | District Plan zone | Are the district plan zonings (or proposed zonings in a relevant structure plan) suitable for this school? | Schools are typically located in predominantly residential areas. The majority of sites acquired in recent years have an underlying residential zone, however other zones such as open space, business, mixed use and recreation can also be considered. Sites that are zoned for educational purposes will score the highest. Then in order of suitability: residential, open space, mixed use, business and reserve. |
| 8 | Location within the proposed student catchment | Is the site well located within the proposed school's likely zone? | A site located near the edge of the proposed student catchment and in an already well established population area will not score as high as a site located centrally in the likely school zone or towards the area of future growth. |
| 9 | Existing site constraints/reverse sensitivity | Does the site contain immovable structures such as transmission line towers, large buildings or communication masts? Or is the site located close to operations that may have reverse sensitivity considerations? | Sites with the fewest number of restrictions to building platforms/recreation space, operation will score the highest. |
| 10 | Road frontage | Does the site have appropriate legal road access to its boundaries? Does the site have road frontage to all its boundaries? | A site with roads (or planned roads) on all boundaries will score higher than a site with no roads as this provides access flexibility and can mitigate urban design constraints. |
| 11 | Transport network | In the opinion of qualified traffic engineers, is the site well serviced by a transport network that is safe and has sufficient capacity for the proposed school? | A site that is considered more accessible via alternative means of transport will score higher than one that is remote of these services. |
| 12 | Infrastructure services | Does the site have immediate availability or connection to: Water supply (potable and fire fighting), sanitary drainage, storm water, electricity, gas, telephone, refuse. | A site with adequate connection to all infrastructure services for the proposed school will score the highest. **0.5** point for each |

| No | Criteria | Evaluate | Guide |
|---|---|---|---|
| | | Distance from the headworks of these services should also be considered | service plus an extra **1** point for all services. |
| 13 | Geotechnical | Does the site have any history or demonstrate any evidence of instability or poor ground conditions. | Desktop evaluation via council records may highlight sites with known geotechnical issues. If no information is available on any sites then all should score equal.<br>Sites that may require greater construction costs as a result of ground conditions (e.g. deep peat) will be scored lower than others. This criteria should not be conflated with criteria 4 in this stage, which is solely focused on topography. Preferred sites will be subject to additional due diligence post site evaluation. |
| 14 | Flooding | Does the site have any history or demonstrate evidence of flooding? | Desktop evaluation via council records and site visits to confirm any watercourses should highlight issues. Low lying sites identified as flood plains with watercourses will score lowest together with those located in 'red' tsunami threat zones. Preferred sites will be subject to additional due diligence post site evaluation. |
| 15 | Contamination | Does the site have any history of uses that may result in contamination of the land? | Council records and site visits will assist in a determination of potential contamination. Activities that would result in difficult or costly remediation of the site will score lowest. Preferred sites will be subject to additional due diligence post site evaluation. |
| 16 | Noise effects on any proposed school | Do land uses (or potential land uses identified in a structure plan) in the vicinity of the site produce significant noise? E.g. airports, train network, state highway noise corridors. | A common sense approach is required as the Ministry may commission specialist acoustic reports on the preferred site if required and engage with relevant agencies/stakeholders responsible Sites that are located in quiet areas (during school hours) will score |

| No | Criteria | Evaluate | Guide |
|---|---|---|---|
| | | | higher than those in potentially noisy areas. It is accepted that this is a subjective criterion. |
| 17 | Ecological impact | How will the construction and operation of a school on the site effect animal and plant ecology; loss of habitat, disruption of territorial domains, and interruption of ecological corridors? Are there existing ecological studies or reports available on the site? | Desktop evaluation via council records should highlight sites that contain or adjoin Significant Natural Areas (SNA's) or habitats or are known by other means (such as local knowledge; relevant experience) to be ecologically significant in some way. A site on which the construction and operation of a school has the potential to have adverse effects on the ecological environment will score lower than a site where ecological effects are avoided or are very minor. |
| 18 | Cultural or other significance | Is the site of cultural, spiritual or other significance? | Research based on the relevant available planning documents into the site to establish cultural, spiritual and historic significance. Sites with strong attributes should score lower than those without where they could pose significant challenges to the successful designation of the site or construction of the school. Where it is apparent from the Stage 1 assessment that a general area within which several potential school sites are being considered has elevated cultural or other significance, the Ministry expects that an expert in the relevant field will lead the scoring on this criteria. |
| 19 | Opportunities for co-location or shared facilities with other parties | Subject to a separate agreement, could the site make use of council reserve or other land for the sharing of sports fields/other facilities? | Sites adjoining active council reserve (or public car parking that could be used by the school) will score the highest. Sites with no potential access to (or very remote from) shared facilities will score the |

| No | Criteria | Evaluate | Guide |
|---|---|---|---|
| | | | lowest. |
| 20 | Social Impacts | What is the nature of the new school (e.g. kura kaupapa)? How relevant will the school be to the ethnic make up and age composition of its catchment? What are levels of deprivation in the relevant community? Statistics New Zealand and relevant Council data should be reviewed for each site option. | It can be expected that any new school site will have a positive social effect. Some sites may however have greater positive social effects than others. The generally used RMA practice definition of 'significant' should be used as a guide. It is accepted this is a subjective criteria. |

## 5. Recommendations

Service providers will identify preferred site/s based on the assessment process set out above. The recommendation should identify the reasons and rationale behind why the site was preferred, and be structured in such a way that it can be used in subsequent consultation phases to concisely answer questions from affected and interested parties as to why the site was selected.

Any risks associated with the preferred site should be clearly identified, and a Risk Mitigation Plan included along with an initial Risk Register.

## 6. Reports

A draft version of the report should be submitted to the Ministry for comment prior to production of a final report. The Ministry will require two (2) copies of the site evaluation report for internal use. The report, or extracts from it, may be used to support a Notice of Requirement to designate land or for the purposes of public consultation.

Attachment 1: School Transport Policy

# CURRENT SCHOOL TRANSPORT POLICY DAILY SERVICES

## General Description

1. The school transport policy essentially provides assistance daily for primary and secondary pupils. It does not provide a `door to door' service. Assistance is provided on the basis of the sharing of responsibility between the Government and parent.

## Criteria

2. Accordingly, assistance is provided for state pupils less than 10 years of age who live more than 3.2 kilometres from the nearest state school; or 10 years and over and live more than 4.8 kilometres from the nearest state school.
3. Pupils are expected to make their own way or be conveyed by parents up to 1.6 kilometres to a school bus service.

## Public Transport Services

4. Pupils with access to suitable public passenger services to their nearest school will not receive school transport assistance. To be unsuitable, a public transport service must:
    - be more than 2.4 kilometres from the pupil's home
    - travel no closer than 2.4 kilometres from the pupil's nearest school
    - have a timetable that prevents the pupil arriving at school by the school commencing time, or leaving soon after the school day officially closes, e.g. closing time 2.30pm - leaving time 3.15pm require the pupils to change buses more than once on one journey

## Integrated Pupils

5. Students under 10 years of age who live more than 3.2 kilometres from the nearest integrated school having the same special character with which the

parent identifies, and students 10 years of age and over who live more than 4.8 kilometres, are eligible for transport assistance to that nearest school

**Forms of Assistance**

6. Assistance can be in the form of a school bus service, a private transport allowance to enable parents to convey children by private car to school or school bus service, a public transport allowance to use public transport services. The Ministry will provide the most economic and appropriate form of assistance.

**Bus Services**

7. A five (5) kilometre gap will be maintained between school bus services operating to two or more schools e.g. two state primary schools.

**Nearest School**

8. The majority of pupils assisted are conveyed on school buses. School bus services should only be provided to the pupil's nearest school. The amount of the private or public transport allowances paid should be for the same distance as if the pupil is travelling to the nearest school or school bus service to the nearest school. Pupils who choose to attend a more distant school may have to meet additional transport costs.

**Ineligible Pupils on School Buses**

9. Pupils who do not meet the eligibility criteria, may be charged a fare by school bus operators. Ineligible pupils should not be carried if space is required for eligible pupils.

**Per Capita Limits**

10. School bus services and transport allowances will be provided in accordance with per capita limits. Where a school bus service exceeds the per capita limit because of falling numbers, or contractual adjustments to the bus operator's rate etc the service will be cut back, otherwise reorganised, or completely withdrawn.
11. Similarly, if numbers of eligible passengers increase, the service may be reviewed for extension.

**Extensions of Bus Services**

12. The Ministry or its agent may consider the extension of a service providing the cost of the extension is within the per capita limit, the cost of the total services remains within the per capita limit, and there is no significant impact on the timetable for other pupils using the service.

**Extensions in Other Circumstances**

13. The Ministry or its agent will also arrange, where appropriate, the extension of bus services to avoid temporary road hazards on an existing route.

**Parent Paid Extensions**

14. Parents of eligible pupils may, with the approval of the Ministry of Education or its agent, arrange with the operator a parent-paid extension of an existing service so that these buses may travel closer to the pupils' homes. The payment will be a matter of arrangement between parents and the operator.

**Road Danger**

15. Assistance may be provided on the grounds of exceptional road danger after the Ministry or its agent has received reports from the Ministry of Transport, New Zealand Police Traffic Safety Branch and the local district council that exceptional road danger exists. Assistance will be in the form of the extension of an existing school bus service for eligible pupils exposed to the danger.

**Pre-School Pupils**

16. Only pre-school children with special needs attending recognised special classes for pre-school children are eligible to receive school transport assistance. In some cases other pre-school children may use existing school bus services in accordance with the usual rules applying to ineligible pupils and providing there is sufficient room for adult escorts. All pre-school pupils carried on school buses must be accompanied by an adult escort in the ratio of one adult escort for every four pre-school children.

**Special Needs Transport**

17. ‘Special needs transport' covers the transport assistance requirements of the following groups:
    - pupils with serious permanent or temporary locomotive disabilities attending ordinary classes at primary or secondary schools;
    - pupils enrolled at recognised special clinics, special schools, or special classes; pre-school children attending recognised special classes for pre-school children; pupils who because of educational, psychological, emotional or social development are required to travel away from their nearest school to attend an alternative one more suited to their needs;
    - pupils enrolled at activity centres who require activity centre placement and who live more than 4.8 kilometres from the centre;
    - pupils who require attendance at speech clinics which are not on site or within reasonable walking distance of the school they attend or their home.

Attachment 2: School Playing Field Sizes

***PLEASE NOTE: The following data is a guide only and is based on an old code. Therefore all information in this section is indicative only.***
***Playing Fields and Facilities***

**DIMENSIONS OF PLAYING FIELDS**

| Type of Area | Minimum Play Area in metres | Minimum Surround in metres | Minimum Area in metres | Total Area in square metres |
|---|---|---|---|---|
| Rugby | 100 x 69 | 10 x 5 | 120 x 79 | 9480 |
| Rugby (Medium) | 69 x 50 | 10 x 5 | 89 x 60 | 5340 |
| Rugby (Small) | 60 x 41 | 10 x 5 | 80 x 51 | 4080 |
| Soccer | 120 x 90 | 10 x 5 | 140 x 100 | 14000 |
| Soccer (Medium) | 69 x 50 | 10 x 5 | 89 x 60 | 5340 |
| Soccer (Small) | 64 x 50 | 5 x 5 | 74 x 60 | 4440 |
| Hockey | 92 x 55 | 2 x 2 | 96 x 59 | 5664 |
| (Boys & Girls) Hockey (Medium) | 75 x 45 | 2 x 2 | 79 x 49 | 3871 |
| Netball | 30.5 x 15.25 | 1.5 x 1.5 | 33.5 x 18.25 | 609.75 |
| Netball (Small) | 23.77 x 10.97 | 1.5 x 1.5 | 26.77 x 13.97 | 373.87 |
| Tennis | 23.77 x 10.97 | 6.4 x 3.66 | 36.57 x 18.29 | 667.86 |
| Tennis (Medium) | 23.77 x 10.97 | 6.4 x 3.66 | 36.57 x 18.29 | 667.86 |
| Cricket (Wicket Area) | 22.86 x 22.86 | | 22.86 x 22.86 | 522.57 |
| Softball | 18.3 x 18.3 | 8 x 8 | 34.3 x 34.3 | 1176.49 |
| Softball (Medium) | 15.24 x 15.24 | 8 x 8 | 31.24 x 31.24 | 975.93 |
| Volleyball | 18 x 9 | 2 x 2 | 22 x13 | 286.00 |
| Volleyball (Medium) | 12.19 x 6.09 | 2 x 2 | 16.19 x 10.09 | 163.35 |

Where the site does not permit the provision of full sized playing fields in every case, or where such provision would entail expensive groundwork"s, only the first ground supplied need be of full size.

Useful references under this heading are:

- Sports Instruction series published by the Government Printer
- Sports Dimensions in Metric by Curriculum Development Unit, Department of Education

## SUFACES OF PAVED AREAS

The surface of the paved area shall consist of tarmacadam, asphalt, concrete or other approved material. The area shall be laid on a suitable foundation and properly drained. The gradient shall be such as to satisfactorily drain the area e.g. between 1:120 and 1:60.

### 1. Primary Schools

Paved Areas

a) The following area shall be provided:

| Number of Class Spaces | Paved Area Courts | Total Area Square metres |
|---|---|---|
| 1 | 1 Medium | 325 |
| 2 | 1 Medium | 325 |
| 3 | 2 Small, 1 Medium | 615 |
| 4 | 2 Small, 1 Medium | 615 |
| 5 | 2 Small, 2 Medium | 900 |
| 6 | 2 Small, 2 Medium | 900 |
| 7 | 2 Small, 2 Medium | 900 |
| 8 | 2 Small, 2 Medium | 900 |
| 9 | 2 Small, 2 Medium | 900 |
| 10 | 2 Small, 3 Medium | 1200 |
| 11 | 2 Small, 3 Medium | 1200 |
| 12 | 2 Small, 3 Medium | 1200 |
| 13 | 2 Small, 3 Medium | 1200 |
| 14 | 2 Small, 3 Medium. 1 Large | 1675 |

Small 6m x 12m

Medium 12m x 24m

Large 32m x 16m

b) The court areas need not be provided in a single area. The total area also provides for some paving immediately adjacent to the classrooms and the need for a special area for younger children should not be overlooked.

c) Areas of paths and internal roads are not included.

**GRASSED AREAS**

a) The following grassed areas shall be provided where sufficient area exists:

| Number of Class Spaces | Playing Fields |
|---|---|
| 1 | 1 Small |
| 2 | 2 Small |
| 3 | 2 Small |
| 4 | 2 Small |
| 5 | 2 Small |
| 6 | 2 Small |
| 7 | 2 Small, 1 Medium |
| 8 | 2 Small, 1 Medium |
| 9 | 2 Small, 1 Medium |
| 10 | 2 Small, 1 Medium |
| 11 | 2 Small, 1 Medium |
| 12 | 2 Small, 1 Medium |
| 13 | 2 Small, 1 Medium |
| 14 | 2 Small, 1 Medium |

b) If the site does not permit the provision of the proposed grassed areas, application should be made to the Department for an increase in the paved area.

c) The actual areas provided will depend on the size, shape and contours of the individual site.

d) The requirement is not a large adult playing field but for playing spaces more in keeping with the needs of the children they serve. The remainder of the site is to be left as far as possible with a rolling contour.

## 2. Intermediate Schools

Playing Fields

The following grassed fields shall be provided where sufficient area exists. Where it is not possible the equivalent number of smaller fields shall be provided.

| Planned Capacity for roll | Fields (Rugby/Hockey/Soccer) |
|---|---|
| 270 | 2 Medium |
| 305 | 2 Medium |
| 340 | 3 Medium |
| 375 | 3 Medium |
| 410 | 4 Medium |
| 445 and above | 4 Medium |

Paved Areas

a) The following paved areas are to be provided:

I. Paved apron of approximately 10 square metres per class space.

II. Paved area for courts as follows:

| Roll | Netball/ Tennis Court | Area (sq.m.) | P.E Court (sq.m.) | Total Area (sq.m) |
|---|---|---|---|---|
| 270 | 1/- | 420 | 420 | 840 |
| 305 | 2/1 | 840 | 420 | 1260 |
| 375 | 3/2 | 1255 | 420 | 1675 |
| 410 and over | 4/3 | 1675 | 420 | 2095 |

* Physical education court to be adjacent to hall.

b) If the site is such that the approved grass areas cannot be provided, approval should be sought to increase the paved areas.

### 3. District High Schools or Area Schools

| Roll Primary & Secondary | Suggested Grassed Playing Fields | | Paved Areas | | |
|---|---|---|---|---|---|
| | Rugby or Soccer | Hockey | Tennis/ Netball | Physical Education Areas | |
| Up to total roll 200<br>Over total roll 200 | 2<br>3 | 2<br>2 | 2/1<br>4/3 | 2 small 2 medium<br>2 small 2 medium plus PE Court 35m x | Total area 900m$^2$<br>Total area 1530m$^2$ |

### 4. Forms 1 to 7 Schools

Type A – Roll not expected to exceed 400

Type B – Roll will probably exceed 400

| Type | Suggested Grassed Playing Fields | | Paved Areas | |
|---|---|---|---|---|
| | Rugby or Soccer | Hockey | Tennis/Netball | Physical Education Area |
| A<br>B | 2<br>3 | 2<br>2 | 4/3<br>6/4 | 35m x 18m<br>35m x 18m |

**5. Secondary Schools**

| Roll | | Paved Areas: | Suggested grassed playing fields: | | | |
|---|---|---|---|---|---|---|
| Co-ed or | Girls | *Paved areas of 35m x 18m | Type | Roll | Rugby or Soccer | Hockey |
| 300 | | 5 | Co-ed | 300 | 2 | 1 |
| 400 | | 5 | | 400 | 2 | 2 |
| | | | | 600 | 3 | 2 |
| | | | | 850+ | 4 | 2 |
| 600 | | 7 | Boys | 300 | 2 | 1 |
| 850 | | 9 | | 400 | 3 | 1 |
| | | | | 600+ | 4 | 2 |
| 950 | 600 | 9 | Girls | 300 | - | 2 |
| 1150 | 850 | 10 | | 400 | - | 2 |
| 1400 | 950 | 11 | | 600+ | - | 3 |

* This total minimum area is suitable for netball, tennis courts, or volley ball courts at the discretion of the school.