

report

Notice of Requirement: New Primary School, Hobsonville Peninsula

Prepared for Ministry of Education (Client)

By Beca Carter Hollings & Ferner Ltd (Beca)



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1 Introduction

This report is an assessment of effects (AEE) prepared in support of the Notice of Requirement for a new Primary School and early childhood education centre in the vicinity of Boundary Road and Clark Road and addresses the following matters:

- § The site to which the requirement applies;
- § The nature of the work;
- § The nature of the proposed restrictions that would apply;
- § The effects that the project will have on the environment, and the ways in which any actual or potential adverse effects will be mitigated;
- § Alternative sites, routes, and methods that have been considered;
- § The necessity for the designation for achieving the objectives of the requiring authority;
- § The nature of any resource consents that are required; and
- § The consultation undertaken with parties that are likely to be affected.

In addition to the above, a statutory assessment is provided and includes consideration of:

- § The Resource Management Act 1991 (RMA);
- § The Auckland Regional Policy Statement (ARPS); and
- § The Waitakere City District Plan (WCDP) including Proposed Plan Change 13.

2 Nature of Proposed Work

2.1 Background

The Hobsonville Peninsula area has been identified as an area of future urban growth. It is anticipated that approximately 3,000 households will be accommodated within the area once development is complete. This is likely to equate to a population of approximately 8,100 if an average household occupancy rate of 2.7 is assumed (being the average rate for both Waitakere City and the Auckland region as a whole at the 2006 census). In addition, the areas of Hobsonville Corridor and Massey North are also anticipated to be key growth areas within the North West Waitakere area.

Civil works for Stage One of the Hobsonville Land Company development are currently planned to get underway in late 2008, with housing construction to follow in 2009, subject to consent approvals.

The Ministry intends to lodge a Notice of Requirement for a designation for a new secondary school within the Hobsonville Peninsula shortly. The proposed secondary school site is located to the west of the proposed primary school site and fronts Buckley Avenue to the north and proposed Hobsonville Point Road to the south.

2.2 Providing for a future Primary School

The existing primary school network does not have sufficient capacity to cater for the anticipated future demand for schooling that will result from the proposed development of the Hobsonville Peninsula outlined above. A new primary school is therefore required to provide adequate capacity to meet demand, and also to relieve pressure on the existing school network from future population growth within existing urban areas.

2.3 Minister's objective

The Minister's *objective* is to designate the subject site in order to protect the land for the "establishment of a new primary school (Years 1 to 8) and early childhood education centre to cater for proposed residential development and population growth in the area and resulting demand for schooling at a primary level". The school is also likely to cater for students from further afield, thereby relieving pressure on existing, nearby primary schools.

The Minister of Education (the Minister), as a requiring authority pursuant to section 166 of the RMA, proposes to establish this new primary school fronting the proposed Hobsonville Point Road within Hobsonville Peninsula, Waitakere City.

2.4 Overview of development

The designation will provide for the construction, establishment, operation and maintenance of the primary school and early childhood education centre, including buildings and ancillary structures, parking, landscaping and general recreation space.

The ongoing management of the school would be the responsibility of the elected Board of Trustees, in the same manner as applies to all other State schools.

The purpose of the designation and proposed designation conditions are set out below in Section 2.5.

A Land Requirement Plan is set out in Appendix B to this report.

2.4.1 School roll

The ultimate roll number will be dependent on the future development of the surrounding area and on where any school enrolment zone might be set, which cannot be confirmed at this stage. Occupation of new residential development of the Peninsula will be staged over the next 2-25 years and therefore the school roll will gradually increase over time.

The roll of the Early Childhood Education (ECE) centre is also dependent on the surrounding future development and therefore cannot be confirmed at this stage.

2.4.2 Proposed Buildings

At this point in time, the proposed site layout including specific locations of buildings, sports fields and areas of parking has not been determined. The layout and built form of the site will be developed during the detailed design stage of the building work and considered under the Outline Plan of Works process. The design of the buildings will, however, have regard to the CDP Master Plan Design Guide.

2.4.3 Site Access

The proposed site for the primary school will have frontage to proposed future arterial (Hobsonville Point Road) and an unnamed future collector road to the west and an unnamed future local road to the east. At this stage, access points to the school have not been identified.

An Integrated Transport Assessment (ITA) has been carried out by Beca Infrastructure Limited (Beca) with respect to transport issues associated with the proposed primary school. This report provides a series of recommendations for access, based on the Waitakere City Council Code of Practice for City Services and Land Development (1997) as follows:

- n The traffic flow on the proposed Hobsonville Point Road will be high and therefore the pick-up and drop-off movements that the schools generate would potentially compromise the operation of this road. Linear Park Road has good access to both the proposed Hobsonville Point Road and Clark Road and as such is recommended as the main access point for the Primary School and ECE centre;
- n The main pedestrian and cycle access for each school should be separated from the vehicle accesses to provide safe access for vulnerable road users.
- n A pedestrian crossing is recommended near the pedestrian accesses but care needs to be taken so that pupils are not encouraged to step into the road without checking.
- n Any on-site pupil pick-up and drop-off point for the primary school should be designed as a one way through route.
- n The ECE centre will likely require a more formal car parking arrangement as parents will need to park and collect their children from inside the school.

2.4.4 Car parking

Levels of car parking will be determined in consultation with Waitakere City Council and Auckland Regional Transport Authority in recognition of the higher levels of pedestrian use anticipated for this School and in accordance with wider traffic reduction initiatives for the wider Hobsonville Development.

2.4.5 Pedestrian and Cycle Facilities

Once implemented, a footpath/cycleway on the proposed Hobsonville Point Road will pass the school site and Linear Park Road will provide a convenient cycle route to the schools from the centre of the proposed Hobsonville development. Pedestrian crossings will be provided at the signalised intersections.

2.4.6 Public Transport/School Bus Services

It is proposed to run a loop bus along the proposed Hobsonville Point Road that would serve the schools as well as the residential and employment land uses in the development area.

2.4.7 Infrastructure

The primary school site will connect to services established by Hobsonville Land Company (HLC) as part of their development of public infrastructure on the Hobsonville peninsula. An Integrated Catchment Management Plan has been prepared for the peninsula, and on-site infrastructure provided by HLC will be consistent with the requirements of this consent.

2.5 Nature of Proposed Restrictions

2.5.1 Purpose of the Designation

Pursuant to section 168 of the RMA, the Minister hereby gives Notice of Requirement to Waitakere City Council to designate land for the purposes of:

'The construction, operation and ongoing maintenance of a Primary School together with an early childhood education centre'.

2.5.2 Designation Conditions

It is proposed that the following conditions be attached to the designation:

1. The designation shall lapse on the expiry of 10 years from the date on which it is included in the District Plan if it has not been given effect to before the end of that period.
2. The Ministry of Education and the School Board of Trustees shall:
 - (i) Monitor school related traffic in the vicinity of the school once a year for a period of 3 years following the opening of the school;
 - (ii) Resource, develop, review and action a Travel Plan for the school to set the standards and goals of the school with respect to sustainable travel modes and to mitigate real and potential adverse traffic effects; and
 - (iii) Limit the provision of on-site public car parking to a minimum.

This condition will be achieved by working in partnership with Waitakere City Council and Auckland Regional Transport Authority to facilitate the integration of the school with the surrounding transport network, including issues of pedestrian and cyclist permeability to the site.

3. That all activities taking place at the school shall comply with the following noise levels measured at the boundary of properties zoned for residential purposes:

Monday to Saturday	(7am to 7pm)	50dBA L ₁₀
Monday to Saturday	(7pm to 10pm)	45dBA L ₁₀
Sunday and Public Holidays	(7am to 10pm)	45dBA L ₁₀
Other Times	(10pm to 7am)	40dBA L ₁₀ 70dba Lmax

This provision shall not apply in respect of the noise generated from students' voices outside between 0800hrs and 1800hrs (excluding Sundays and public holidays)

Sound will be measured in accordance with the requirements of *NZS 6801: 1999 'Acoustics - Measurement of Sound'* and assessed in accordance with requirements of *NZS 6802: 1991 'Assessment of Environmental Sound'*

4. In the event of archaeological evidence being uncovered (e.g. shell, middens, hangi or ovens, pit depressions, defensive ditches, artifactual material or human bones) work is to cease in the vicinity of the discovery, and an Archaeologist, Historic Places Trust and Waitakere City Council are to be contacted so that the appropriate action can be taken before any work may recommence there.
5. All buildings and structures (excluding goal posts associated with sporting activities, chimneys/flues, aerials and other such plant) shall not exceed 15m in height.
6. The Ministry of Education shall submit a landscaping/planting scheme with the Outline Plan of Works.

Advice Note:

1. The Travel Plan required under condition 2 would be expected to address the following issues:
 - § Start and finish times and whether there is a need to stagger these to alleviate demands on parking, particularly at pick-up times;
 - § The outcome of any discussions with the Auckland Regional Transportation Authority over the provision of bus services;
 - § Provision for bus loading either on-site or on-street clear of the traffic lanes consistent with growth in use of this transport mode;
 - § Identification of safe access across the roads to the school;
 - § Identification of safe pedestrian and cyclist routes required to and from the school relative to the school catchment; and
 - § Provision of on-site facilities for bicycles.

3 Description of the Site and Surrounding Environment

3.1 Physical Site Description

The subject site is located centrally on Hobsonville Peninsula north of Clark Road as shown in Figure 1 below. The site is approximately rectangular in shape and is approximately 3.6ha in area. The Hobsonville Peninsula is located in Waitakere City and includes the site of the former Hobsonville Airbase.

The site is currently vacant being predominantly grassed areas. The subject site has a low angle slope towards the south, lying between 18.0 to 12.5m above sea level.



Figure 1: Locality of the proposed Primary School site

3.2 Legal description

The site proposed to be designated fronts the future 'Hobsonville Point Road' and is legally described as:

- n Parts Sections 1 and 2 SO 316615
- n Parts Lots 46 - 50 DP 8956
- n Part Lot 2 DP 108296
- n Part Section 1 SO 308298
- n Part Section 2 SO 308298
- n Parts of the land in Computer Freehold Register 96385
- n Parts of the land in Computer Interest Register 417921 (Gazette 7784546.1).

Copies of the Certificates of Title are attached as Appendix B.

These Crown owned sites are administered by the Ministry of Education.

3.3 Existing and Future Land Uses

3.3.1 Operative District Plan

The subject site's current zoning is 'Countryside Environment' under the WCDP. The site is also classified as a 'General Natural Area' under the natural area planning maps of the WCDP.

3.3.2 Proposed Plan Change 13

Proposed Plan Change 13 (PPC 13) to the Waitakere District Plan was notified on 31 March 2005 and seeks to rezone land within the former airbase, to allow for urban growth. This plan change, and the development of the Peninsula, is being led by the Hobsonville Land Company (HLC). PPC 13 seeks to rezone land within the airbase into four separate 'Special Areas'. These areas include:

- n 'Hobsonville Base Village Special Area' (HBSVA),
- n 'Hobsonville Marine Industry Special Area',
- n 'Hobsonville Landing Special Area' and
- n 'Hobsonville Future Urban Special Area'.

Each area will have a Comprehensive Development Plan (CDP) which sets out specific rules and supporting objectives and policies to manage development. It will also establish specific rules for each precinct within these areas to control the location and mix of activities including urban design factors of built form and design.

A CDP was lodged with Council by HLC earlier this year for the western portion of the HBVSA which the site that this NoR relates to. The submitted CDP is made up of a number sub-areas or precincts, including 'Campus Runway Park Precinct', 'Motorway Interchange', 'Base Housing Precinct' and 'Triangle Precincts'. The site that is subject to this NoR is located split between the 'Future Development Area' of PPC13 and the 'Campus Runway Park Precinct' of the CDP.

While PPC 13 is currently under appeal, these are associated with a narrow range of issues which do not relate to the subject site. As such, it is considered that significant weighting should be given to the provisions of the plan change.

3.3.3 Surrounding area

The vast majority of the area subject to the above CDP will be developed for residential purposes with a variety of different housing forms and densities. The CDP states that a minimum of 1080 residential units will be established in this area. Two primary areas for retail activities are proposed and a number of areas and corridors of open space throughout these areas. Provision within this development on the peninsula has been made for both a primary and secondary school. The secondary school site proposed in this CDP is provided to the west of the primary school.

The CDP sets out that the Primary school site will be bound by roads to the north, south and west. To the north the school site will front proposed Hobsonville Point Road, a collector road to the west and a local road to the east. To the south the site adjoins the future development area. While the final use of land in this area is yet to be determined, the school boundary is indicated to be with another local road.

A copy of relevant CDP plans are included within Appendix C.

3.4 Ecological, Landscape, Cultural and Heritage

Cultural, heritage and landscape assessments have been undertaken as part of the master planning of development of the Hobsonville Peninsula by HLC. These studies have confirmed that the site to which this designation relates does not have any significant cultural, heritage or landscape values.

Elsewhere on the Peninsula are several significant cultural, heritage and landscape areas of note such as heritage buildings in the north eastern part of the peninsula, and several archaeological/cultural heritage sites are located at Bomb Point, in the southeast of the Peninsula. The heritage buildings are a considerable distance from the proposed primary school site while Bomb Point is to the east of the proposed site.

The District Plan does not identify any significant animal or plant habitats of significance on the site. As previously discussed, these sites are predominantly grassed with no areas of established vegetation, due to the previous use of the site as an airbase.

The strategic location of the Hobsonville Peninsula within the upper harbour means that the area has had a number of iwi interests over time. The local iwi are Te Kawerau a Maki and Ngati Whatua o Orakei. There are no known cultural features (apart from the archaeological sites identified above) within the study area. As noted above, the cultural heritage report prepared for HLC in relation to their wider development of the peninsula did not identify any particular sites of significance within the site subject to this NoR. The majority of sites within the peninsula area that are of importance to iwi are located around the coastal margin.

Details of consultation with relevant iwi groups is given in section 8 of this report.

3.5 Geotechnical Conditions

A geotechnical assessment of the proposed primary school site was carried out by Beca in March 2008 and is attached in Appendix E.

The report states that geological mapping indicates the site is underlain by Pumiceous deposits of the Puketoka Formation within the Tauranga Group. It also notes that potentially outcropping in the northern part of the site, exposed in the Wallace Inlet is alternating muddy sandstone and mudstone of the East Coast Bays Formation subgroup of the Waitemata Group. Overlying these, the geological map suggests that construction fill comprising compacted clay to gravel sized materials, which may include demolition debris, is present across the site from the head of the Wallace Inlet to the eastern boundary of the site. It is likely that this is associated with the engineering of the Hobsonville aerodrome grass runway.

3.6 Site Contamination

The Peninsula has been investigated by Tonkin and Taylor (2007) for sites of potential contamination. No evidence of contamination has been shown on the proposed Primary school site.

Two sample sites north of the Primary School boundary exceeded residential guidelines for contamination levels (Fraser Thomas , 2004). While this is beyond the school site it is noted that remediation will be undertaken as part of HLC's site works to remove any potential health and safety risks associated with these areas, prior to earthworks for the school commencing..

3.7 Infrastructure Services

The site does not have existing connections to water supply or reticulated wastewater services. The CDP outlines that the existing stormwater drainage within the CDP area is predominantly a piped system serving existing roads and buildings. It is proposed that this existing pipework ultimately be removed or, when practicable, be replaced and incorporated in to the new stormwater network and management features.

As part of the development of the Peninsula the HLC will provide water, stormwater and wastewater connections to the new school site.

4 Consideration of Alternatives

4.1 Alternative Sites

Beca were commissioned by the Ministry in November 2007 to undertake a site selection process for the purposes of determining a new site appropriate for the establishment of a primary school (the location of shortlisted sites is attached in Appendix F).

The process for site selection involved the systematic analysis of 25 potential sites within Hobsonville Peninsula against agreed Ministry school location criteria. These criteria included but were not limited to, location, site area and geology, access, physical constraints, potential areas of contamination, transportation, district plan and acquisition issues. Each site was allocated a scoring on each of these criteria and as a result five sites were recommended for further consideration.

The Ministry selected the site that is now subject to this NoR from this group of five possible sites and owns the land subject to the designation.

4.2 Alternative Methods

Designating the site is considered to be the most appropriate means to provide for a new School for the following reasons:

- § The Education Act 1989 empowers the Minister of Education to designate schools. 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 Minister requires on going certainty that the site can be developed and used for the purpose of a future primary school and ECE;
- § The designation will allow the Ministry and/or its authorised agents to undertake the project or work in accordance with the designation, notwithstanding anything to the contrary in the relevant District Plan;
- § The designation will allow land required for the project to be identified in the relevant plans, to give a clear indication to the community and other infrastructure providers of the intended use of the land and the location of their proposed education facilities;
- § The designation enables the project or work to be undertaken in a comprehensive and integrated manner;
- § It protects the site from future development which could preclude the construction of the project or works;
- § Designation provides land use certainty for a large capital works project, and an essential future community infrastructure;
- § Provides flexibility in the overall development of the site in terms of the design of the school;
- § It provides flexibility for the operational performance of the site from year to year when a greater amount is known about the characteristics of the student catchment and desires of the community; and
- § Designation of the site for education purposes is consistent with the planning mechanism utilised for all other existing state schools in Waitakere City.

As such, the Minister considers that designation is the most appropriate method of securing the future establishment and on-going operation of the school for its proposed purpose.

An alternative to designating the proposed primary school site to allow for a school to be established would be for the Ministry to apply for resource consent. An application for resource consent would require the Ministry to determine a much greater level of detail with respect to the design of the school than is currently available or necessary.

5 Assessment of Environmental Effects

The actual and potential effects on the environment resulting from the proposed designation relate to the following:

- n Social/Community effects;
- n Amenity and Character effects;
- n Traffic effects;
- n Cultural/Heritage effects;
- n Infrastructure effects; and
- n Construction effects;

Each of the above is discussed separately below and mitigation measures are discussed where appropriate.

5.1 Social/Community Effects

Designating this land as a future school site is considered to have the following positive social effects:

- n The school has the potential to become a piece of key community infrastructure for the new community by acting as a focal point of the local area;
- n The school is likely to have wider benefits for the community for public meetings and as a recreational area;
- n Establishes a future site for an important physical resource (being an educational facility) to enable the new community to provide for their well being;
- n The school site has been selected following a comprehensive site selection process and, as a result, will be strategically located within an area identified for future residential development and in close proximity to the proposed town centre;
- n The strategic location will provide consequential social benefits such as enabling a large catchment of pupils to travel to school by walking or cycling. This is likely to have positive effects for both student health and the perceived safety of the local area and potentially reduce the number of vehicles travelling to the school in peak am and pm periods; and
- n Because of its location in the southwest of Hobsonville the school may relieve growth pressures on primary school facilities in the local area.

5.2 Amenity and Character Effects

Schools have the potential to contribute positively to the character and amenity of surrounding areas through the areas of landscaped and green open space that interrupt more intensive residential development. However, schools also have the potential to generate adverse effects on residential amenity values including:

- n Visual effects relating to building location, bulk and design; and
- n Additional noise associated with vehicle movements and with activities on the site (playgrounds, playing fields and from within school buildings).

The visual effects of the proposed school are discussed in the following section.

5.2.1 Visual Effects from Built form and Landscaping

The proposed school will be located within new areas of residential development (refer to Master Plan held in Appendix C) on Hobsonville Peninsula. The school will bound proposed Hobsonville Point Road to the northwest, linear park to the southwest, and new minor roads to the northeast and southeast. The CDP proposes a low to medium density residential environment surrounding to the north, west and south of the proposed school site.

With regards to the visual effects of built form on the site the following points are noted:

- § No residential properties will directly adjoin the school grounds. The roading network will provide a buffer between residential properties opposite.
- § The large expanse of the playing fields will provide visual relief to surrounding areas of residential built form.
- § While the layout of the school site and building bulk and heights have not yet been determined it is anticipated that the school will consist of a cluster of several key buildings (generally 1-3 stories in height) with large expanses of open space on the site. School halls or gymnasiums are likely to be of a greater height than other school buildings depending on requirements.
- § Proposed development controls for the surrounding residential area, as set out in section 8 (pp50-53) of the CDP, will be applied to a range of residential building forms within the CDP area. An indicative lot layout for the CDP Area was included (Appendix E of the CDP) shows three housing types opposite the western and southern school site boundaries being “Garden Apartments”, “Townhouses” and “Courtyard”. These housing types have maximum heights of 15m, 15m and 8m respectively¹. It is proposed to attach a condition to the designation to limit the building height to no more than 15m so that school buildings do not exceed the maximum height envisaged in the surrounding area. Further details of building height and layout will be submitted to Council as part of the Outline Plan of Works (OPW) process.
- § The CDP proposes minimum front yard setbacks for the residential area that range from 0-2m with a maximum of 6m depending on the housing type chosen. Given the context in which the school will be located, school buildings on this site are likely to have a front yard setback consistent with those envisaged in the surrounding area as outlined in the CDP. Further details of the setback will be provided as part of the OPW process.
- § Recent Ministry of Education school developments in Auckland have displayed a strong commitment to quality architecture and urban design, with a number of schools receiving awards from the Institute of Architects. The Ministry are similarly committed to quality design at this site. Rather than detracting from the visual amenity of areas, with increasingly higher design standards new schools are adding positively to the visual qualities of urban areas.
- § The design for this school will have regard to the HLC Master Plan Design Guide and be developed in consultation with key stakeholders.
- § Landscaping will be provided along the road frontages of the school site, at the entrances, around the buildings and car parking areas. A landscaping concept plan will be submitted with the OPW once the layout of the school is determined. Landscaping on the site, whilst contributing to general amenity, and potentially screening some of the buildings on-site will also

¹ It is noted in the CDP that this plan and may change during the detailed design phase of the project.

need to enhance safety for the school users. Consideration will be given to maintaining adequate sight lines for pedestrians and vehicles (particularly in pick up and set down areas), avoiding potential areas of concealment and not obstructing views of the school from the street (to ensure passive surveillance). Details of the final landscaping scheme for the site will be confirmed during the OPW process.

As such, future development of the site for the purposes of an educational facility is likely to have neutral to positive visual effects on the surrounding urban area.

5.2.2 Noise

With regard to the noise generated by the designated land use:

- § It is recognised that schools can generate noise effects, relating to school bell operations, vocal noise, amplified music, non-amplified music, alarms and traffic movements. Such noise effects should be recognised as an inevitable consequence of urban schools;
- § The majority of noise generating activities will be undertaken on weekdays during, and just outside, normal school operating hours;
- § Significant noise generating activities will not occur at night time (other than for occasional night time events);
- § Noise conditions have been nominated in this NOR in relation to operational school noise.

As such, it is not envisaged that such activities will result in noise levels which are objectionable beyond the school boundary, or which create significant adverse effects in the adjoining living environments.

5.3 Traffic Effects

School have the ability to generate significant traffic volumes which are generally concentrated around the school drop-off and pick-up times. An Integrated Transport Assessment (ITA) has been prepared by Beca Infrastructure Ltd (Appendix D) to consider the accessibility of the school for all modes of transport (car, bus, cycle and walking) under the future road and pedestrian network set out in the CDP.

5.3.1 Traffic Generation

Traffic modelling was undertaken by consultants Flow for the Hobsonville development area with regard to the primary school, based on the assumption of approximately 520 students and 25 staff. The anticipated mode split is 51% of staff/students arriving by car and 49% walking, cycling or using public transport.

The location of the school in relation to the surrounding community and its catchment area, as well as the provision of walking and cycling routes within the draft Master Plan of the CDP, ensures that walking will be a realistic and viable mode of travel for all pupils. The ITA recommends that as the draft Master Plan for the Hobsonville Peninsula is developed that a more detailed audit of the future pedestrian and cycle facilities in the vicinity of the proposed schools is undertaken.

The ITA notes that the proposed bus services within the Hobsonville Peninsula development, particularly the loop bus, will provide opportunities to access the schools by public transport for pupils and staff. As the schools will be located within a convenient walking distance of its entire catchment, allowing pupils to walk or cycle to the schools, it is anticipated that the number of pupils travelling by bus would be relatively low.

5.3.2 Travelwise and School Travel Plans

A School Travel Plan will also be prepared for the site and will address a number of issues including school start and finish times, outcomes of discussions with ARTA, provision for bus loading, identification of safe access and provision of on-site bicycle facilities.

The ITA states that the implementation of a School Travel Plan, including a network of Walking School Buses, coupled with an appropriate car parking provision, will positively influence travel behaviour and travel patterns associated with the schools. On this basis, it is anticipated that a significantly higher proportion of both pupil and staff trips by walking, cycle and public transport modes would realistically be achieved.

To avoid unnecessary traffic generation associated with the new school the preparation of a School Travel Plan will be required as a condition of the designation.

5.3.3 Access

Predicted traffic flows for the completed development within the vicinity of the site have been reviewed. Because proposed Hobsonville Point Road will be a primary route through the development area and carry high traffic flows it is recommended that access to the school is provided from Linear Park Road.

With regard to access, it is also recommended that:

- n The accesses to the primary and early childhood education centre should be separated to provide safe intersections for both sites.
- n Pedestrian / cycle access is separated from vehicular access;
- n A pedestrian crossing is provided near all pedestrian accesses; and
- n If provided on site, pick-up and drop-off facilities for students are provided as a through route.

5.3.4 Car parking

The ITA concludes that the location of the schools provides the opportunity for pupils and staff to use modes of transport other than the private car to access the schools, with the entire school catchment being within a convenient walking distance. Combined with the implementation of an effective School Travel Plan, including schemes such as Walking School Buses, it is considered that the number of trips to the schools by private car could be substantially reduced. Although, it is recognised that staff from further afield and some parents undertaking linked/multi-purpose trips as part of the 'school run' may continue to utilise the private car.

With regard to the above, there will be fewer car parks provided for the Primary school than the Waitakere CC parking standards considers to be appropriate for this site, and in line with local and regional policy documents. The level of car parking provision appropriate for the school will be discussed with ARTA and Waitakere CC prior to the lodgement of the Outline Plan of Works.

5.3.5 Pedestrian and Cycle Access

As set out in the ITA, walking will provide the main mode of travel for the majority of pupils, who will live within a convenient walking distance of the schools. Given the age of children attending the schools, cycling is only considered to be a more viable mode of travel for a limited number of older pupils and staff. Pedestrian crossings will be provided at signalised intersections in the western and northwestern corners of the school site.

5.4 Cultural and Heritage Effects

There are no cultural or heritage items identified on the subject site within the WDP. An accidental discovery protocol will be included in all construction contracts to address the identification of

unrecorded items of archaeological or historical significance during the construction process. It is not anticipated that such items will be identified on site, but the inclusion of the above protocol will ensure that the effects on such items will be no more than minor.

5.5 Infrastructure Effects

5.5.1 Services

Telecommunications and power services are currently available to site, and have sufficient capacity to cope with the proposed school.

5.5.2 Stormwater

The site does not have existing connections to water supply or reticulated wastewater services. As part of the development of the Peninsula the HLC will provide water, stormwater and wastewater connections to the new school site.

5.6 Geotechnical Effects

The geotechnical report (see Appendix E) recommends that site structures be founded on cut rather than fill. Where two storey buildings are located on cut ground, it may be possible to found the buildings on shallow foundations in the form of strip footings incorporated into a slab-on-grade or a "waffle raft" footing depending on the stiffness or strength of the soils on site.

If fill platforms need to be created, it is important to establish the order and duration of settlements that the weight of such fill and proposed building weight could induce. However this cannot be determined until detailed geotechnical site investigation, laboratory testing and analysis has been carried out.

The report concludes that a site investigation (including bore holes) will need to be carried out in order to establish the ground conditions evident at the site, prior to construction of buildings or other structures.

Based on the findings of this geotechnical report, it is considered that the site proposed for a new school is appropriate with respect to geotechnical stability provided appropriate site investigations and foundation/pile designs are undertaken prior to the construction of buildings or other structures.

5.7 Construction Effects

Any potential construction effects will be addressed through an OPW, which is required to be submitted to Council prior to any works within a designation. An associated Construction Management Plan will be prepared and submitted with this OPW.

6 Consultation

6.1 Waitakere City Council

Ministry and Beca representatives met with Waitakere CC's principal planner Eryn Shields as well as Council stormwater, traffic and urban design experts on 25 October 2007 to discuss potential issues with respect to the proposed school site and designation. Guidance was provided in terms of Waitakere's expectations in terms of assessment against PPC13 and the Ministry outlined the level of detail that may be available at the time of designation and latterly at the Outline Plan of Works stage. WCC noted that relevant conditions may be recommended to reflect PPC 13 matters.

6.2 Hobsonville Land Company (HLC)

Ministry and Beca representatives have been meeting regularly with David Ison and other staff at HLC (on behalf of Housing NZ) in relation to proposed school designations and HLC's proposed wider development plans for the peninsula.

Feedback from HLC has included:

- n Support for the proposed designation for a primary school in this location;
- n Requesting that any future school should endeavour to be in general accordance with their Master Plan and design guidelines for the surrounding area;
- n Supported for the proposed School Travel Plan to minimise on-street car parking in the surrounding neighbourhood;
- n Recommending that the purpose and details of the designation should not preclude the possibility of 'shared use' of the site outside of school hours such as for example for community meetings, night classes, etc.

6.3 Wider Community

The Ministry has undertaken considerable consultation with the local community in relation to its North and West Waitakere Area Strategy (NWWAS). This strategy commenced in March 2004 with consideration of the likely requirements of the education network to deal with the forecast population increase in the north west Waitakere area over the next 20 years. The consultation process associated with the NWWAS was undertaken over a 17 week period in 2004, and included the following parties:

- n Boards of trustees of local schools;
- n Parents of current and future students in the local area;
- n Local Iwi and Pasifika representatives;
- n Waitakere City Council and Rodney District Council;
- n Teacher unions and NZ Schools Trustees Assn; and
- n Local community groups.

In addition to the consultation undertaken as part of this process, the Ministry has also attended two open days held by HLC in August 2007 in relation to the proposed wider development of the peninsula. Feedback at these open days was supportive of the proposed primary and secondary schools for the Peninsula. Questions generally focussed around the specifics of what was to be provided and when the schools might be operational.

6.4 Iwi

6.4.1 Te Kawerau a Maki

The proposed location and nature of the designations for primary and secondary schools on the peninsula was discussed with Saul Roberts on 20 February 2008. Additional details were sent

through via email. Follow up emails and phone calls were sent/made on 17 March 2008 and 29 April 2008.

No response has been received to date.

6.4.2 Ngati Whatua

The proposed location and nature of the designations for primary and secondary schools on the peninsula was discussed with Bernadette Papa of Ngati Whatua Orakei on 20 February 2008. Additional details were sent through via email for Bernadette's consideration, along with an invitation to meet and discuss any concerns Ngati Whatua might have. Bernadette advised that she would be in touch if she considered that a site visit was necessary or if they had any concerns. A follow up email was sent on 11 March 2008.

No response has been received to date.

6.5 Auckland Regional Council

The Ministry and Beca representatives met with ARC's Policy Implementation Group on 27 February 2008. ARC were interested to know if there were any heritage or archaeological sites within the subject site, and also as to the areas that the proposed schools might serve.

ARC raised the issue of land use and transport integration, and were supportive of the proposal to have a School Travel Plan as a condition of the designation, to be prepared at a later stage once more detail is known about the proposed school and surrounding area. The ARC noted that they would be supportive of the school having a lesser number of car parks than what the standard District Plan guidelines might require.

The ARC noted that the MUL boundary in this location is still under appeal, but noted that the main concerns about the MUL boundary from appellants related to the Massey North area rather than Hobsonville Peninsula.

6.6 Auckland Regional Transport Authority

A draft copy of the ITA was provided to ARTA for comments prior to lodgement of this NOR. Feedback provided by Maree McNeilly on 9 June 2008 noted that overall ARTA is very supportive of the pedestrian and cycle infrastructure proposed to ensure safety and accessibility to the school by these modes. ARTA note that further discussion with ARTA is recommended during the preparation of the OPW in regard to final parking ratios, bus provision and the development of the Travel Plan.

6.7 Transit New Zealand

Beca representatives met with a Deepak Rama of Transit (now part of the NZ Transport Agency) in March 2008 to discuss the proposed school designations on the Hobsonville Peninsula. No specific concerns were raised. Transit has been provided with a copy of the ITA to assess and provide comment on. No response has been received to date.

6.8 Land Transport New Zealand

Land Transport New Zealand (LTNZ) was involved in the Plan Change 13 process, and an initial telephone discussion with Coralie Macdonald on 21 February 2008 to discuss the proposed designations was followed up with background information on the proposed designations provided by email.

Feedback on 17 March 2008 noted that LTNZ's main focus would be to ensure the safe and convenient movement of students, and that irrespective of the scale and location of the school, they would be interested in the school transport requirements and how those requirements may impact on the surrounding area. LTNZ is now part of the NZ Transport Agency.

7 Opinion on Legislation and Planning Documents

The following sections provide an assessment of the proposal against the relevant legislation and planning documents.

7.1 Resource Management Act 1991

7.1.1 Part 2 – Purpose and Principles

Section 5: Purpose

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

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

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.”*
- (d) Section 6: Matters of National Importance*

The proposed education facility, being a primary school and an ECE facility, is considered to be consistent with the purpose of the Act as it enables people and the community to provide for their social, cultural and economic well-being by providing an important piece of community infrastructure, while avoiding, remedying or mitigating any adverse effects on the environment.

The effects of the designation and activity are evaluated in section 5 of this report and demonstrate that the potential for adverse effects on the environment can be adequately avoided, remedied or mitigated and the life supporting capacity of air, water, soil and ecosystems maintained.

Section 6: Matters of National Importance

Section 6 of the RMA sets out matters of national importance which must be recognised and provided for. None of the matters are considered to be relevant to this proposal.

Section 7: Other Matters

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

- b) The efficient use and development of natural and physical resources*
- c) The maintenance and enhancement of amenity values;*
- f) Maintenance and enhancement of the quality of the environment*
- g) Any finite characteristics of natural and physical resources*

With regard to section 7(b) the proposed designation is considered to be an efficient use of natural and physical resources as it will provide for well being of the community by providing education facilities for local students, at both primary and early childhood levels. Protecting of land for the

purpose of school development within an area of future residential development is considered to be an efficient use of land. In addition, as the school will be located in close proximity to the local residential catchment and proposed town centre the site can be well connected by pedestrian and cycle links.

With regard to sections 7(c) and 7 (f) the proposed primary school will have large areas of open space coupled with a comprehensive landscaping throughout the site and as such will have a lower building density than what could be expected under a typical residential zoning. The proposed designation conditions relating to height and noise have been designed to minimise the adverse effects on amenity values and the quality of the environment whilst recognising the Minister's objective of establishing educational facilities on the site. A School Travel Plan will be prepared to support pedestrian and cycling opportunities and minimise the need for private vehicle use.

Section 8: Treaty of Waitangi

This section requires those exercising powers or functions under the RMA to take into account the principles of the Treaty of Waitangi. Consultation with iwi groups has formed part of the overall strategy for provision of schools in the Northwest, the development of the Peninsula and the designating of the Primary School site. There are no known sites of cultural significance on the proposed site. As such, the proposed designation and future establishment of a school on this site is not considered to be in conflict with the principles of the Treaty.

7.1.2 Part 8 - Designations

Sections 168 to 171 cover designations within the RMA. The following sections outline the designation process applicable to this NoR.

Sections 168 – Notice of Requirement to a Territorial Authority.

The Minister of Education is approved as a requiring authority under section 167 of the RMA. This NOR has been lodged with the Waitakere City Council under section 168(2) of the RMA.

Section 171 – Recommendation by the Territorial Authority

Under section 171, the territorial authority (Waitakere CC) may recommend to the requiring authority (the Ministry) one of the following:

- n That the WCC confirm the designation;
- n That the Ministry modify the designation;
- n That conditions be imposed; or
- n That the Ministry withdraw the requirement.

This recommendation is based on matters that the territorial authority is required to have particular regard to when considering an NOR, these matters are set out in section 171(1) of the RMA as follows:

1. *When considering a requirement and any submissions received, the territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to –*
 - a) *Any relevant provisions of*
 - i. *a national policy statement*
 - ii. *a New Zealand Coastal Policy Statement*
 - iii. *a regional policy statement, or proposed regional policy statement; and*
 - iv. *a plan or a proposed plan; and*
 - b) *Whether adequate consideration has been given to alternative sites, routes or methods of undertaking work if*

- i. *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
- ii. *It is likely that the work will have significant adverse effect on the environment; and*
- c) *Whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
- d) *Any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*

With regard to section 171(1)(a) an assessment against the relevant provisions of the appropriate planning documents is given in the following subsections of this report and the designation is found to be consistent with these policy documents.

With regard to section 171(1)(b), the land is owned by the Ministry of Education and, as set out in Chapter 5, the designation of this land for a future school will not result in significant adverse effects on the environment. As such, consideration of alternative sites is not considered to be necessary. However, the site selection process is discussed in chapter 4 of this report, along with a consideration of alternative methods. As discussed, section 5 provides an assessment of the effects of this proposal on the environment and these are considered to be no more than minor.

With regard to section 171(1)(c) designation to protect land for a future school is necessary to achieve the Minister's objective in providing educational facilities to meet anticipated population growth in this area, as set out in section 2 of this report. The reasons that designation (as opposed to the resource consent process) is considered to be most appropriate mechanism to provide for this is discussed in section 4 of this report.

With regard to section 171(1)(d) the Auckland Regional Growth Strategy is also considered to be of relevance to Council's consideration and this is discussed in Section below.

7.2 Auckland Regional Growth Strategy (ARGS)

The ARGS sets out the overall vision for growth in the Auckland region through to 2050. Fundamental to this is achieving a compact urban form, where most growth is achieved within the current Metropolitan Urban Limits (MULs). The growth concept vision for 2050 includes the former Hobsonville Airbase as an area in Waitakere for concentrated growth to occur. The proposed school site is strategically sited within the area of growth to be walkable and well linked by public transport.

7.3 Auckland Regional Policy Statement (RPS)

The Auckland Regional Policy Statement (ARPS) sets out the significant resource management issues of the region and contains Objectives and Policies to achieve the integrated management of the Region's natural and physical resources. Pursuant to Section 171(1)(a)(iii) of the RMA, regard must be had to the ARPS.

The relevant provisions within the RPS largely relate to the interaction between land use and transportation. For example, Policy 2.6.11.1 states that

'Land Use and Transport shall be integrated throughout the region to ensure that:

(a) within urban areas land use patterns provide communities with improved access to a range of services and activities and opportunities to work locally...

(c) within urban areas new development and redevelopment provides for safe and attractive walking and cycling environments...'',

Method 2.6.12.7 states that

“TA’s shall ensure that proposals for new major traffic generating activities are subject to an integrated transport assessment, in accordance with Appendix J...”

The proposed primary school is appropriately located within the new Hobsonville Peninsula to be central to future residential catchments and in close proximity to the town centre. The ITA (attached in Appendix D) concludes that the school site is located to achieve land use and traffic integration, providing for safe access, acceptable effects on the transportation network, promotion of a variety of transport modes including safe and attractive walking and cycling connections. ARTA support the proposed designation requiring development of a School Travel Plan once the site is operational.

It is therefore considered that the proposal is consistent with the relevant provisions of the RPS.

7.4 Waitakere City District Plan

7.4.1 Operative District Plan

The Waitakere City District Plan (WCDP) contains objectives and policies that are relevant to the establishment of the proposed primary school. As previously outlined, decisions on PPC13, specific to the Hobsonville area have recently been released, although are still under appeal. Given the progression through the public notification and hearing process of PPC13, it is in our opinion that greater weighting should be given to the provisions of PPC13, rather than the operative WCDP.

Notwithstanding this, the following objectives and policies from the operative WCDP are also considered to be of relevance to this NoR:

Objective 10

To maintain and enhance those natural and physical characteristics (amenity values) that contribute to the wellbeing of residents and workers, including maintaining:

- *an acceptable level of quiet and freedom from nuisance created by noise, odour, dust and vibration;*
- *adequate levels of daylight and sunlight in dwellings;*
- *adequate levels of darkness for sleep;*
- *a safe environment;*
- *an accessible environment, which includes enhancing public access to and along the coast and waterways and between areas of public land;*
- *adequate levels of on-site privacy;*
- *healthy air quality.*

The potential effects of the proposed designation on amenity values are discussed in Section 5.2 of this report. It is considered that the proposed designation will not have significant impacts on amenity values, and is therefore consistent with the above objective.

Rule 1.1

Rule 1.1 of the WCDP requires that certain information be provided with any NoR application, including:

- n a copy of the Gazette notice which empowers the applicant as a Requiring Authority (unless the applicant is a Minister of the Crown or a local authority),
- n the proposed sequence and timing of implementation of the work, details of the proposed use and

- n maintenance of any parts of the designation that are not to be developed within a five year period and reasons why any such land should be included in the requirement now, rather than at a later date.

With regard to the above:

- n As the Requiring Authority is a Minister of the Crown a copy of the Gazette notice is not required.
- n It is proposed that the majority of the development work within the designation will be undertaken within the next ten years, as it is anticipated that the primary school will be operational by 2012.
- n It is possible that further work within the designation beyond the five year period, as changing demographic and socio-economic factors may require additional works on the site in the future. It is also possible that the ECE facility might not be established on the site at the outset (i.e. within a five year period). Any area of land for a future ECE would be developed within the site and would be maintained and used (e.g. as playing fields) in keeping with the purposes of the designation until such time as the facility was required.

7.4.2 Proposed Plan Change 13 (PPC 13)

As previously outlined, PPC 13 introduced a number of new objectives and policies applicable to the Hobsonville Peninsula area.

The following relevant objectives and policies specific to the Hobsonville Base Village Special area (in which the proposed primary school is to be located) form part of PPC 13 and are considered to be applicable to this NoR. Other objectives and policies within PPC 13 are considered to be more relevant at an Outline Plan of Works stage, as agreed with WCC staff².

Policy 1.1 (iii)

“New urban growth areas to the north of the city drain into the Upper Waitemata Harbour. The harbour has suffered a declining environmental quality as a result of the inadequacies of past land development and drainage methods. It is important that all future development incorporates a sufficient standard of stormwater and wastewater quality control infrastructure to ensure that the overall quality of the harbour environment is not further degraded, and if possible is enhanced.”

Network discharge consents for stormwater and wastewater for the Hobsonville Peninsula have been approved by ARC. Stormwater and wastewater connections will be provided on site as part of HLC’s wider infrastructure network on the Peninsula.

Policy 11.34

Development at the former Hobsonville Airbase... shall be of a density, scale, design and character, and be sequenced in such a way, as to:

- 4) *Achieve forms of development and patterns of land use that are integrated with the transport concept shown on the Hobsonville Urban Area Concept Plan – Features, which are supportive of pedestrian, cycle and public transport use, located according to transport accessibility requirements where possible and which reduce reliance on private motor vehicles*

As set out in chapter 5 the proposed primary school site will be appropriately integrated within the Hobsonville Peninsula, in terms of future roading, pedestrian, cycle and public transport infrastructure consistent with the CDP submitted to Council. The school site is also located centrally in relation to the proposed residential development within Hobsonville which will allow a higher level of sustainable modes of transport, such as walking/cycling and public transport to be utilised in the local area. In turn, this will assist in reducing the reliance on private motor vehicles for transport.

² Pers. comm. Eryn Sheilds (Principal Planner), 23 October 2007

As noted in the ITA, the school site will have three road frontages and along these roading networks will be the provision of pedestrian access, cycle lanes and also public transport networks and open space connections, all of which can be utilised by students, staff and visitors to the primary school. Further discussion of land use and transport integration is given in the ITA contained in Appendix D.

Given the above discussion, the proposed designation is considered to be consistent with this policy.

- 8) *Adopt sustainable infrastructure which minimises the effects of off site disposal of stormwater and wastewater;*

Any future works within the designation will be designed in general accordance with the requirements of the Network Discharge Consent.

Policy 11.36

- 1) *Pursuing principles of urban sustainability and excellence of urban form, including (but not limited to) access to sunlight and daylight, and maintenance of amenity values*

Matters of built form and amenity effects are addressed in section 5 where it is noted that development of this site will be consistent with high standard of design pursued in recent Auckland School projects by the Ministry. It is also noted that regard will be had to the Master Plan and Design Guide prepared as part of the CDP for the Peninsula.

- 5) *Ensuring that transport and land use patterns are aligned to achieve sustainability efficiency and liveability*

As discussed above, the proposed primary school has been strategically located to have three road frontages which allows for safe and efficient ingress and egress to the subject site, and minimising any significant adverse impacts on the local roading network by dispersing traffic onto different roads. Land use and transport integration is discussed in chapter 5 and in the ITA and it is considered that the school will be consistent with this policy.

Policy 11.36 b) Campus/Runway Park Precinct

The Campus/Runway Park Precinct shall be developed to:

- 5) *Provide for early childhood education and state educational facilities for years 1 to 13*
- 6) *Provide for community playing fields*

The proposed primary school and ECE is located within this precinct. School playing fields will also be incorporated within the proposed primary school site. This proposal therefore meets the specifications of policy 5 in terms of what is anticipated within Hobsonville Peninsula

The Hobsonville Base Village Special Area: Assessment Criteria

21(d)

The extent to which activities, buildings, driveways, car parking and other development are of a size, location, scale and design that will accommodate the proposed activity.

The proposed school buildings and playing fields will be located within a 3.6ha site with three road frontages in a location that is central to the surrounding future residential catchment. Appropriate location for access and levels of car parking are discussed in chapter 5 and within the attached ITA in Appendix D and it is considered that these will be of a size, location, scale and design to accommodate the proposed primary school activity.

21(f)

The extent to which the character, scale and intensity of non-residential activities are compatible with the amenity values and neighbourhood character and heritage values of the Hobsonville Base Village Special Area and adjoining areas.

As noted in chapter 5 a variety of housing densities and types are provided for in the surrounding residential area, as set out in the CDP. These provide for buildings up to 20m in height and setbacks from 0m to 6m, depending on the housing type. The indicative lot layout plan in Appendix E of the CDP provides for housing types with a maximum height of 8 to 15m opposite the site to the west and south. While this layout is only indicative and may change through the detailed design process it is considered that because primary school buildings (other than halls or gymnasiums) will generally be 1-3 stories in height and therefore will be compatible with the scale of development in the surrounding area.

Large areas of open space and landscaping are also proposed on the subject site and therefore contribute positively to the amenity of the surrounding residential environment.

It is also noted that the subject site is well separated from heritage items located within Hobsonville Peninsula, therefore will not impinge on these values.

21(g)

The extent to which any development provides a good standard of amenity, appropriate hours of activity, traffic mitigation in relation to noise, odours and particularly in relation to potential conflicts between residential activities and non residential activities

The proposed school will operate during normal school hours between 8am and 4pm Monday through Friday, other than for occasional night time events such as school concerts, plays or prizegivings.

The school may also be utilised on a smaller scale during other time periods outside of these hours by the community or for extra curricular school activities (such as night classes or community meetings).

The operating times and traffic as a result of the school and community activity above will generally be during the daytime /early evening period and is not anticipated to generate adverse levels of noise on the local residential environment. It is proposed to attach a condition to this designation regarding noise restrictions, as outlined in section 2.5.2 of this report. As such, the hours of activity and traffic generation are not considered to give rise to significant conflicts between residential and non-residential activities.

21(i)

The extent to which a comprehensive landscape concept will ensure that potential adverse effects of development are avoided, remedied or mitigated and that a high standard of amenity is achieved consistent with the overall existing or introduced environmental context.

A comprehensive landscaping plan and proposal will be provided within a future Outline Plan of Works for the secondary school. Landscaping will generally be proposed at the perimeter of the site and at various locations around the subject site.

21(m)

The extent to which any development adversely affects the historical, cultural or spiritual significance of any site or area, or any waahi tapu of significance to iwi.

There are no known items of historical, cultural or spiritual significance located on the subject site within the applicable planning maps of the WCDP. Consultation with local Iwi has not provided any further evidence of sites significance to Iwi at the subject site.

21(n)

The extent to which development has been designed to integrate land uses with transport systems, through the use of an integrated transport assessment methodology for major trip generating activities, including provision for public transport within the precinct, between precincts and beyond the Base Village Special Area. (Note that it is expected that in the development of comprehensive development plans, there will be consultation with the ARC, the ARLTA and Transit).

The attached ITA discusses the most suitable location for access to the site, nearby intersection layouts, provision of car parks to be provided, pedestrian and cycle facilities and the provision of public transport. The ITA has been developed in consultation with ARC, ARTA and Transit.

21(r)

The extent to which traffic generation from proposed activities creates adverse effects on:

- (i) The capacity of roads giving access to the site;*
- (ii) The safety of road users including cyclists and pedestrians;*
- (iii) The sustainability of the primary road network*
- (iv) Neighbourhood character*

Matters (i) to (iv) have been discussed in section 5 and within the ITA and it is considered that adequate consideration has been given to these matters and the designation is consistent with this assessment criterion.

21(x)

The extent to which the infrastructure provided to serve any new development complies with the WC Code of Practice or an equivalent recognised public standard.

The accessway and car parking will be designed in accordance with the WC Code of Practice.

21(af)

The extent to which provision for stormwater management and land use meets the requirements of the Integrated Catchment Management Plan – Hobsonville Peninsula. Development shall not cause a non compliance with the conditions of consent for network discharge consent for Auckland Regional Council Permit 27016.

The proposed stormwater methods at the subject site meet the requirements of the ICMP undertaken for Hobsonville Peninsula and comply with the conditions of consent for the network discharge consent from Auckland Regional Council.

21(as) and (au)

Details of fencing design will be provided at the OPW stage.

21(at)

As is typical with primary schools elsewhere in New Zealand, the school buildings are likely to be 1-2 stories in height. Building height will not exceed the maximum permitted height in the surrounding residential area (15m). Details of the bulk and location of works will be provided at the OPW stage.

21(av)

As outlined in section 6 the Ministry has acknowledged in its consultation with Waitakere CC and HLC that the school site will have opportunities for shared community use of facilities.

21(az)

The provision of future pedestrian and cyclist networks have been mapped out in detail in the CDP having regard to the expected location of the primary and secondary schools which are to be designated on the Peninsula. The ITA in Appendix D considers these matters in detail.

8 Conclusion

It is proposed to designate a portion of land within Hobsonville Peninsula for the purposes of:

'The construction, operation and ongoing maintenance of a Primary School together with an early childhood education centre'.

The designation will provide for the construction, establishment, operation and maintenance of the primary school and early childhood education centre, including buildings and ancillary structures, parking, landscaping and general recreation space.

This school site will have frontage to proposed Hobsonville Point Road, a collector road to the west and a local road to the east. The bulk and location of on-site buildings and sports field will be confirmed through the Outline Plan of Works process.

The assessment of the actual and potential effects on the environment within section 5 of this report outlines that the proposed school will have positive social and community effects on the surrounding community. Adverse effects with respect to amenity and character, traffic, cultural and heritage, infrastructure, geotechnical and construction can be avoided, remedied or mitigated including by way of conditions.

The assessment within section 7 of this report shows that the proposal is consistent with the purpose of the Act, and the relevant objectives and policies in the RPS and Waitakere City District Plan.