

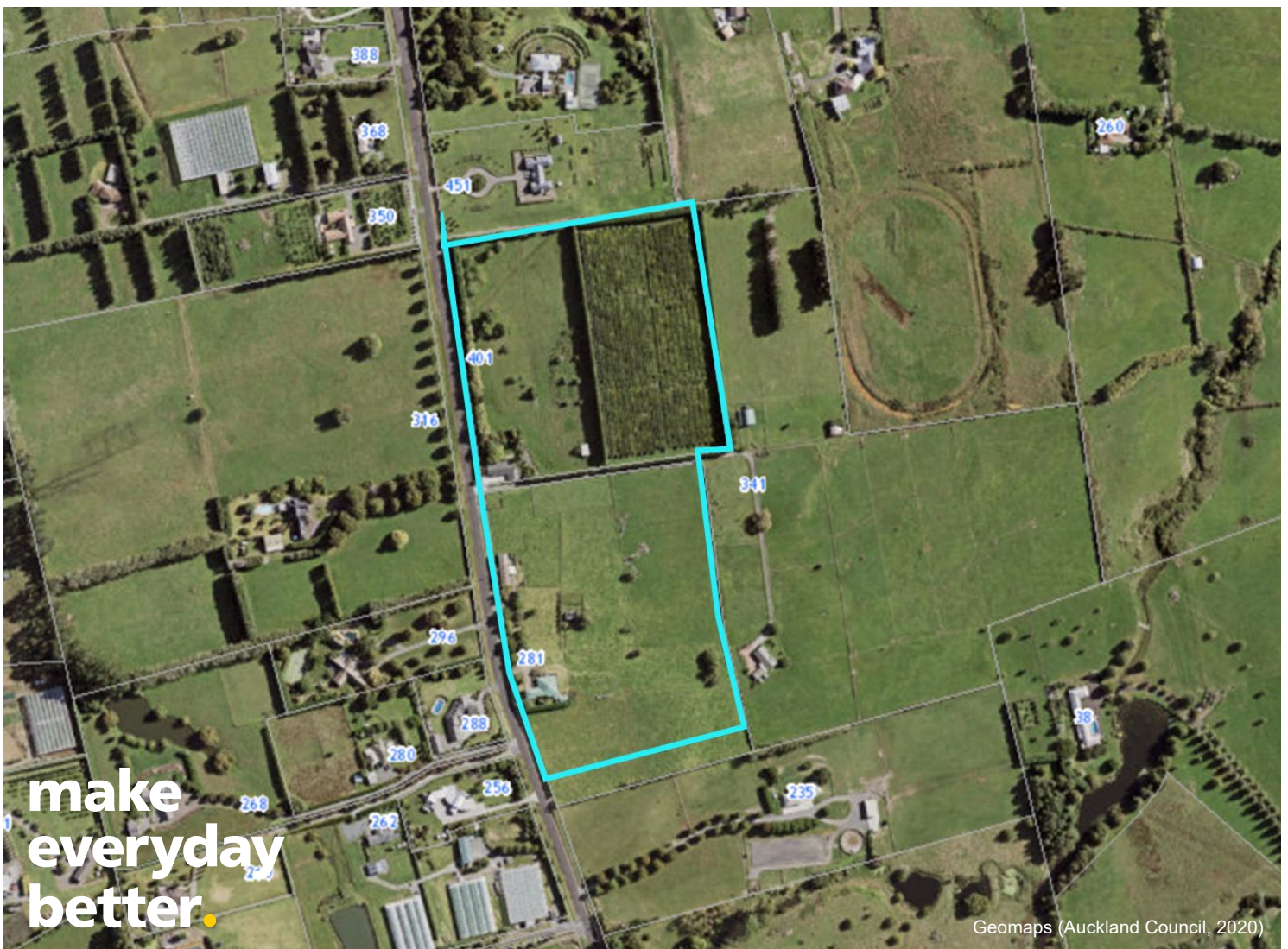
Assessment of Environmental Effects to Support a Notice of Requirement

To designate land for a new Secondary School and Early Childhood Education Centre, Drury West

Prepared for Ministry of Education (NZ)

Prepared by Beca Limited

22 February 2021



Revision History

Revision N°	Prepared By	Description	Date
1	Kristina Gurshin	Draft for client review	25 November 2020
2	Kristina Gurshin	Updated from client review	18 December 2020
3	Kristina Gurshin	Soft lodgement with Auckland Council	18 January 2021
4	Kristina Gurshin	Final lodgement with Auckland Council	8 March 2021

Document Acceptance

Action	Name	Signed	Date
Prepared by	Kristina Gurshin		22 February 2021
Reviewed by	Jamie Swan		22 February 2021
Approved by			8 March 2021
on behalf of	Beca Limited		

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Contents

Overview	1
1 Introduction	2
2 Description of the Designation	3
2.1 The Minister’s Objectives.....	3
2.2 Purpose of the Designation	3
3 The Existing Environment	9
3.1 Zoning.....	10
3.2 Surrounding Road Network Environment.....	11
3.3 Contamination.....	12
3.4 Archaeological and Cultural Heritage.....	12
3.5 Geotechnical Investigations.....	13
4 Assessment of Environmental Effects	14
4.1 Positive Effects	14
4.2 Landscape Effects	14
4.3 Visual Effects	15
4.4 Effects on Property Access.....	15
4.5 Traffic Effects.....	15
4.6 Noise Effects.....	17
4.7 Construction Effects.....	17
4.8 Conclusion	18
5 Alternative Sites and Methods	19
5.1 Site Selection Methodology	19
5.2 Identifying a preferred site	21
5.3 Review of alternative site options	22
5.4 Alternative Methods	23
6 Statutory Assessment	25
6.1 The Resource Management Act 1991	25
6.2 National Policy Statement for Urban Development 2020	27
6.3 Auckland Unitary Plan: Operative in Part (AUP:OP).....	27
7 Consultation	31
7.1 Landowners	31
7.2 Auckland Council.....	31
7.3 Fire and Emergency New Zealand	32
7.4 Franklin and Papakura Local Board	32
7.5 Mana Whenua	33
8 Proposed Conditions	35
8.1 Lapse Date	35
8.2 Standard Conditions Applying to All Schools	35

8.3 Additional Site-specific Conditions	36
9 Conclusion	39

Appendices

Appendix A – Integrated Transport Assessment

Appendix B – Detailed Site Investigation

Appendix C – Geotechnical Investigation

Appendix D – Consultation

Appendix E – Summary of Assessment of Additional Alternative Site Options

Overview

Requiring authority:	The Minister of Education
Objective:	The establishment and operation of a Secondary School for students in years 7 to 13 and an Early Childhood Education Centre (ECE)
Site address:	<p>A combination of the following addresses:</p> <ul style="list-style-type: none"> • 401 Jesmond Road, Drury West • Part 281 Jesmond Road, Drury West • Part 341 Jesmond Road, Drury West <p>together “the Site”</p>
Legal description:	<p>Land to be designated affects the following titles (refer to Figure 2):</p> <ul style="list-style-type: none"> • Area A - Lot 1 DP 139263 (NA82D/39) • Area B - part Lot 1 DP 89570 (NA46D/240) • Area C - part Lot 2 DP 164625 (NA99A/988)
Landowners:	<p>Land to be designated affects the following landowners:</p> <ul style="list-style-type: none"> • 401 Jesmond Road – Her Majesty the Queen (“the Crown”) • 281 Jesmond Road – Her Majesty the Queen (“the Crown”) • 341 Jesmond Road – Elly S Pan and Benjamin Ban Chong Bong
Site area:	Approximately 8.42ha
Relevant legislation:	Notice of Requirement for a designation under Section 168 of the Resource Management Act 1991
Designation sought:	‘Educational Purposes – being a Secondary School (years 7 to 13) and an Early Childhood Education Centre (preschool).’
Underlying District Plan zoning:	Residential – Mixed Housing Urban Zone
Additional consents:	Development related activities for the Site may require resource consents for disturbance of contaminated land, stormwater discharge, earthworks and dewatering depending on the design solutions pursued. These consents will be sought prior to construction commencing.

1 Introduction

This document and attachments provide the information and assessment required under Sections 168 and 171 of the Resource Management Act 1991 ('the RMA') in respect of a Notice of Requirement ('NoR') by the Minister of Education ('the Minister') to designate land for educational purposes in Drury West.

1.1.1 Urban Growth

Drury West is an area of partially developed greenfield land that has been the subject of several plan changes to zone it for residential land use which will enable the supply of 5,100 to 9,800 new residential dwellings across 1,016ha of land¹.

The designation will enable the future development of important social infrastructure for this new residential area, specifically a new secondary school (years 7-13) and an Early Childhood Education Centre (ECE). The future school and ECE are necessary to meet the demand for education facilities that will be generated by future urban growth in and around Drury West.

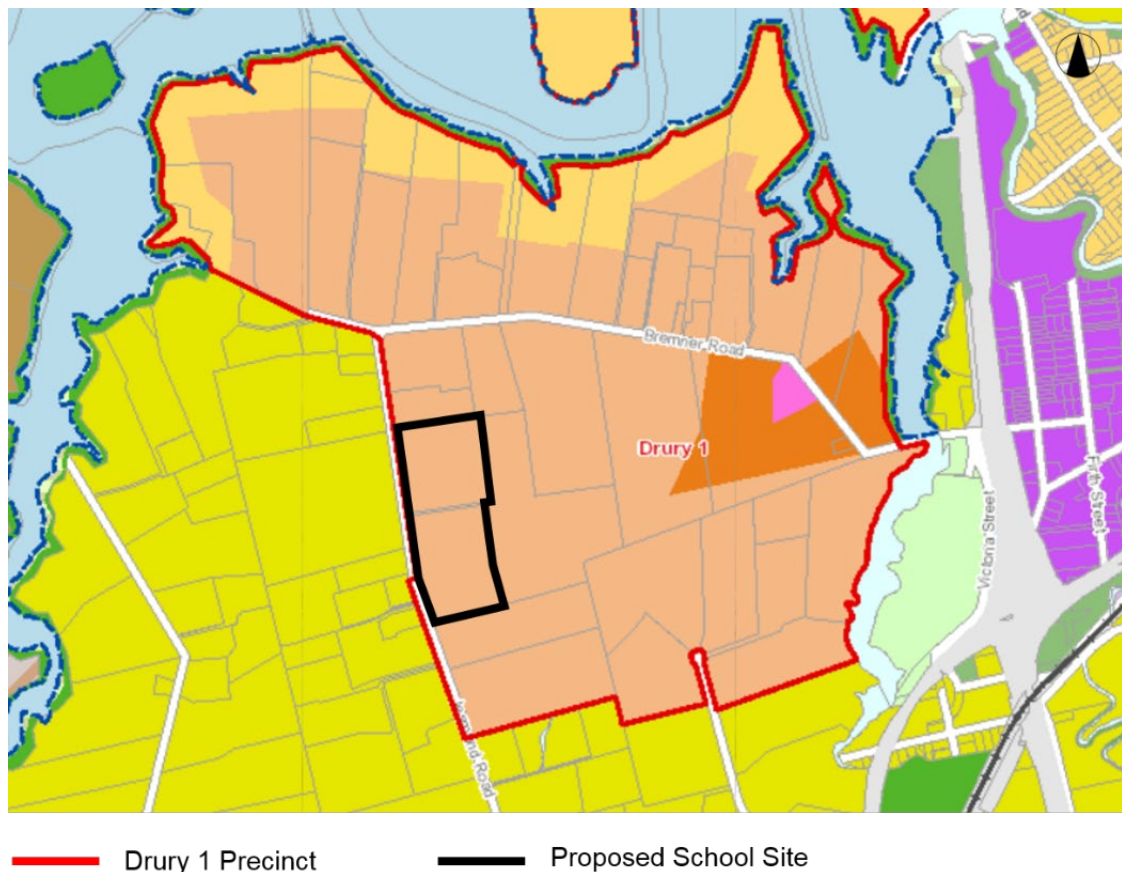


Figure 1 Proposed school and ECE site location (AUP:OP)

At present the surrounding land uses are predominantly rural and rural-residential in nature. However, this area is expected to experience significant urban growth in the short to medium term, given the rezoning and developer interest in the area.

¹ Drury West Structure Plan (May, 2017)

2 Description of the Designation

2.1 The Minister's Objectives

The Minister is a requiring authority under section 166 of the RMA. The Minister has financial responsibility for state owned and funded schools and has the ability to submit a notice of requirement for a designation for such works.

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

Accordingly, the establishment of a secondary school catering for school age children from years 7-13, as well as the provision for ECE facilities catering for preschool children, is reasonably necessary in achieving the objective of the Minister in providing state schooling.

A designation is considered to be the appropriate mechanism to provide for the establishment and ongoing operation of the school and ECE. The Minister requires ongoing certainty that the Site can be developed and used for this purpose. Designations provide the necessary long-term certainty and flexibility for operation of a school and ECE on the Site, while also identifying the use of the Site to the general public. The majority of State schools within Auckland Council's jurisdiction and across New Zealand have been designated by the Minister for education purposes.

2.2 Purpose of the Designation

The purpose of the designation is to provide for the future development of educational facilities on the Site.

As set out in the attached NoR (Form 18) the Site is to be designated for '*Educational Purposes – being a Secondary School (years 7 to 13) and an Early Childhood Education Centre (preschool)*'.

"*Educational Purposes*" for this designation will adopt the standard education purpose definition and wording as set out in the '*Standard Conditions for All Education Designations*' in the '*Designation Schedule – Minister of Education*' contained in the AUP:OP:

1. *Each of these designations enables the establishment of a school that is able but is not required to cater for all the school years listed in the designation description.*
2. *"Educational Purposes" for the purposes of these designations shall, in the absence of specific conditions to the contrary:*
 - (i) *Enable the use of the facilities on the designated site by and for the educational benefit of any school age students (ie: years 0 to 13) regardless of whether they are enrolled at any institution located on that designated site.*
 - (ii) *Enable the provision of supervised care and study opportunities for students outside school hours in school facilities*
 - (iii) *Enable the provision of community education (eg: night classes for adults) outside school hours in school facilities*
 - (iv) *Include but not be limited to the provision of academic, sporting, social and cultural education including through:*
 - *Formal and informal recreational, sporting and outdoor activities and competitions whether carried out during or outside school hours;*
 - *Formal and informal cultural activities and competitions whether carried out during or outside school hours; and*

The extent of the designation is illustrated below in Figure 2 relative to existing parcels of land:



Site	Site Address	Legal Description
A	401 Jesmond Road	Lot 1 DP 139263
B	Part of 281 Jesmond Road	Part Lot 1 DP 89570
C	Part of 341 Jesmond Road	Part Lot 2 DP 164625

Figure 2 Designation Plan (AUP:OP)

2.2.1 Timing

The Ministry currently anticipates that a new secondary school will be required to open within the next 10 years. The opening of the school is highly dependent on the speed of development in the surrounding area. Consequently, the Minister has requested a 10 year lapse period for this NoR.

2.2.2 Built form and layout

Detailed design for the school and ECE has not yet been undertaken and is likely to be a number of years away. The design of the school is expected to consider location of school buildings (classrooms, hall, library, gymnasium, office space, and ancillary activities), playing fields, hardcourts, playground structures, vehicle

accessways, parking, pick up / drop off (PUDO) area, loading bays, footpaths, landscaping, fencing and servicing (including water, sewer, stormwater, electricity, telecommunications, and outdoor lighting).

2.2.3 Outline Plan Process

Prior to construction commencing, the Ministry of Education (Ministry) will prepare a concept design for the Site and lodge an Establishment outline plan to Auckland Council (the Council). As required by section 176A of the RMA, the outline plan will show the height, shape and bulk of the school and ECE facility (the Work), the location and likely finished contour of the Site, vehicle access, circulation and the provision for parking, proposed landscaping and any other matters required to avoid, remedy or mitigate any adverse effects on the environment.

2.2.4 Access

The Site has approximately 460m of frontage onto Jesmond Road along its western boundary. The Integrated Transport Assessment (ITA), attached as Appendix A, recommends that, in the absence of any alternatives, the main vehicle, pedestrian and cycle access to the Site be from Jesmond Road. Whilst currently a rural road, Jesmond Road is identified in the Auckland Unitary Plan: Operative in Part (AUP:OP) to be potentially upgraded to a Collector Road, a road classification for roads designed to accommodate up to 10,000 vehicles per day according to the Auckland Transport Code of Practice.

The AUP:OP's example of a collector road cross-section indicates that its future form is expected to include a wide road reserve with two traffic lanes, shared path on both sides of the road, an on-road cycle lane on both sides of the road and a wide landscape strip with street trees, stormwater devices and parking on both sides of the road.

Access to the Site may also be possible from a future East-West Collector Road which is currently being investigated by Auckland Transport (AT) and is expected to adjoin or run close to the southern border of the Site. At this stage this road is only indicative and has not been designated. The 2016 Preferred Network Plan for the South² states that the road is proposed to provide a new east-west transport connection between the existing Drury Town Centre and an indicative potential new local town centre in Drury West. This new road is anticipated to accommodate vehicles, pedestrians, cyclists and public transport.

The ITA also considers whether the site is capable of providing safe access and efficient circulation and recommends how this can be achieved within the designated Site. In summary, the ITA concludes that while there is uncertainty around the future land use and transport environment at the time the school will be established, there is potential for safe access to be obtained directly from the Site.

The ITA recommends:

- Preparation of a School Design Concept Plan and Establishment outline plan;
- Preparation of a Transport Assessment (TA) at the Establishment outline plan stage, close to when the school and ECE is about to be constructed;
- Main vehicular access to the Site off Jesmond Road, with potential upgrades to the corridor in the future to a collector road as anticipated by the AUP:OP;
- Vehicle accesses separated from the main pedestrian and cycle accesses;
- Opportunities for access from other roads may be provided from a proposed future East-West Collector Road along the southern boundary of the Site;

² <https://nzta.govt.nz/assets/projects/Supporting-Growth-Delivering-transport-networks/South/network-for-the-south.pdf>

- Development of a School Travel Plan to identify safe access to the entry points of the Site consider features such as crossings and measures to separate vehicle entry and pedestrian/cyclist entries, manage student car parking and details of the school bus strategy; and
- Preparation of a Construction Traffic Management Plan to be submitted with the Establishment outline plan for major site works.

Final details of access arrangements will be provided for Council review as part of the outline plan process. The Ministry will liaise with Council and Waka Kotahi New Zealand Transport Agency (Waka Kotahi) at the time of developing a School Design Concept Plan which will then be submitted at the outline plan stage, setting out in further detail the proposed access arrangements to the Site.

2.2.5 Parking

The ITA recognises that the site (approximately 8.42ha) is large enough to cater for PUDO areas for cars and buses and parking.

Specific details of the car and cycle parking layout and loading spaces will be provided at the outline plan stage and in the School Design Concept Plan, once the Site has been designed. A School Travel Plan will also include details of the school bus strategy, including on-site pick-up and drop-off for buses and on-site parking arrangements.

2.2.6 Wastewater and stormwater

The Site is currently an unserviced greenfield site.

The development of the school and ECE is directly related to the urbanisation of the surrounding area. The school will connect to the reticulated stormwater and wastewater network when it becomes available. It is likely that the Site will be drained via a combination of a gravity pipe network and conveyance channels along the Site boundaries which discharge to the connection/s put in place. If necessary, the Ministry could provide on-site detention/retention and dispose of waste on-site temporarily until the public system becomes available.

The Site naturally drains via overland flow path into unnamed watercourses which ultimately discharge into Drury Creek. Council GIS identifies that a flood plain and overland flow path is located on the North West corner of 401 Jesmond Road. Overland flow paths on-site will need to be maintained or modified to suit the development. Secondary flow paths between the school and ECE buildings and the playing field or carpark areas can be provided with discharge to the street systems. This will be reviewed and confirmed with Council in the outline plan for the development of the Site.

The Site is not within any Stormwater Management Area as defined in the AUP:OP. However, on-site stormwater management is a requirement stipulated in the regional rules set out for the Drury 1 Precinct and principles of Water Sensitive Design will apply. The detailed design will be developed in accordance with these rules and any necessary resource consents will be sought under the AUP:OP prior to works taking place.

2.2.7 Potable and Fire Fighting Water

Watercare advises that there will be capacity to service the Site and the surrounding area when required (refer to Appendix D for email correspondence).

Fire and Emergency New Zealand has been notified of this project and had no questions. Refer to section 7.4 and Appendix D for further information.

2.2.8 Other Services

The only nearby underground infrastructure is a Vector underground electricity transmission line located approximately 460m from the eastern boundary of the Site. Power and telecommunication supplies will be provided to the area as part of the developments nearby, prior to development being undertaken on the Site.

3 The Existing Environment

The Site is located approximately 2km west of the existing Drury township at the northern end of Jesmond Road and is approximately 8.42 hectares in area. The Site is made up of one entire parcel of land, which is identified as Area A (Lot 1 DP 139263) and part of two parcels including part of Area B (part Lot 1 DP 89570) and part of a right of way (part Lot 2 DP 164625) identified as Area C, as illustrated in Figure 3 and the Land Requirement Plan included in Attachment 1 of Form 18. The Records of Title are included in Attachment 2 of Form 18.



Figure 3 Site Configuration (AUP:OP)

Area A is approximately 4.1ha in size of which half is used for lifestyle and the other for horticultural uses. The land is relatively flat with a high point at the southeast corner of the site and gently falling to the northeast corner. An existing dwelling is located in the south western corner of the site.

Area B is approximately 4.2ha in size, generally used for rural lifestyle purposes with an existing dwelling at the high point of the site in the southwestern quadrant. The land then falls northwards to a generally flat area.

Area C is part of a right of way that provides access to private property at 341 Jesmond Road, and over which the Crown has an interest by virtue of Easement Certificate C164709.3 (the Right of Way Land). The Minister is currently in the process of acquiring Area C.

All three parcels of land are currently accessible from Jesmond Road.

3.1 Zoning

Under the AUP:OP the site is zoned “Mixed Housing Urban Zone” within the Drury 1 Precinct (as indicated in Figure 4 and 5).

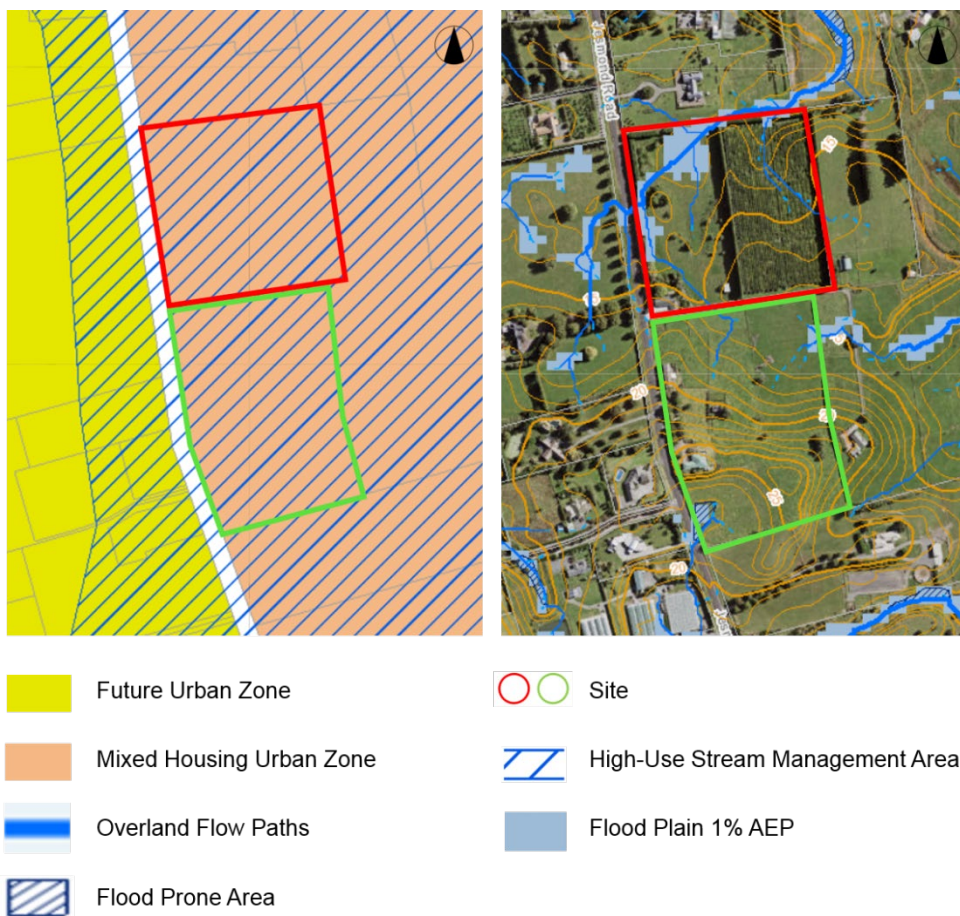


Figure 4 Zoning Map (AUP:OP)

The current surrounding land uses are predominantly rural and rural-residential in nature. However, to the north and the east of the site land is currently being developed to enable the construction of up to 1,300 residential dwellings (Auranga A). This will introduce to the Drury West area a mixture of residential dwelling types, for example single dwellings, terraced housing and apartment buildings, and new local commercial centres.

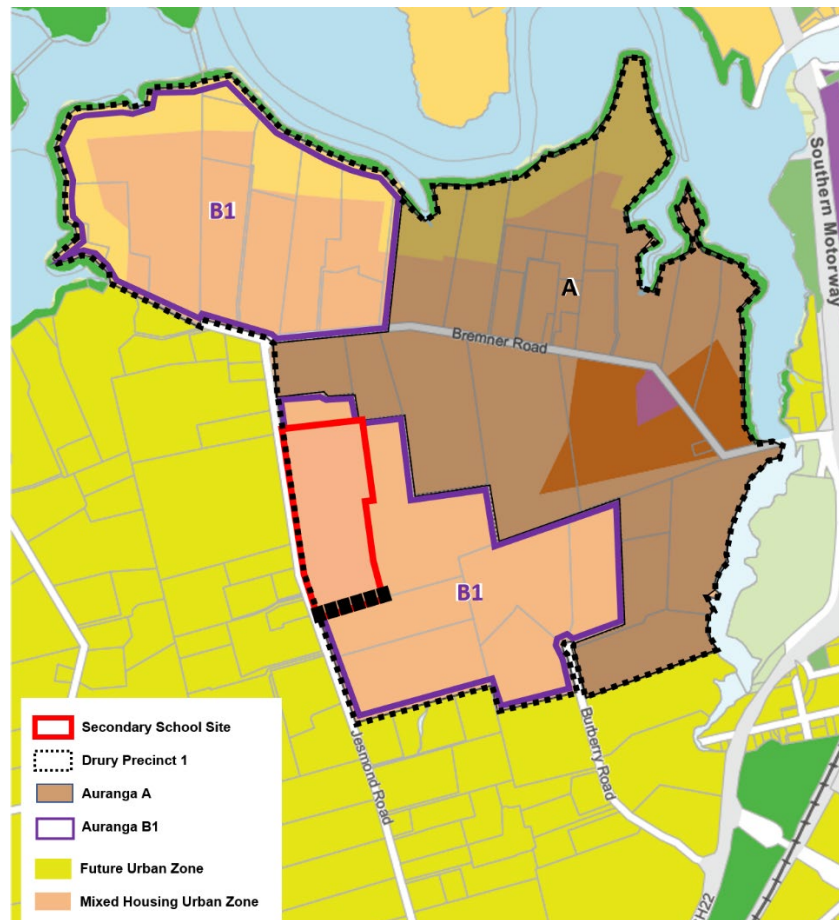


Figure 5 Proposed school and ECE site location (AUP:OP)

3.2 Surrounding Road Network Environment

The ITA has been prepared as a high-level transport assessment which recognises that there is some uncertainty around the future planned land use and transport environment surrounding the Site.

3.2.1 Future Planning Network

As discussed above, the ITA highlights that there is uncertainty with the future planned land use and transport environment immediately surrounding the Site. The key reasons include that there is no approved plan change for the land zoned Future Urban Zone to the west and south of the Site and Auckland Transport (via the Supporting Growth Alliance (SGA)) is still to confirm key elements of the future transport network (refer to ITA for details).

The ITA recognises that the Site will be located centrally within the overall residential catchment once the Auranga development and Future Urban Zone land is developed. Karaka and Drury Consultant Limited (the Auranga developer) proposes to develop quality walking and cycling facilities within these areas, which will enable easy and convenient access to the school via a range of alternative modes including walking and cycling. Jesmond Road is likely to be upgraded to a Collector Road standard and as such will be designed to carry traffic volumes of approximately 10,000 vehicles per day.

3.3 Contamination

Beca was commissioned by the Ministry to undertake a Detailed Site Investigation (DSI) of two of the land parcels that make up the Site. Those sites are 401 Jesmond Road (Area A) and 281 Jesmond Road (Area B) (refer to Figure 2) and the DSI reports attached in Appendix B.

Based on the information provided in the Preliminary Site Investigation (PSI) and the subsequent soil analytical results provided in the DSI, it can be concluded on a “more likely than not” basis that HAIL code E1 (asbestos in a deteriorated condition) is applicable to the site at 281 Jesmond Road³. An Asbestos Management Control Plan will be required for the ongoing management of the stables area and removal of the asbestos containing material from around the stables will require to be undertaken by a licensed asbestos removal company. The land disturbance activities associated with the proposed development will require resource consent under Regulation 10 of the NESCS as a Restricted Discretionary activity.

For 401 Jesmond Road, soil analytical results show the concentrations of DDE and DDT contaminants are below the adopted human health risk and environmental discharge risk criteria⁴. Standard management controls will apply to this site. The soil disturbance activities and change in land use associated with the proposed development will require resource consent under Regulation 9 of the NESCS as a Controlled activity.

Given that there have been HAIL activities on both Areas A and B, the relevant National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES) requirements will apply and a separate NES consent will be sought by the Ministry prior to commencing construction.

3.4 Archaeological and Cultural Heritage

A desktop review of online databases and records was undertaken to identify sites of archaeological and cultural significance within proximity to the proposed school site.

3.4.1 Archaeological sites

According to the New Zealand Archaeological Association ArchSite Map⁵, there are no identified sites of archaeological significance within approximately 500m of the proposed school site.

3.4.2 Cultural heritage

The AUP:OP Cultural Heritage Inventory (CHI) has identified a historic structure (CHI No.2455) at 201 Jesmond Road. The structure is recorded as “The Aroha Cottage Playmasters House” and is located approximately 280m south of the Site. There is no anticipated disturbance to the historic structure as a result of the school designation.

³ Detailed Site Investigation (Contamination), MoE Drury Due Diligence, 281 Jesmond Road. Prepared for Ministry of Education by Beca Limited, 5 September 2018

⁴ Detailed Site Investigation (Contamination), MoE Drury Due Diligence, 401 Jesmond Road. Prepared for Ministry of Education by Beca Limited, 31 August 2018

⁵ New Zealand Archaeological Association. (2018). ArchSite Browse Map. <https://archsite.eaglegis.co.nz/NZAA/Map>

3.5 Geotechnical Investigations

A preliminary geotechnical review of the land at 281 and 401 Jesmond Road, Drury West, has been undertaken by Beca Limited (Beca). The geotechnical assessment report attached in Appendix C was based on an assessment of desktop data and site investigations⁶.

According to the Council Geomaps viewer, the topography of 281 Jesmond Road varies in elevation from approximately RL 15.5m to 26.5m. The higher ground comprises a narrow ridge extending from the existing house adjacent to Jesmond Road eastward across the land parcel. The ground slopes down to the northeast and southwest from the ridge, with moderate slopes from the top of the ridge for 20 to 35m, then gently slopes beyond the ridge. Council Geomaps viewer identifies that a seepage point is located in the southwest (SW) corner of the site and that there are no other water courses mapped on the property.

The topography of 401 Jesmond Road ranges from RL12.5 to 16.5m. The ground surface is generally gently sloping from the highest point in the south west corner, near the 281 Jesmond Road property boundary sloping to the northeast. There are a few undulating areas including two small mounds that rise about 1.5m in the centre of the site. The ground contours indicate a gully with slopes in the northeast (NE) corner of the property. A spring (groundwater seep) also occurs in this area. A shallow surface drain is apparent along the northern property boundary as observed from the 2018 Google earth image. An overland flowpath is mapped across the northern part of the site, with some secondary branching into the site.

The published geological map (Edbrooke, 2001) indicates that this site is underlain by Puketoka Formation sediments, including mud, silts, pumiceous silty sands, interbedded with organic layers, and overlain by weathered volcanic soils.

Overall, the geotechnical assessment report concludes that the Site is in generally good condition for a school development. The geology of the site does not require any constraints on the layout of the school. Further geotechnical testing and investigation will take place as part of the detailed design stage to address any specific design and foundation requirements.

⁶ Edbrooke, S.W (compiler), 2001: Geology of the Auckland Area. Institute of Geological and Nuclear Sciences 1:250,000 geological map 3; Lander Geotechnical, 2017: Preliminary Geotechnical Appraisal Report for Auranga Development B1, Drury; and Papakura District Council (unknown date): Papakura District CBR strength of soils, CBR01 Rev 0, 1:25,000 at A1 map

4 Assessment of Environmental Effects

The Minister proposes a lapse date of 10 years for this designation. As such, it will be given effect to at some time between 2021 and 2031. During this time, occupation of planned residential development within Drury West is expected to progress. The ultimate timing of construction of the school will be dependent on the pace of growth. The school and ECE are likely to be built in stages with the roll gradually increasing over a number of years.

Despite the likely progressive growth of the school, for the purposes of assessing the environmental effects of developing a school in this location, a roll of 2,500 students has been used. This assessment of environmental effects has also been undertaken in the absence of a specific design for the Drury West Secondary School, which will be developed closer to the time of construction and provided through the outline plan process.

The assessment has identified positive effects and potential adverse transport effects, effects on amenity, character and temporary effects during construction. These are considered in the context of standard Ministry schools and ECEs and their expected effects on the existing and future environment. Temporary construction-related effects (which may occur in stages) include traffic effects, noise effects and earthworks effects including dust.

4.1 Positive Effects

Designating the Site for a secondary school and ECE will have positive social and economic effects through:

- The new learning environments providing opportunities to advance the social well-being of children and students;
- Providing of an important piece of social infrastructure (being educational facilities) for the new residential community including as a focal point in the new local area;
- The strategic location, central to the large catchment of residents providing excellent opportunities for pupils to travel to school by public transport, walking or cycling; and
- The co-location of an ECE and secondary school which will have positive effects in terms of convenience for families with interest in both facilities.

4.2 Landscape Effects

The Site is currently in use for rural and rural-residential purposes. Land to the east of Jesmond Road is zoned Residential Mixed Urban whereas land to the west is zoned Future Urban under the AUP:OP.

The development of a secondary school and ECE in this location will be in response to demand created by the urbanisation of this land to the west and east of Jesmond Road. Therefore, for the Site, the future development on land designated for education should be considered in the context of a future urban residential environment.

Schools and ECEs are accepted and expected parts of a residential community given it is the residential community that they serve. They are generally set within grassed playing fields and other play areas and, by interrupting more intensive residential development, have the potential to contribute positively to the landscape character and amenity of surrounding areas. Design and landscaping elements will be considered at the outline plan stage and can be designed to be sympathetic and congruous with the immediate and extended site surrounds and landscape.

Overall, the development of a school and ECE in this location will not result in adverse effects on the character of the future residential environment.

4.3 Visual Effects

Visual effects result from changes to specific views and the visual amenity experienced by people. The exact timing of the development of the school and ECE in this location is uncertain and will be in response to demand. However, as the designation has a 10 year lapse date these effects can be anticipated to occur within this timeframe. The use of this land for educational purposes may or may not precede some or all of the residential development adjacent to the Site. Notwithstanding this, the Ministry has existing standard designation conditions as set out in the '*Standard Conditions for All Education Designations*' in the '*Designation Schedule – Minister of Education*' under the AUP:OP which will be applied to this site to mitigate the potential visual effects on surrounding properties (being height in relation to boundary controls to protect daylight and dominance effects). The standard conditions are outlined in Section 2.2 of this NoR.

The school buildings will also be set within a significant landholding (approximately 8.42ha) which will have large grounds of open space and landscaping. Details of proposed landscaping will be provided with the outline plan once the design for the school and ECE has been developed.

Overall, schools and ECEs are an accepted and expected part of suburban, rural and future urban areas such as Drury West. Future development of the site for the purposes of an educational facility is unlikely to have significant adverse visual effects on the surrounding newly urbanised area given the size of the site and controls in place to protect daylight and dominance.

4.4 Effects on Property Access

The future acquisition of land shown as Area C has the potential to adversely affect access to the property at 341 Jesmond Road. However, this effect will not occur until such time as Area C is acquired and subsequently utilised for construction or operation of the new school.

The potential adverse effect on access to 341 Jesmond Road can be avoided by providing a viable alternate access route. The options are to relocate the right of way connection along the northern (401 Jesmond Road) or southern (281 Jesmond Road) boundary of the school site and either selling this land to the owners of 341 Jesmond Road, or creating an easement over the proposed school site for this purpose.

Overall, until such time as the Right of Way Land is acquired and used for construction or operation of a school there will be no effect on the access to 341 Jesmond Road. Mitigation options are available to provide an alternative access to the balance land.

4.5 Traffic Effects

The ITA considers the effects of traffic generation associated with the new facilities on the future road network as well as the accessibility of the school and ECE for all mode of transport (vehicle, public transport, walking and cycling).

4.5.1 Traffic generation

Schools and ECEs generate traffic volumes which are generally concentrated around drop-off and pick-up times. The ITA considers the potential adverse effects of traffic generation associated with the new facilities on the future new road network as well as the accessibility of the school for all modes of transport (car, bus, cycle and walking).

With regards to mode share, the ITA recognises that the school will be centrally located within Drury West. The Site will therefore be attractive for students to walk and cycle to school - most of the residential dwellings proposed in the Auranga Stage 1 and Stage 2 developments will be within a 15 minute walk or a 7 minute cycle ride. A higher than average walking and cycling mode share is therefore anticipated.

As set out earlier, Jesmond Road is currently a rural road with low traffic volumes. The timing and staging of an upgrade to transition Jesmond Road to an urban road standard will be dependent on the pace of surrounding residential development. Equally, the development of a school on the Site within the next 10 years will be in response to this same development. The ITA states that once Jesmond Road is upgraded to a Collector Road it will have appropriate capacity to accommodate the predicted secondary school trips given the road will be designed to carry traffic volumes of approximately 10,000 vehicles per day.

Section 8 of this report sets out the proposed conditions for the school and ECE. The potential adverse effects of traffic generated on the road network will be considered in more detail through a detailed Transport Assessment (TA) prepared at the Establishment outline plan stage when the land use and transport environment information are better known. Engagement with Auckland Transport, Auckland Council, and Waka Kotahi will help inform the TIA. This framework provides the ability to consider the impact of the unlikely event of the school progressing before the road is upgraded.

4.5.2 Jesmond Road/SH22 Intersection

The designation of land for educational purposes has the potential to have adverse effects on the safe and efficient operation of the State Highway network. In particular, the intersection of SH22/Jesmond Road around PUDO times.

As there is uncertainty over the timing of the upgrades to the transport network, it is recommended that any effects on the intersection is assessed via the preparation of a TIA at the outline plan stage to assess the traffic generation and any means of mitigating adverse effects on the efficiency and safety of the surrounding transport network. This mitigation is reflected proposed condition one in section 8.2 of this report.

Notwithstanding this, the Drury 1 Precinct subdivision controls require the upgrade of the Jesmond Road / SH22 intersection to occur before subdivision and development can occur in the Precinct Plan 2 area. The residential development is contingent on the upgrade of the intersection which, in turn, will drive the demand for the new secondary school. As such, the intersection upgrade is programmed to precede the residential development.

Given the planned upgrades and the recommended conditions to engage with the road controlling authorities as part of the development of a more detailed TIA at the outline plan stage, any adverse effects on this intersection can be appropriately managed.

4.5.3 On-site parking

The designation of land for educational purposes will result in demand for on and off-street car and cycle parking for students, staff and visitors. Peak demand for car parking is generally around short periods during drop-off and pick-up times. Providing on-site PUDO facilities for use by cars and (potentially) buses as well as parking for secondary school and ECE staff and visitors will reduce the demand for on-street parking and make these spaces available for non-school activities. At approximately 8.42 hectares, the site is large enough to cater for on-site PUDO areas, to the extent required.

As set out in the ITA, the centrally located site and form of the proposed roading network in this new urban area will make walking and cycling attractive options for travelling to school. The ITA recommends that a School Travel Plan be prepared to assist in supporting and achieving the desired mode share.

Notwithstanding this, to mitigate potential adverse effects from parking demand, it is recommended in the ITA that a more detailed TA be prepared and submitted with the Establishment outline plan, at which time the location and form of parking areas will be confirmed.

4.5.4 Access

At present the Site only has frontage to Jesmond Road. The length of frontage, at 460m, is assessed in the ITA as being sufficient to provide safe access to the school for pedestrians, cyclists and vehicles and to distribute traffic across the site as necessary.

The location and form of access to the Site will be confirmed at the Establishment outline plan stage and informed by a TIA prepared at the time, taking into account the outcomes of consultation with Auckland Transport.

Conclusion

Overall, the Site is of sufficient size to accommodate on-site parking and PUDO facilities and has sufficient road frontage to provide for access arrangements for different modes (vehicle, pedestrian, cyclist) and functions (visitor, staff, ECE parking). The conditions framework out allow for more detailed consideration of potential adverse effects on the surrounding road network closer to the time of construction.

4.6 Noise Effects

The designation of land in Drury West for educational purposes is on land that is currently used for rural activities but is zoned "Mixed Housing Urban". It is anticipated that the surrounding land will ultimately be developed for residential or open space (subject to future plan changes). The following assessment of noise considers both the existing rural land use and future residential zoning.

Schools and ECEs are an accepted part of urban environments and their noise effects are well known. The nature of educational activities is such that the noise generating activities (particularly outdoor education, outdoor play times and vehicle-based drop-off and pick-up) are during defined hours of the day during the week. Noise generation in evenings, night-time and weekends is typically very low or non-existent.

As such, it is not envisaged that the designation of land on the Site will result in noise levels which are objectionable beyond the school boundary, or which create significant adverse effects in future residential environments adjacent to the site.

Notwithstanding this assessment, the Minister has standard conditions that apply to designated schools in the AUP:OP to address potential adverse noise effects during construction and operation which are proposed to also apply to this designation (refer to section 8.1.2 of this report).

Overall, having regard to the above assessment and proposed designation conditions it is considered that noise levels from the operation of the facilities are unlikely to cause adverse effects on the surrounding environment and will be appropriately managed through the existing standard conditions imposed by the Minister on all schools in the Auckland region.

4.7 Construction Effects

The temporary effects arising from this work relate to the construction phase of the proposal. The effects of construction are considered to be noise, dust, traffic and the potential for unearthing of archaeological remains or artefacts.

Given the relatively flat nature of the site it is not envisaged significant earthworks will be necessary to create building platforms. Construction works will be undertaken in accordance with the New Zealand noise standards *NZS 6803:1999 Acoustics – Construction Noise*. Construction traffic will be able to access the site from the northern and eastern boundaries.

The Minister has a standard condition of the designation that a Construction Management Plan be prepared and submitted with any outline plan for major site works (refer to section 8.1.2 of this report). Such a plan would set out the practices and procedures to be adopted to ensure compliance with conditions on the

designation and otherwise to minimise the effects of construction activities on the surrounding properties. (refer to section 8.2 of this report).

Overall, construction effects will be temporary in duration with potential effects addressed as part of the outline plan.

4.8 Conclusion

Overall, the designation to provide for the future development of a school and ECE on the Site will have positive social and economic effects on the new community.

The potential adverse effects of the activities authorised by the NoR relating to amenity and character, traffic and noise are able to be avoided, remedied or mitigated to an acceptable degree through the outline plan process and through the conditions set out in section 8 of this report. Avoidance, remedy or mitigation of loss of access associated with 341 Jesmond Road will be by way of agreement with the owners of that land.

5 Alternative Sites and Methods

Under section 171(1)(b) a territorial authority must have particular regard to whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the Work if the requiring authority does not have an interest in the land sufficient for undertaking the Work; or it is likely that the Work will have a significant adverse effect on the environment.

Section 4 of the AEE does not identify any significant adverse effects on the environment from designating the Site for educational purposes.

At the time of lodgement of the NoR, the Crown owns sufficient land to build a secondary school and ECE across two parcels of land separated by a right of way that provides access to the neighbouring property at 341 Jesmond Road. The separate parcels of land do not provide the Minister the flexibility required to design a comprehensive secondary school campus and ECE. Therefore, the Minister is seeking to designate the Site, including part of the land at 341 Jesmond Road (identified as Area C).

The Minister is negotiating with the owners of the land at 341 Jesmond Road regarding the acquisition of Area C which will give the Crown a continuous landholding providing greater flexibility in design and construction of the school and ECE. Negotiations have taken into consideration the provision of alternative access to the balance of 341 Jesmond Road should that be necessary in the future. At this point in time the Minister does not have a sufficient interest in Area C (the land over which the private right of way runs) to undertake the public work and has therefore assessed alternative sites and methods.

5.1 Site Selection Methodology

This section of the report provides a summary of the process the Minister undertook to consider alternative sites for a new secondary school and ECE. Beca Ltd, on behalf of the Minister, carried out a Stage One site selection assessment of 31 potential sites for a new secondary school and ECE within a defined area of Drury West (Figure 6) provided by the Ministry.

The Ministry's Methodology for Site Evaluations (version 6b) was used to identify 31 potential sites in the catchment between 6ha and 9ha in size that were considered to be suitable for development as a secondary school and ECE.

The Stage two assessment involved a more detailed desktop analysis of each of the shortlisted sites that passed the first stage site identification and initial assessment. The shortlisted sites were scored against the 19 standard criteria listed below and further outlined in the Ministry's standard Methodology for Site Evaluations - version 6b⁷.

⁷ Ministry's standard Methodology for Site Evaluations (version 6b), May 2016: Ministry of Education Networks team

- Site acquisition cost
- Ease of acquisition
- Site size
- Topography
- School design potential
- Growth strategy
- District Plan zoning
- Catchment
- Site constraints
- Road frontage
- Transport network
- Infrastructure services
- Geotech and flooding
- Contamination
- Noise effects
- Ecological Impact
- Cultural significance
- Opportunities for co-location
- Social Impacts

Potential sites were then ranked in terms of the most suitable for accommodating a secondary school and ECE. The assessment of these sites was undertaken with inputs from property, planning, geotechnical, contamination, architecture, and transportation specialists.

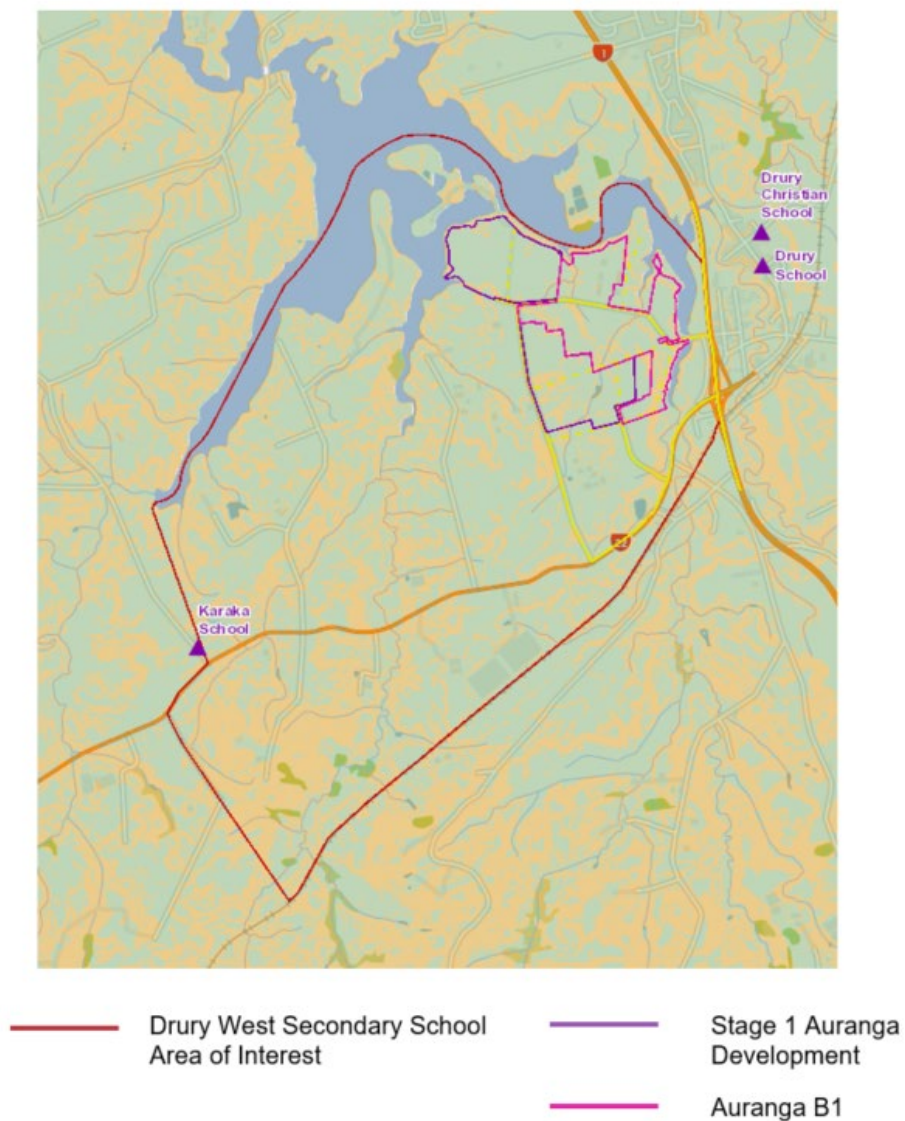


Figure 6 The Ministry's Drury West Secondary School Area of Interest

5.2 Identifying a preferred site

Of the 31 sites identified in the Stage One 'long list', 5 were found to pass all of the criteria and progressed to the Stage Two assessment. The shortlisted sites that progressed to the Stage Two assessment are set out below (Figure 7). The 5 shortlisted sites are numbered 42, 43, 44, 48 and 64 in Figure 7 below.

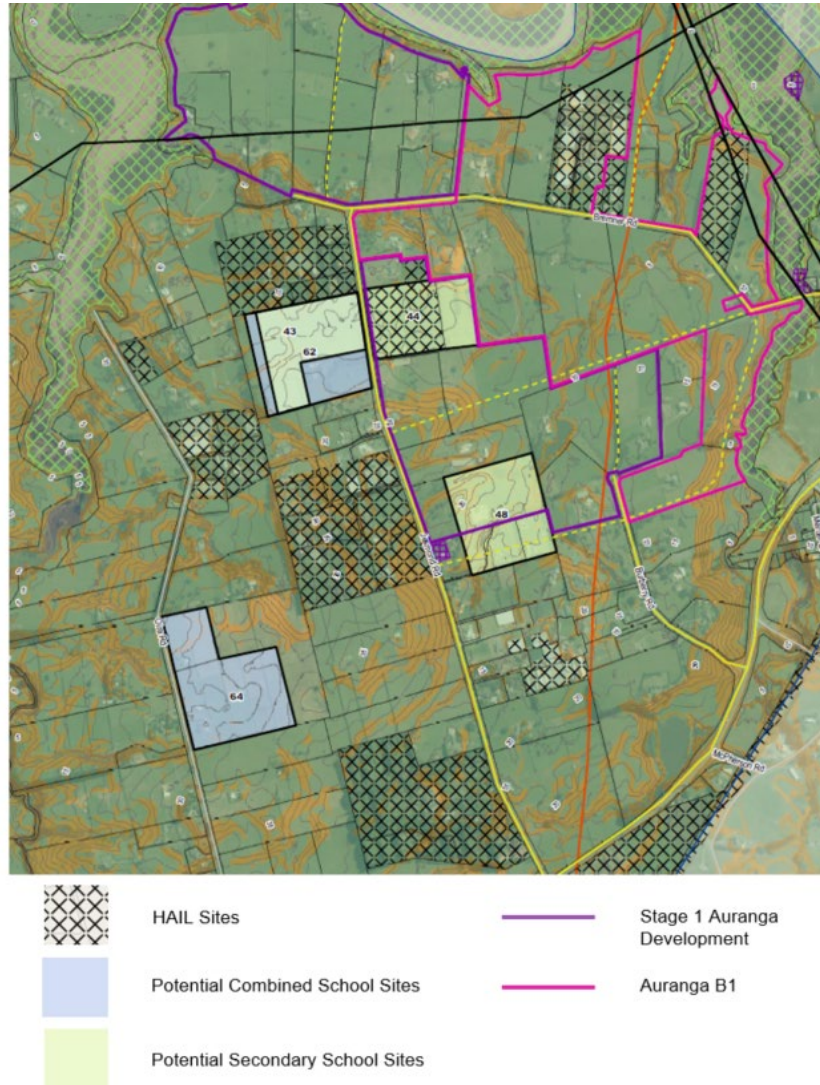


Figure 7 Site Selection Process - Shortlist sites

Of the shortlisted sites assessed, site 44 (401 Jesmond Road, the site forming part of this NoR) had the highest score overall for a secondary school. Site 44 was favourable due to the size, generally flat topography and potential to integrate with stage 1 and 2 of the Auranga development (including infrastructure provision). In addition, there were favourable geotechnical conditions and, due to the relatively flat nature of the site, beneficial school design potential.

5.2.1 Property Purchase by the Ministry

Following the site selection assessment, the Site Selection Report (August 2017) recommended that the Minister progress discussions with key stakeholders to confirm the preferred site/s, and to then proceed through a due diligence, risk analysis, site acquisition, NoR and formal designation process for the preferred site.

The owners of site 44 (401 Jesmond Road) were approached by the Ministry regarding the purchase of their site for a school and they were amenable to the request. As the owners were amenable, the Crown negotiated and purchased this 4.1ha site for the Minister for a future school.

Subsequently, to meet the Minister’s requirements for a secondary or combined school of 6-8 hectares, the Ministry then engaged with surrounding landowners with a view to purchasing the balance of the land required. During this time, 281 Jesmond Road (south of 401 Jesmond Road) came onto the market for sale in 2018. Although this site is not within the preferred site 44 and is severed from 401 Jesmond Road by the private access way, the Minister considered that there was still merit in purchasing the site due to its size, catchment location, ease of acquisition and wide road frontage.

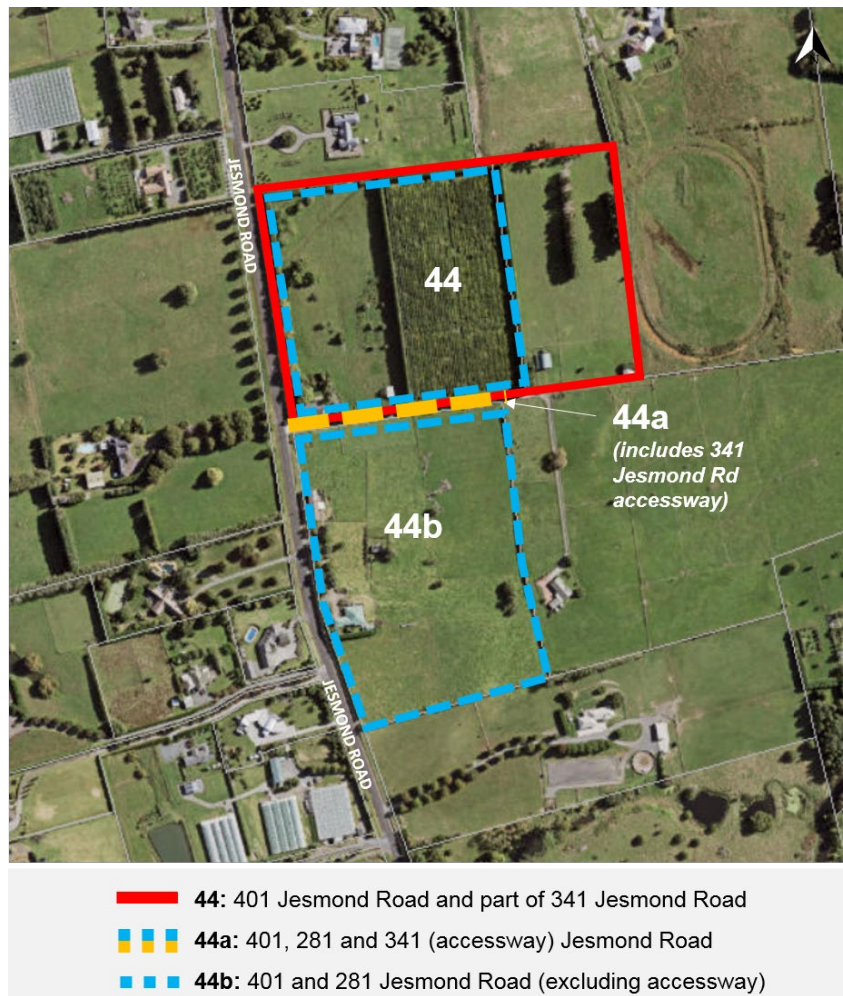


Figure 8 Site options 44, 44a and 44b following the purchase of 401 and 281 Jesmond Road

5.3 Review of alternative site options

Following the Crown’s purchase of 281 and 401 Jesmond Road in September 2018, a further consideration of alternative sites was undertaken given they were bisected by a right of way. This consideration involved an assessment of:

- (a) a combined Jesmond Road site (including part of the right of way to 341 Jesmond Road) against designating the two parcels separately and **excluding** part of the right way; and

(b) a combined Jesmond Road site (including part of the right of way to 341 Jesmond Road) against the **other shortlisted sites** in the Stage 2 evaluation.

The details of this additional assessment is contained in Appendix E.

The outcome of this assessment was that it was concluded that designating the combined Jesmond Road sites (including part of the right of way) offers the best outcome for educational development in this location.

Conclusion

The Minister considered potential secondary school sites within a large search area in Drury West. A shortlist of 5 sites were considered and a preferred site was identified.

Following the Minister's purchase of land at 281 Jesmond Road, further alternatives were assessed given the implication of an additional requirement to designate part of a right of way to 341 Jesmond Road. Designating part of the right of way will provide the Minister with greater flexibility in a comprehensive design for the future secondary school and ECE, allowing the most potential for a quality educational environment to be developed.

Overall, the Site to be designated performs well against the Ministry's criteria relating to size, topography and potential to integrate with Stage Two of the Auranga development.

The Site is also favourable due to its central location within the future student catchment which will encourage more sustainable modes of transport. The generally flat nature of the site and significant road frontage also offer flexibility in terms of future development.

5.4 Alternative Methods

Having regard to the alternative regulatory planning tools available (being a resource consent or plan change) the Minister considers a designation to be the most suitable for the following reasons:

- Part 8 of the RMA empowers the Minister of Education to designate land for a key public work of 'educational purposes';
- The Minister has financial responsibility for state-owned and funded schools and, as a requiring authority under section 166 of the RMA, may serve a NoR for a designation for such works;
- The designation will allow the Minister and/or its authorised agents to undertake the project or work in accordance with the designation with certainty and clarity of process and without the need for district plan resource consents;
- The designation will allow land required for the project to be identified in the AUP:OP which gives the community and other infrastructure providers a clear indication of the intended use of the Site and the location of future education facilities;
- The designation enables the project or work to be undertaken in a comprehensive and integrated manner;
- The designation with a 10 lapse period protects the site from future development or plan changes which could preclude the construction of the project or works;
- The designation provides land use certainty for a large capital works project, and an essential future social infrastructure;
- It provides flexibility in the overall development of the Site in terms of the design of the secondary school and ECE facility;
- It provides flexibility for the operational performance of the site on the basis of growth and development of the student catchment; and
- The designation of the Site for education purposes is consistent with the planning mechanism utilised for other existing state schools in Auckland.

As such, the Minister considers that a designation is the most appropriate method of securing the future establishment and ongoing operation of the school for its proposed public work purpose.

6 Statutory Assessment

This chapter sets out the relevant statutory planning considerations for a NoR.

6.1 The Resource Management Act 1991

6.1.1 Part 2 Purpose and Principles

Part 2 of the RMA (sections 5 - 8) sets out the purpose and principles of the RMA. Council's recommendation on the NoR is subject to Part 2.

Section 5

The purpose of the RMA (Section 5) is to promote "the sustainable management of natural and physical resources". The designation will help to provide for the community's social, cultural and economic wellbeing through the subsequent development of a secondary school and ECE to serve the future residential growth in Drury West. The investment in new education and social infrastructure in this location will also contribute positively to the existing and emerging community. Measures to avoid, remedy or mitigate potential adverse effects on the environment have been outlined in section 4 of this report.

Section 6

Sections 6 and 7 respectively list "matters of national importance" and "other matters" that have a substantial role in shaping and directing how the RMA's purpose is given effect through planning and decision making. There is no coastal environment, outstanding natural features, significant indigenous vegetation, or public access to and along the coastal marine area, lakes and rivers, or historic heritage that are impacted by the school and ECE development.

With regard to section 6(e), relevant mana whenua groups including Ngāi Tai ki Tāmaki, Ngāti Maru, Ngāti Tamaoho, Ngāti Te Ata, Te Ahiwaru – Waiohū, Te Ākitai Waiohū and Waikato - Tainui have been consulted on the project and feedback has been received outlining their comments and concerns. Section 6(g) and (h) are unrelated to the proposal as there are no issues with the protection of protected customary rights and the management of significant risks from natural hazards.

Section 7

With regard to section 7(b) of the RMA, protecting land for the purpose of school centrally within an emerging urban area is considered to be an efficient use of land. The location of the site means the future school will be well connected in terms of pedestrian and cycle links to adjoining residential areas. There are no matters regarding the efficiency of the end use of energy in relation to Section(ba).

With regard to sections 7(c) and 7(f) the proposed school facilities will be designed and set within a large 8.42 hectare site with large areas of open space coupled with landscaping. Therefore, the proposed school will be congruous to the local amenity and environment.

Intrinsic values of the ecosystems are not affected by the school development and there are no issues regarding the finite characteristics of resources, protection of the habitat of trout and salmon, the effects of climate change or the use and development of renewable energy.

Section 8

Section 8 sets out the RMA's requirement to take into account the principles of the Treaty of Waitangi. The project is being conducted in accordance with the principles of the Treaty of Waitangi including partnership, participation and protection. The proposed designation was done in consultation with mana whenua. Ngāti Te Ata participated by providing a Cultural Values Assessment (Appendix D) confirming that no cultural

heritage sites will be adversely affected. Following the designation of the Site, further engagement with iwi will take place during the design phase of the school.

Overall, it is considered that the NoR is consistent with the purpose and principles of the RMA.

6.1.2 Part 8 Designations

a. Notice of Requirement to a territorial Authority (Section 168)

The Minister of Education is approved as a requiring authority under section 166 of the RMA. This NoR has been lodged with the Council under section 168(2) of the RMA. The scope of the NoR in relation to the proposed works is set out in Section 2 of this report.

b. Recommendation by the Territorial Authority (Section 171)

Under section 171(2) of the RMA, the Council as the territorial authority may recommend to the requiring authority (the Minister) that he:

- Confirm the NoR;
- Modify it;
- Impose condition; or
- Withdraws the NoR.

This recommendation is based on matters that the territorial authority is required to have particular regard to when considering a NoR under section 168.

The matters to be considered are set out in sections 171(1)(a) (d) of the RMA. These matters are commented on as follows:

i. Section 171(1)(a)

The proposed NoR has, subject to Part 2 of the RMA, been considered against the relevant provisions of the Regional Policy Statement outlined within the AUP:OP. As assessed below, the designation is consistent with the policy direction of these documents.

ii. Section 171(1)(b)

The Crown is in the process of purchasing one of the parcels which comprise the site from the landowners. As that process has not yet been completed, Chapter 5 outlines the alternative sites assessment and methods that were undertaken. Chapter 4 provides an assessment of the effects of the NoR which concludes that designating the land for education purposes will not have significant adverse effects on the environment.

iii. Section 171(1)(c)

The objective of the Ministry designating this site for education purposes is to provide a site for a new school and ECE.

The Work and designation of the site is considered reasonably necessary as it provides certainty to the Ministry and the community for the future use of the site.

iv. Section 171(1)(d)

The Minister's objective is set out in Section 2.1 of this report. There are no other matters that are considered to be relevant.

6.1.3 Conclusion

Overall, with regard to section 171(1) of the RMA the following conclusions can be drawn:

- Consideration has been given to the relevant provisions of the planning documents;

- Adequate consideration has been given to alternative sites, routes, or methods of undertaking the Work; and
- The proposed works and the designation are considered reasonably necessary to achieve the Minister's objective.

6.2 National Policy Statement for Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) took effect on 20 August 2020 and replaced the National Policy Statement on Urban Development Capacity 2016.

At a broad level, the designation is consistent with the NPS-UD which requires planning for growth and ensuring a well-functioning urban environment for all people, communities and future generations. Of specific importance to the Minister is Policy 10 which states that local authorities should engage with providers of development infrastructure and additional infrastructure (schools are considered additional infrastructure) to achieve integrated land use and infrastructure planning. In addition to this, subpart 3.5 of the NPS-UD states that local authorities must be satisfied that the additional infrastructure to service the development capacity is likely to be available.

Ministry representatives have been engaging with Auckland Council, Auckland Transport and Watercare since 2018 regarding this designation which provides for important social infrastructure for future urban communities.

6.3 Auckland Unitary Plan: Operative in Part (AUP:OP)

6.3.1 Regional Policy Statement

The following regional strategic objectives and policies in the AUP:OP are the most relevant to the proposed NoR:

Objective: B2.2 Urban Growth and Form

Objective B2.2.1(3): *Sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth.*

The proposed secondary school site is providing social infrastructure that is required to support the future development and growth of Drury West.

Objective B2.4.1(5): *Non-residential activities are provided in residential areas to support the needs of people and communities.*

The proposed secondary school site will provide educational facilities within a future residential catchment area. These facilities will be essential to meet the educational and social needs of the people within this new community.

Policy B2.4.2(6): *Ensure development is adequately serviced by existing infrastructure or is provided with infrastructure prior to or at the same time as residential intensification.*

The infrastructure required to support the proposed secondary school site will be developed in tandem with nearby development. The opening of the school will be timed with the residential intensification of Drury West and the uptake of houses within the development.

Objective: B2.8 Social Facilities

Objective B2.8.1(1): *Social facilities that meet the needs of people and communities, including enabling them to provide for their social, economic and cultural well-being and their health and safety*

The proposed secondary school site is a social facility that will positively contribute to meeting the needs of the people and communities of the emerging Drury West area by providing for their social, economic and cultural well-being as well as their health and safety.

Objective B2.8.1(2): *Social facilities are located where they are accessible by an appropriate range of transport modes.*

The proposed secondary school site will be located within the Drury 1 Precinct development areas and proposed future residential catchment. Karaka and Drury Consultant Limited (the Auranga developer) proposes to develop quality walking and cycling facilities within these areas, which will enable easy and convenient access to the school via a range of alternative modes including walking and cycling. The site is within walking distance of future bus routes.

Objective B2.8.1(3): *Reverse sensitivity effects between social facilities and neighbouring land uses are avoided, remedied or mitigated*

The secondary school site will be integrated with the anticipated future residential development at Auranga and will provide an essential educational and social resource for that community. No reverse sensitivity effects are therefore anticipated as schools are considered compatible with residential land use.

Policy B2.8.2(1): *Enable social facilities that are accessible to people of all ages and abilities to establish in appropriate locations where the transport network (including public transport and walking and cycling routes) has sufficient existing or proposed capacity.*

The secondary school will be located within a proposed residential catchment area. New infrastructure including walking and cycling routes will be constructed by KDC as part of the wider development area which will support the transport network to and from the school. Walking and cycling are inclusive modes of transport that will allow people of all ages and abilities to access the school site.

Policy B2.8.2(2): *Enable the provision of social facilities to meet the diverse demographic and cultural needs of people and communities.*

The diverse demographic and cultural needs of the people and future surrounding community will be met through the construction of the new school by providing for educational opportunities and employment for the future population in the area. Also, as a social facility the schools will play an important role as a focal point for the community and will contribute positively to developing a community culture.

Policy B2.8.2(3): *Enable intensive use and development of existing and new social facility sites*

The Site is of a size that can accommodate a secondary school and ECE of an adequate size to respond to future population growth of the residential catchment.

Policy B2.8.2(4): *In growth and intensification areas identify as part of the structure plan process where social facilities will be required and enable their establishment in appropriate locations.*

The Site has been identified and will be constructed as part of the Drury 1 development areas. An appropriate location has been established to support the growth and intensification expected in the area.

Overall, these objectives and policies support social facilities in areas where they are accessible and located in an area where they will not cause reverse sensitivity on adjacent properties.

The secondary school and ECE will provide the social facilities that are required to support the residential development and growth taking place in the surrounding area. This includes accommodating the needs of the people and communities within the newly established residential areas.

The ITA outlines that the site will be made accessible by a range of different modes, including active modes from Jesmond Road and the proposed East-West Collector Road. When Auranga Stage 1 and Auranga B1

are complete the school will be centrally located within the overall residential catchment, particularly enhancing the opportunities for walking and cycling. In addition, the ITA identifies that the design and development of the school and adjacent roads will incorporate measures that will create a pleasant environment for active modes, which will further contribute in minimising any potential adverse effects on the character and amenity of the surrounding environment.

Overall, it is considered that the proposal supports the relevant strategic regional objectives of the AUP:OP.

6.3.2 District level provisions

Objective B3.2 Infrastructure

Objective B3.2.1(1): *Infrastructure is resilient, efficient and effective.*

The proposed school will provide valuable social infrastructure for the Drury West area, which will be longstanding and appropriately accommodates the future growth of the surrounding residential area.

6.3.3 Zoning (Underlying)

The NoR site is zoned in the “Mixed Housing Urban” zone and is subject to the Drury 1 Precinct provisions in the AUP:OP.

Objectives: H5.2 Mixed Housing Urban Zone

H5.2 (4): *Non-residential activities provide for the community’s social, economic and cultural well-being, while being compatible with the scale and intensity of development anticipated by the zone so as to contribute to the amenity of the neighbourhood.*

Policies: H5.3 Mixed Housing Urban Zone

H5.3 (2): *Require the height, bulk, form and appearance of development and the provision of sufficient setbacks and landscaped areas to achieve an urban built character of predominantly three storeys, in a variety of forms.*

H5.3 (3): *Encourage development to achieve attractive and safe streets and public open spaces including by:*

- (a) *providing for passive surveillance*
- (b) *optimising front yard landscaping*
- (c) *minimising visual dominance of garage doors.*

H5.3 (4): *Require the height, bulk and location of development to maintain a reasonable standard of sunlight access and privacy and to minimise visual dominance effects to adjoining sites.* **H5.3 (7):** *Restrict the maximum impervious area on a site in order to manage the amount of stormwater runoff generated by a development and ensure that adverse effects on water quality, quantity and amenity values are avoided or mitigated.*

H5.3 (8): *Provide for non-residential activities that:*

- (a) *support the social and economic well-being of the community;*
- (b) *are in keeping with the with the scale and intensity of development anticipated within the zone;*
- (c) *avoid, remedy or mitigate adverse effects on residential amenity;*

H5.3 (10): *Recognise the functional and operational requirements of activities and development.*

School facilities are required within both urban and rural catchments. The development of a secondary school will not compromise future development as it is a key piece of social infrastructure required for a growing community. In particular, with a large portion of students proposed to attend the new school being projected to come from Auranga Stage 1 development (and the remainder catchment potentially being rezoned residential), the proposed designation is considered suitable.

The proposed school has been indicated by the Ministry's network team as a priority due to the speed at which the Auranga development is progressing. The two nearby high schools (Rosehill College and Papakura High School) are both located greater than eight kilometres away from the Drury West catchment on the other side (eastern side) of State Highway 1, and projections by the Ministry indicates they will not have sufficient capacity, even when fully developed, to accommodate the growth in the Drury West area.

At present the proposed school site is made up of three different land parcels (Parcels A, B and C in the Land Development Plan). Parcel C currently operates as a right of way to the rear lot at 341 Jesmond Road. The Ministry is negotiating an alternative access arrangement to provide greater flexibility for developing the site and avoid fragmentation. This will also avoid fragmentation of the rear residential property.

Overall, it is considered that the NoR is consistent with the relevant district plan objectives and policies of the AUP:OP, and the proposed public work will not have significant adverse effects on the environment.

7 Consultation

7.1 Landowners

7.1.1 Karaka and Drury Consultant Limited (KDC)

KDC represents a group of private investors who are active in the Drury West area. KDC is undertaking the development of Auranga, which is a large new community located in Drury West and the first of its kind in this area. Consultation has been ongoing with KDC since requirements for new schools in the Drury West area were identified by the Ministry.

Feedback from KDC has confirmed that it supports a site for a new school(s) within close proximity to its development.

7.1.2 Elly S Pan & Benjamin Ban Chong Bong (Owners of 341 Jesmond Road – Area C)

Negotiations with the owners of the land at 341 Jesmond Road are progressing for the Crown's acquisition of the Right of Way Land. Terms of Agreement are under discussion and include the Crown's provision of alternative access to the land at 341 Jesmond Road.

Negotiations with the owners will continue in tandem with this NoR.

7.2 Auckland Council

Ministry has engaged with Auckland Council, Auckland Transport and Watercare and Waka Kotahi.

7.2.1 Auckland Council Regulatory

A pre-application meeting was held between Beca, the Ministry and the Council Regulatory team on 18 November 2020 where the location of a secondary school in Drury West was outlined. In general Council officers indicated that the proposal to provide for a school within this area of urban growth was supported in principle.

7.2.2 Auckland Transport (AT) and Supporting Growth Alliance (SGA)

A meeting was held between Beca, the Ministry, AT and Waka Kotahi on March 2019 where the location and catchment plan of the school was outlined.

Since the initial contact, an appeal was made to the Environment Court by Elly S Pan for Auranga B1, which directly affected the location of the proposed East-West Collector Road. The Ministry were party to this appeal as a section 274 party to proceedings. An Environment Court assisted mediation was undertaken and an agreement was reached on 21 November 2019.

The Crown (Ministry) has sold a portion of its site to Auckland Council to facilitate the future East-West collector road. This is a complementary transport infrastructure project for this new area of growth. Based on engagement with AT the final alignment is expected to adjoin the southern boundary of the school. A separate NoR for this road (Jesmond to Waihoehoe West Upgrade) was lodged in January 2021.

The Ministry met with AT representatives on 18 November 2020 as part of the Council meeting and on 9 December 2020 as part of a transport workshop to provide an update on the Minister's intention to lodge a NoR for a reduced land area in late 2020. The Ministry is committed to ongoing engagement with AT on integration with key elements of the future roading network.

7.2.3 Watercare

Watercare manages the reticulated public water supply within the Drury West area. Watercare has confirmed capacity will be available when the school is ready to connect. The email correspondence is attached in Appendix D.

7.2.4 Waka Kotahi New Zealand Transport Agency (Waka Kotahi)

A meeting was held between Beca, the Ministry and Waka Kotahi on 24 September 2018. The meeting primarily related to another school project, but the Ministry used this as an opportunity to also outline to Waka Kotahi that general location of a new secondary school in Drury West. Waka Kotahi was also present in more recent meetings with Beca, the Ministry, the Council and Auckland Transport held on 18 November 2020 and 9 December 2020.

Waka Kotahi has provided high level comments outlining that the Jesmond Road / SH22 intersection has a poor safety record. Waka Kotahi has also noted that it was already working with developers to agree funding for upgrades to this intersection with SH22.

7.3 Fire and Emergency New Zealand

Geoff Purcell (Area Commander – Acting) was contacted by email on 15 October 2018 and 20 November 2020, to provide notice to Fire and Emergency New Zealand (FENZ) of the proposed school site and invite any comment. A description of the proposed site was provided, along with confirmation that a fully reticulated water supply capable of providing firefighting water in accordance with SNZ PAS 4509:2008 will be made available to the site prior to any development taking place (as discussed in section 2.1.3 of this report). The email correspondence is attached in Appendix D.

7.4 Franklin and Papakura Local Board

7.4.1 Franklin Local Board

The Ministry advised the Franklin Local Board of the proposed location and timing of the designation of land via a letter on 15 October 2018 (attached in Appendix D), with an invitation for feedback. The Beca and Ministry team then presented at a Franklin Local Board meeting on the 6th November 2018 where the board were generally supportive of the school location. The meeting minutes with Franklin Local Board are attached in Appendix D. Recent correspondence occurred on 20 November 2020 via email requesting any additional feedback prior to lodgement (attached in Appendix D). The Ministry will continue to keep the Franklin Local Board up to date with progress of the secondary school and ECE.

7.4.2 Papakura Local Board

Council Regulatory advised that the Papakura Local Board may also be interested in the project due to its involvement with the Auranga Development. A letter was sent to the Papakura Local Board explaining the proposed location and timing of the designation of land (attached in Appendix D), with an invitation for feedback. Papakura Local Board have provided formal feedback via a letter, which outlined that the board are supportive of the school. Another more recent email was issued on 20 November 2020 to request for any additional feedback prior to lodgement (attached in Appendix D). The feedback has remained unchanged from that provided in 2018 and the Ministry has captured the queries such as those related to traffic, PUDO facilities and on site-parking in the recommendations of the ITA and the NoR. The Ministry will continue to keep the Papakura Local Board up to date with progress of the secondary school and ECE.

7.5 Mana Whenua

Engagement with Mana Whenua regarding the Site was initiated by the Ministry on 15 October 2018 and has been ongoing. Letters were most recently issued on 20 November 2020 to provide an update on the proposal and the intention to lodge in December 2020.

Seven iwi were initially contacted in 15 October 2018, to which three responded. A second email was sent to engage with mana whenua representatives who had not responded to the initial request for engagement on 23 October 2018. A third email was sent to engage with mana whenua who had not responded to the first two initial requests in which a response was requested by 29 October 2018.

The most recent correspondence (20 November 2020) were sent to all mana whenua groups initially contacted, except for the two mana whenua groups which confirmed no engagement was required, or, a request was made to defer to another group. Therefore, a total of five groups were contacted on 20 November 2020.

The table below summarises the engagement undertaken or attempted with mana whenua to date.

Iwi	Contact	First round of consultation	Second round of consultation		
Ngāi Tai ki Tāmaki	Gabriel Kirkwood	29 October 2018	Confirmed no engagement is required.	-	-
Ngāti Maru	Geoff Cook	-	No response.	20 November 2020	No response.
Ngāti Tamaoho	Lucille Rutherford	16 October 2018	Confirmed interest and requested a meeting. Invited to and attended site walkover and meeting.	20 November 2020	Request to remain informed of progress and to have the opportunity to have input into detail design. No further engagement is required at this time.
Ngāti Te Ata	Karl Flavell	16 October 2018	Confirmed interest and requested a meeting. Invited to and attended site walkover and meeting.	20 November 2020	No response.
Te Akitai Waiohua	Nigel Denny	29 October 2018	Confirmed interest and requested a meeting. Invited to site walkover and meeting but could not make it. Requested Minutes. Minutes were sent.	20 November 2020	No response.
Te Ahiwaru Waiohua	Kowhai Olsen	29 October 2018	Request to defer to Ngāti Tamaoho and Ngāti Te Ata	-	-
Waikato Tainui	Lorraine Dixon	-	No response.	20 November 2020	Confirmed no engagement is required.

A site meeting and walkover were held with all mana whenua who indicated their interest in the proposal on 15 November 2018, to explain and discuss the rationale for the school site. All three mana whenua groups are supportive of the proposal to date. Mana whenua will have the opportunity to raise matters such as sustainability, stormwater treatment and design through the design process, which will be managed by the Ministry's Capital Works Team once funding and timing is confirmed.

Records of communication with mana whenua are attached as Appendix D.

8 Proposed Conditions

8.1 Lapse Date

The Minister requests a 10 year lapse period for this designation due to uncertainty around the pace at which the Auranga residential development to the east will occur and the timing of zoning (and ultimate development of) the Future Urban Zone to the west.

A 10 year lapse period provides the Minister with flexibility to ensure the school can be constructed and operated to respond to surrounding residential development.

8.2 Standard Conditions Applying to All Schools

The Minister of Education has standard conditions that apply to all existing schools in Auckland (as set out in the AUP:OP). Of these, conditions 2, 3, 4 and 6 will be relevant to this site and will assist in mitigating potential adverse effects as discussed in section 4 of this document. Conditions relating to scheduled trees have not been included as they are not relevant to this site.

The relevant standard conditions are set out below.

1. Height in Relation to Boundary

Any new building or building extension (excluding goal posts and similar structures) shall comply with the height in relation to boundary controls [attached to this Schedule] from any adjoining land zoned primarily for a residential purpose, or zoned for an open space/outdoor recreation purpose.

2. Noise

The noise (rating) level arising from the operation of the school must comply with the following noise levels when measured within the boundary of any residentially zoned site, or within the notional boundary of any site in any rural zone:

Time	Noise level
Monday to Saturday 7am to 10pm	55 dB L_{Aeq}
Sunday 9am to 6pm	
All other times	45 dB L_{Aeq}
	75 dB L_{Aeq}

These noise limits do not apply to noise from school sports and school recreational activities occurring between 8am and 6pm Monday to Saturday.

Noise levels shall be measured and assessed in accordance with NZS 6801:2008 “Measurement of Environmental Sound” and NZS 6802:2008 “Environmental Noise”.

Noise from construction shall not exceed the limits recommended in, and shall be measured in accordance with, New Zealand Standards NZS 6803:1999 “Acoustics – Construction Noise”.

3. On-site Car Parking - Schools

Additional on-site car parking shall be provided at the rate of two carparks per new classroom or classroom equivalent, except where the council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer and/or transportation planner, that a lesser level is appropriate. For the avoidance of doubt, this condition shall only apply where there is a net increase in the number of classrooms or classroom equivalents.

4. On-site Car Parking – Early Childhood Education (Preschool)

In addition to any car parking required for the school, on-site car parking for early childhood education (preschool) shall be provided at the rate of one car park per every 10 children the facility is licensed or designed to accommodate, plus one per each full time equivalent staff member required for the license or design capacity of the centre, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer and/or transportation planner, that a lesser level is appropriate.

6. Outline Plans

That an outline plan shall not be required for:

- a) Any internal building works other than those that result in a net increase in the number of classrooms or classroom equivalents;*
- b) General building maintenance and repair work including but not limited to re-painting, re-cladding and re-roofing;*
- c) Installing, modifying and removing playground furniture and sports structures (e.g. goal posts);*
- d) Amending any internal pedestrian circulation routes/pathways;*
- e) Installing, maintaining or repairing any in ground infrastructure services such as stormwater, sewerage and water lines and connections, including any ancillary earthworks;*
- f) Provision of landscaping and gardens, provided that it does not conflict with any designation condition or alter landscaping required as mitigation as part of an outline plan for other works; or*
- g) General site maintenance and repair work, or boundary fencing otherwise permitted by the Unitary Plan.*

8.3 Additional Site-specific Conditions

In addition to the standard conditions above the following site-specific conditions are proposed by the Minister to apply to the Drury West site.

1. Establishment Outline Plan

The requiring authority shall, in accordance with the requirements of s176A of the Resource Management Act, submit an Establishment Outline Plan for the construction and development of the school and/or early childhood education centre (ECE) which will include the following further information:

- a) A Design Concept Plan for the site showing:

 - i. The general location of access points for vehicles, cyclists, scooters and pedestrians, on-site parking areas (including cars, cycle and scooter parks), and on-site pick-up and drop-off areas;*
 - ii. Measures and treatments at all access points to manage conflict between pedestrians, cyclists, scooter users and vehicles;*
 - iii. General location of building platforms, areas for proposed buildings and open space (such as playgrounds and sport fields); and*
 - iv. "Indicative" areas accommodating future education purpose growth on this site, including building platforms, car-parking areas, vehicular access, manoeuvring and circulation areas.**

b) A Traffic Assessment (TA) report prepared by a suitably qualified traffic engineer and/or transportation planner which, taking into account the Integrated Transport Assessment (ITA) dated XXX, addresses safety, efficiency and the following specific matters:

- i. Safe access to the site for pedestrians, cyclists and vehicles (including buses, rubbish trucks and for ground and building maintenance) and appropriate measures and treatments to minimise conflict between all transport modes;
- ii. On-site staff and visitor car parking, cycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal;
- iii. On-site pick-up and drop-off area(s) specifically designed to accommodate predicted demand including vehicular access, circulation, manoeuvring for cars and buses (if required). The following matters should be specifically addressed as they relate to the school and ECE:
 - a. Potential effects on the safe and efficient operation of the adjoining transport network;
 - b. Providing for the continuity of cycle and pedestrian facilities;
 - c. Providing access points to the school for those who walk and cycle on either side of the pick-up and drop-off access; and
 - d. Consideration of the need for an on-site pick-up and drop-off area for the ECE independent of the school.
- iv. Any impediments to the safe and efficient movement of pedestrians and cyclists within the surrounding transport network and any measures needed to mitigate these;
- v. Traffic generation and any means of mitigating adverse effects on the efficiency and safety of the surrounding transport network.

c) A summary of Consultation and Engagement with Auckland Transport recording agreements reached on transport matters described below, and any effects associated with the school and ECE on the adjoining existing and future roading network. A copy of the draft Design Concept Plan and draft Traffic Assessment prepared to support the Establishment Outline Plan will be provided to Auckland Transport for the purposes of this consultation and engagement.

The specific transport matters that will be considered and discussed include:

- i. Measures and treatments to ensure safe access is provided to the school and ECE for all transport modes, including implementation timeframes;
- ii. Measures and treatments to the surrounding road network, such as those included in Auckland Transport - Transport Design Manual (or updated equivalent Auckland Transport design standards which apply at the time of the preparation of the Establishment Outline Plan). These may include road widening, pedestrian and cycle facilities (crossings and paths), right turn bays, signs, road markings (e.g. No Stopping At All Times (NSAAT)), traffic management and calming measures to support forecast increases of traffic and travel modes that are attributed directly to school and ECE traffic and transport;
- iii. Bus access (if any) and the location of bus stops and shelters along the school and ECE road frontages;
- iv. The provision of footpaths on pedestrian routes.

In the event that the opening date for the new secondary school will be prior to the completion of the upgrading of the Jesmond Road/SH22 intersection the Minister shall also include Waka Kotahi in the above consultation and engagement process.

2. School Travel Plan

- a) *Prior to the opening of the School, the requiring authority shall either directly or through the School Board of Trustees, develop a School Travel Plan.*

The purpose of the School Travel Plan is to provide specifically for measures to reduce vehicle dependence, including through walking school buses, and the encouragement of the use of public transport, carpooling and walking and cycling.

The School Travel Plan shall also specifically address the following matters:

- i. Safe access to the entry points of the school. Features such as kea crossings or zebra crossings should be specifically considered;*
 - ii. Consistency with or use of Auckland Transport's Travelwise Programme, or any equivalent programme adopted;*
 - iii. Measures to separate vehicle entry and pedestrian/cyclist entries;*
 - iv. Location and provision on site of any scooter and cycle parking.*
- b) *The School Travel Plan shall be developed in consultation with Auckland Transport and shall include a monitoring programme. The School Travel Plan will be revised at the time of submitting each subsequent outline plan where there is an increase in student numbers.*
- c) *A joint Travel Plan for the school and early childhood education centre on the site may be developed.*

3. On-Site Pick Up and Drop Off

- a) *Vehicular on-site pick up and drop off areas for the school and ECE shall be provided. The number of pick up and drop off bays will be determined by an assessment of the peak demand for vehicles entering and exiting the site. This assessment will be undertaken, and the results submitted, as part of any future outline plans where there is an increase in student numbers.*
- b) *An assessment of the need for a bus pick-up and drop-off facility for the school shall be submitted as part of any outline plan to increase teaching spaces. Bus facilities may be provided on a staged basis consistent with each stage of school development.*

4. Construction

A Construction Management Plan shall be prepared and submitted with any outline plan for major site works.

5. Lapse Date

In accordance with s 184(1)(c) of the RMA, this designation lapses 10 years from the date the designation is provided for in the district plan under s 175 of the RMA.

9 Conclusion

Pursuant to section 168 of the RMA, it is proposed to designate approximately 8.42 hectares of land at 401, a part of 281 and a part of 341 Jesmond Road, Drury West for educational purposes. The designation will enable the future development of a secondary school (years 7-13) and provision of ECE, being an important piece of social infrastructure for this emerging community.

The AEE contained within section 4 of this report outlines that the proposed school and ECE will have positive social and community effects on the surrounding community. Potential adverse effects with respect to amenity, character, property access and traffic generation can be adequately avoided, remedied or mitigated through the conditions proposed or at the time of the Establishment outline plan for the school and ECE.

The proposed designation is consistent with the Purpose and Principles of the RMA, while also enabling the Minister to meet the objectives, obligations and responsibilities of the Crown under the Education and Training Act 2020, with respect to educational outcomes for school-aged students.

The Minister requests that Council proceed to process this NoR pursuant to section 169 of the RMA and anticipates Council's recommendation in due course as per section 171(2) and (3).

A

Appendix A – Integrated Transport Assessment

B

Appendix B – Detailed Site Investigation

C

Appendix C – Geotechnical Investigation

D

Appendix D – Consultation

E

Appendix E – Summary of Assessment of Additional Alternative Site Options