

Appendix 3: relief sought – conditions

Integrated Transport Assessment

1. Prior to submission of any Outline Plan of Works, an Integrated Transport Assessment (ITA) Report consistent with Auckland Transport's published Integrated Transport Assessment guidelines and incorporating the detail of the Transport Assessment, shall be prepared by a suitably qualified traffic engineer and/or transportation planner. The ITA shall include a preliminary design stage safety audit and a non-motorised user audit for the accessway design. The ITA shall be submitted to Auckland Council to certify compliance and consistency with these conditions of consent. The requiring authority shall implement the certified ITA.
2. The purpose of the ITA is to set out the measures to be implemented in order to avoid, remedy or mitigate the potential adverse effects on the transportation network arising from the construction of the primary school and early childhood education facility (ECE).
3. The following specific matters shall be addressed in the ITA:
 - a. The forecasted number of pedestrians, cyclist and vehicles generated (travelling to and from the site) based on mode shares agreed with Auckland Transport and taking into account the full roll of the school and the ECE, the school's zone/catchment area, and the number of out of zone enrolments the school is expected to accept;
 - b. Whether a north - south link road through the school site is required to ensure safe and efficient operation of the transport network, and if it is required, its proposed alignment;
 - c. Details of safe access to the site from and along all routes for pedestrians, cyclists, scooter users and vehicles (including buses, rubbish trucks and ground and building maintenance) and appropriate measures and treatments to minimise conflict between transport modes;
 - d. Details of the proposed operating speeds along the roads fronting the site and on identified key walking and cycling routes to the site to ensure the safety of the pedestrians and cyclists;
 - e. Identification of any potential impediments on the safe and efficient movement of pedestrians and cyclists on key walking and cycling routes and details of measures to be implemented to avoid or mitigate these impediments;
 - f. Details of the on-site school and ECE staff and visitor car parking, covered bicycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal. Cycle and scooter parking areas shall be provided to accommodate no less than either the minimum number of spaces required by E27 in the AUP or one space per student assumed to cycle in the ITA whichever is the greater. Scooter parking shall be included in addition to the bicycle parking requirement;

accommodated on the site and the surrounding road network. These drawings shall provide details of:

- a. Any through site links (for pedestrians and vehicles);
 - b. The location and dimensions of any access, drop off and pick up areas and car bicycle and scooter parking areas, bus and loading spaces in the site;
 - c. Routes to provide safe access for walkers and cyclists to and from the site;
 - d. The location of bus stops and bus shelters along the site's road frontages; and
 - e. The location of over-spill pick-up and drop-offs on the adjacent local road network.
5. The ITA shall include details of a monitoring programme to confirm achievement of the walk and cycle mode shares forecasted in the ITA in accordance with condition 3(a). Monitoring shall be undertaken six-months after the school and/or the ECE opening, 1-year after the opening and then bi-annually for the first five-years of the school and ECE opening. Monitoring shall also be carried out at any point in time when the roll is increased by 20 % more students. Details of the monitoring undertaken and the results shall be submitted to Auckland Council.
6. The monitoring shall be undertaken by an independent qualified traffic engineer and/or transportation planner and if the mode shares do not meet the walk/cycle mode shares forecasted in the initial ITA, the independent traffic engineer shall prepare an update to the ITA, that sets out further measures to meet the forecasted mode share and/or address any adverse effects on the transportation network created by not meeting the forecasted mode share. The updated ITA shall be submitted to Auckland Council to certify compliance and consistency with these conditions of consent.
7. As part of the development of the ITA (or updated ITA under condition 6) Auckland Transport should be consulted and the ITA should include a record of:
- a. Auckland Transport's feedback and how any concerns identified by Auckland Transport have been addressed; and
 - b. Any agreement reached with Auckland Transport on the timing for the implementation of measures recommended in the ITA.

Travel Plans

8. Prior to the opening of the school or any ECE, the requiring authority shall develop a Travel Plan or separate Travel Plans (one for the school and one for the ECE) to provide specifically for measures to reduce vehicle dependence, including but not limited to walking school buses,

carpooling, the encouragement of the use of public transport, and the encouragement of walking and cycling. The Travel Plan(s) shall:

- a. be consistent with the ITA;
- b. for the school, to be consistent with Auckland Transport's Travelwise Programme, or any equivalent programme adopted;
- c. include a monitoring programme;
- d. include details of consultation with Auckland Transport in relation to the initial Travel Plan(s) and any revision of the Travel Plan(s);
- e. be submitted to Auckland Council to certify compliance and consistency with these conditions of consent (including any revisions);
- f. be revised within six (6) months of the school and or ECE opening and at the time of submitting each subsequent outline plan where there is an increase in student numbers.

Outline plan

9. The requiring authority shall, in accordance with the requirements of s176A of the Resource Management Act, submit an Outline Plan for the construction and development of the school and ECE (if development coincides) which will confirm the anticipated school (and ECE) roll for the works that the Outline Plan provides for and shall include the following further information:
 - a. A copy of the ITA (and any updates) to support each Outline Plan;
 - b. The Travel Plan(s) and any updates; and
 - c. A Design Concept Plan for the site showing:
 - i. The general location of building platform areas for proposed buildings and open space (such as playgrounds and sport fields), walking routes through the site, cycle and scooter parking, staff and visitor parking areas, vehicular access, maneuvering and circulation areas and pick up and drop off areas based on the full school roll and the location of a north-south link road through the school if identified as required by the ITA;
 - ii. Where development of the site is planned to be staged to accommodate roll growth to the full school roll, the Design Concept Plan should clearly identify both the works to be provided for in the Outline Plan and the works to be provided in the future including:
 1. The future building platforms, cycle and scooter parking, staff and visitor parking areas, vehicular maneuvering and access (including but not limited to buses, rubbish trucks and ground and building maintenance), and pedestrian circulation areas and pick up and drop off areas required in the future to accommodate roll growth for both the school and the ECE;

2. The location and access points for vehicles scooters¹/cyclists and pedestrians, parking areas (including bicycle/scooter parks), and pick-up and drop-off areas identified in the ITA as being required;
- iii. Measures and treatments at all access points to manage conflict between pedestrians, cyclists/scooter users and vehicles as detailed in the ITA.

¹ The term “scooters” refers to electric and non-electric scooters ridden by children; and does not include vehicles that require a license to operate.