

**From:** [Chris Khouri](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Kumeū Secondary School NoR Lodgement - Minister of Education  
**Date:** Friday, 13 February 2026 11:53:00 am  
**Attachments:** [Kumeū Secondary NoR - s92 letter \(final\).pdf](#)  
[image001.png](#)  
[image002.png](#)

---

Mōrena Gemma,

Please find attached the s92 letter for this NoR.

Any queries, feel free to get in touch.

Kind regards,

**Chris Khouri / Policy Planner**  
**Regional, North, West & Islands Planning**  
**Planning & Resource Consents**

Auckland Council, Level 16, 135 Albert Street, Auckland Central

Visit our website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)



*Together we can create an  
Auckland we can  
all be proud of.*

---

**From:** Chris Khouri  
**Sent:** Friday, 30 January 2026 4:06 pm  
**To:** 'Gemma Hayes' <[REDACTED]>; Chris Horne <[REDACTED]>  
**Cc:** Peter Vari <[REDACTED]>; Rod Aros Aravena <[REDACTED]>  
**Subject:** RE: Kumeū Secondary School NoR Lodgement - Minister of Education

Hi Emma,

Thanks for that update too.

Kind regards,

**Chris Khouri / Policy Planner**  
**Regional, North, West & Islands Planning**  
**Planning & Resource Consents**

Auckland Council, Level 16, 135 Albert Street, Auckland Central

Visit our website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)

13<sup>th</sup> February 2026

Gemma Hayes  
Principal Planning Advisor – Resource Management and Planning  
School Property  
Ministry of Education

Dear Gemma,

**Request for further information in accordance with section 92 of the Resource Management Act 1991**

**Notice of requirement: Kumeū Secondary New Site - D002497.01**

I am writing with respect to the notice of requirement described above.

After completing a preliminary assessment of the notice of requirement documents, it is considered that further information is required to enable an adequate analysis of the proposal, its effects on the environment and the way in which any adverse effects on the environment may be mitigated.

The information requested below will enable the council to undertake a full and proper assessment of the notice of requirement and provide a recommendation on it.

Under section 92 of the Resource Management Act 1991, I request the following further information:

**Transport / Traffic**

**Trip Generation**

1. Please demonstrate that the mode share in Table 3 of the Integrated Transportation Assessment (ITA) derived from the average mode share for secondary schools in 2020 is appropriate for a secondary school in a location which has relatively limited access to public transport, and where active modes from the wider area that the school is anticipated to serve may be limited.

*Reason/s for request:*

- *Further information is required to justify the use of the average mode share for all secondary schools within the Auckland Region to a school that has relatively limited access to public transport and has a catchment where active modes may be limited due to the extent of surrounding rural roads. An indication of mode share from the Huapai District School would provide a useful comparison, but noting the smaller catchment area for the school which could affect the proportion of active modes travelling to and from the school.*

2. Please amend the public transport mode share to reflect similar school catchments with a urban / rural and small town mix, as requested by AT. Alternatively, further justify the application of a 30% public transport mode share to the proposal.

*Reason/s for request:*

- *To better understand the traffic and transport effects of the proposal and the ways in which any adverse effects may be mitigated.*

- For modal share the ITA (section 5.5) assumes that 30% of pupils will use public transport to access the secondary school. This is based on the average mode share for secondary schools from Auckland Transport's survey. It may not reflect mode share for more rural and dispersed catchments such as for this proposed school. The ITA (section 5.1) advises that the indicative zone will likely include students from Kumeū, Huapai, Waimauku, Muriwai, Taupaki and Riverhead.

3. Please provide justification for the use of a vehicle occupancy mode share of 1.4 students per vehicle in the calculation of the trip generation (ITA Table 4).

*Reason/s for request:*

- The trip generation uses the assumption that vehicles would have an average student occupancy of 1.4 students per vehicle. Further information is required to justify this assumption.

4. Please provide an assessment of the trip generation effects on the Station Road / Schoolside Road intersection, as requested by AT.

*Reason/s for request:*

- To better understand the traffic and transport effects of the proposal and the ways in which any adverse effects may be mitigated.
- The additional traffic movements generated by the proposed school have the potential to adversely affect the intersection of Station Road and Schoolside Road. Improvements may be required to this intersection to enhance the safety and efficiency of traffic movements and reduce congestion

### Traffic Modelling

5. Please provide SIDRA model layout drawings and modelled traffic signal phasing (where appropriate) for the three intersections modelled.

*Reason/s for request:*

- SIDRA modelling has been undertaken. To be able to assess whether the intersections have been modelled correctly, the SIDRA model layouts and the modelled traffic signal phasing is required.

6. Please provide traffic modelling output without the proposed school traffic of the SH16 / Station Road and SH16 / Trigg Road intersections.

*Reason/s for request:*

- Traffic modelling of the existing intersections without any development traffic is required to understand the effect of the addition of the school traffic.

7. Please provide evidence that the traffic modelling of the SH16 / Station Road and the SH16 / Trigg Road intersections is calibrated against existing traffic conditions (e.g. queue lengths and delays).

*Reason/s for request:*

- Evidence of calibration of the traffic modelling is required to confirm that the traffic models represent the actual intersection operation.

8. Please provide data that supports the distribution of school related traffic presented in Figure 13 of the Integrated Transportation Assessment (ITA).

*Reason/s for request:*

- *To understand how the distribution of school traffic presented in Figure 13 of the ITA has been derived and to justify this distribution, the data that has been used to derive the distribution is required.*

## Car Parking

9. Please confirm whether school students would be provided car parking within the school site.

*Reason/s for request:*

- *Details of where students who drive to school will park is required to understand the potential effects of car parking on the surrounding road network, including effects on pick up and drop off for the Huapai District School or the proposed school.*

10. Further to item 9 above, please provide an assessment of the effects of student parking on the surrounding road network, including Pick Up Drop Off (PUDO) activity for the Huapai District School and the proposed school, if student parking is proposed to be on-street.

*Reason/s for request:*

- *An assessment of the effects of student parking on the surrounding streets is required to understand the potential effects on the safe and efficient operation of the surrounding road network including the operation of the Huapai District School. The earlier start time for the proposed school could result in on-street parking currently used for drop-off may be utilised by students impacting on the PUDO activity of the existing school.*

11. Please provide details of what on-site car parking provision will be provided for staff and visitors.

*Reason/s for request:*

- *The proposed designation conditions do not include details of parking rates for staff or visitors, other than parking required for additional classrooms in the event that the school is expanded. Therefore, it is not clear what parking is proposed to be provided for staff or visitors during the establishment of the school.*

## Pick Up Drop Off Operation

12. Please provide an assessment of the operation of the PUDO that demonstrates that there is sufficient capacity within the PUDO to accommodate the forecast traffic. The assessment should consider the different characteristics of the AM and PM peak PUDO operation, noting that caregivers often arrive early to wait for students. The assessment should also take into account the existing PUDO activity for the Huapai District School if there are overlaps between the activities in terms of location and/or time. Please also refer to item 13 below.

*Reason/s for request:*

- *The ITA provides various options for the PUDO but does not provide an assessment to demonstrate that there would be sufficient capacity for the PUDO to accommodate the forecast traffic volumes either during the start or at the end of the school day.*
- *It is noted that, in general, at the end of the school day caregivers frequently arrive early and there are much longer dwell times. It has also been observed on site that caregivers dropping off students for the Huapai District School often walk their children into the school, which affects the length of time cars are parked.*
- *Extended parking times can impact on the efficient operation of the PUDO and affect the operation of the surrounding road network.*
- *Additional assessment is required to understand whether the PUDO activity can be efficiently managed without affecting the safe and efficient operation of the road network.*

13. Please provide an assessment of the operation of an on-site PUDO facility, taking into account the effects of forecast queue lengths for vehicles exiting an on-site facility, which would impede movements into and along the PUDO.

*Reason/s for request:*

- *The traffic modelling of the site access forecasts queues in excess of 100m. If these queues were to occur, this would impact the operation of the PUDO resulting in vehicles not being able to enter or leave car parking spaces which would impact on the adjacent road network. Further information is required to demonstrate that a PUDO can operate efficiently without affecting the safe and efficient operation of the road network.*

14. Please provide more information about the PUDO operation to demonstrate that such facilities can be accommodated without adversely affecting the safety and efficiency of the adjoining transport network for all modes.

Note that AT does not support the suggestion that PUDO could be accommodated on the adjacent public roads.

*Reason/s for request:*

- *To better understand the traffic and transport effects of the proposal and the ways in which any adverse effects may be mitigated.*

15. Please provide details as to how vehicles dropping off and picking up students on-street on Trigg Road and Station Road will be able to turn around safely and efficiently.

*Reason/s for request:*

- *The ITA states that vehicles using Trigg Road are anticipated to exit the same way as they arrive. This is also implied in the traffic modelling assessment for Station Road. Information is required to understand how vehicles would be able to turn around within the road reserve on Station Road Trigg Road in a safe and efficient manner.*

## Transport Infrastructure

16. Please provide details as to how there will be certainty that the recommended transport infrastructure in Section 7 of the ITA will be assessed and implemented as part of the future Outline Plan of Works (OPW).

*Reason/s for request:*

- *Information is required to understand how the recommended transport infrastructure identified in the ITA will be assessed and provided in the subsequent OPW.*

17. Please demonstrate that it is feasible to provide a pedestrian crossing on Station Road along the site frontage and that vehicle crossings for a PUDO can be provided safely (including demonstrating that there is sufficient visibility at the vehicle crossing(s)).

*Reason/s for request:*

- *Section 5.8 of the ITA recommends the provision of a pedestrian crossing on Station Road. In addition, if an on-site PUDO is provided new vehicle crossings will be required on Station Road. Further information is required to demonstrate that a pedestrian crossing on Station Road along the site frontage is feasible and that there is sufficient visibility along Station Road to provide new vehicle crossings for a PUDO.*

18. Please provide details of what measures will be provided to enable buses to serve the proposed school given there are no bus stops on the western side of Station Road for northbound buses.

*Reason/s for request:*

- *There are no bus stops on Station Road along the site frontage. The nearest bus stop for northbound buses on Station Road is on Schoolside Road, over 450m away from the school. Further information is required to understand what measures the school will promote public transport use to achieve the assumed 30% public transport mode share, including providing for buses.*

19. Please provide further information, such as an indicative school bus network and expected number of buses, showing how rural townships within the school catchment can be serviced by school buses, as requested by AT.

*Reason/s for request:*

- *To better understand the traffic and transport effects of the proposal and the ways in which any adverse effects may be mitigated.*
- *This information is not included in the ITA or addressed specifically in proposed designation conditions. The school bus network will influence trip generation and mode share for the school, and the on-site parking and access requirements for buses.*

20. Please provide more information to show how access for all modes can be provided to the proposed school and how the effects of such access on the safe and efficient operation of the surrounding transport network can be mitigated, as requested by AT. In particular, AT seeks further information about the following:

- ⇒ how the existing formed accesses from Station Road and Trigg Road to the existing primary school would be upgraded to accommodate access to the proposed school and;
- ⇒ turning treatments, vehicle tracking and sightlines at access points.

*Reason/s for request:*

- *To better understand the traffic and transport effects of the proposal and the ways in which any adverse effects may be mitigated.*

21. Please provide more information on the proposed Station Road frontage upgrade (including corridor widths), as requested by AT.

*Reason/s for request:*

- *To better understand the traffic and transport effects of the proposal and the ways in which any adverse effects may be mitigated.*
- *Station Road is anticipated to be a key connector road when the Te Tupu Ngātahi Supporting Growth Alliance designations are given effect to. The road frontage information will provide clarity for AT and the applicant to understand future improvements that may be required on Station Road.*

## **Geotechnical**

22. It is noted that Table 2 presents ULS PGA of 0.19g considering a 500-year return period. However, according to Table 5.1 of Designing Schools in New Zealand – Structural and Geotechnical Requirements, Version 3.0 October, for IL3 building, the return period for ULS event can be up to 1000 years. Please clarify why this has been omitted from the geotechnical assessment.

Table 5.1: Importance levels and return periods for seismic design of school buildings.

Description	Importance Level	School Building Use <sup>1</sup>	Return Periods		
			SLS1	SLS2	ULS
Low risk associated with human life, or economic, social or environmental consequences	IL1	Small ancillary buildings that are not usually occupied (e.g. isolated garages) and <30m <sup>2</sup> .	n/a	n/a	100 years
Medium risk associated with human life, or economic, social or environmental consequences	IL2	Larger ancillary buildings (e.g. Boiler Houses and standalone administration offices)	25 years	n/a	500 years
		Buildings of lightweight construction, with less than 250 occupants <sup>1</sup> in a block <sup>3</sup>	25 years	100 <sup>4</sup> years For secondary structural and non-structural elements only <sup>5</sup>	500 years
		All buildings of heavy construction, with less than 250 occupants <sup>1</sup> in block <sup>3</sup>	25 years	100 <sup>4</sup> years	500 years
High risk associated with human life, or economic, social or environmental consequences	IL3	Buildings of lightweight construction, with 250 or more occupants <sup>1</sup> (IL3)	25 years	250 <sup>4</sup> years For secondary structural and non-structural elements only <sup>5</sup>	1000 years
		All buildings of heavy construction <sup>6</sup> , with 250 or more occupants <sup>1</sup>	25 years	250 <sup>4</sup> years	1000 years
		Assembly halls, gymnasiums, performance arts buildings etc. where occupants may congregate	25 years	250 <sup>4</sup> years	1000 years

## Healthy Waters

### Kumeū Form 18 Final

23. Proposed condition 5(e) states “that an outline plan of works or outline plan waiver shall not be required for installing ... any ground infrastructure services such as stormwater.”

Given this proposed condition, please clarify the mechanism or process that will ensure the proposed stormwater design including attenuation tanks, bioretention device, wetland and dry basin is implemented as relied upon to manage flooding effects.

*Reason/s for request:*

- To ensure new stormwater infrastructure is installed as proposed to mitigate for flooding effects.

### Infrastructure Report Rev A, 18/12/2025 (Sections 1.2.1 & 2.1.3)

24. The selected site is located upstream of an area at risk to life and property due to existing flooding and is flagged as requiring appropriate stormwater management to avoid exacerbating downstream flooding. Attenuation principles are proposed to limit post-development 1% AEP peak flows to 80% of predevelopment rates, an approach supported by HWFR to manage downstream flood risk, however:

Please clarify the mechanism or process at the OPW stage that will ensure the proposed stormwater attenuation approach (to limit post-development 1% AEP peak flows to 80% of predevelopment rates) is implemented as relied upon to manage flooding effects.

Reason/s for request:

- To ensure new stormwater infrastructure is installed as proposed to mitigate for flooding effects.

## **Noise**

25. Please provide the following information:

- a) Construction noise conditions to be provided in the designation;
- b) A noise report for assessing the operational noise; and
- c) A construction noise report or CNVMP for management of construction noise and vibration.

The noise reports should be prepared by a suitably qualified noise consultant.

Reason/s for request:

- There is no noise assessment report in the application to demonstrate the compliance with the noise standards, for examples, high vehicle trips are predicted at the school's peak times, given the residential houses being located along the access, this noise may generate noise exceedances.

## **Soil Contamination**

26. Please provide a Detailed Site Investigation.

Reason/s for request:

- As WWLA has identified in the PSI that the site has been subject to HAIL activities, the NES:CS applies to the land. Consent under AUP Chapter E30 may also be required.

## **Recommendations (non s92 matters)**

### **Auckland Transport – Advisory comments on ITA**

#	Section / topic	Comment
A1	Bus routes	The ITA (sections 3.2 and 7) suggest that AT should be requested to provide additional Route 123 buses at school start and finish times. The 123 bus route is an hourly service. AT notes that this route would only be useful for school pupils living at the west end of Kumeū, which is a small residential catchment. The number of pupils likely to use the service may not warrant additional services during off-peak times. If students use the 122 or 125 bus routes, AT has concerns about student safety. There is no pedestrian crossing across SH16 for students to safely access eastbound bus services.
A2	Station Road	AT supports frontage upgrades to Station Road as recommended in section 5.8 of the ITA. AT notes that the pedestrian and cycling infrastructure should be to standard at time of construction.  AT also notes the critical role Station Road plays in servicing future growth in the Kumeū-Huapai portion of the north-west growth area. It will be important in providing improved traffic safety, and transport connectivity to the future rapid transit network, employment zones, and social

#	Section / topic	Comment
		infrastructure. Supporting Growth identified this as a potential arterial road for designation in the Indicative Business Case with a 24m wide corridor being the preferred alignment. The route was subsequently not identified as a priority for designation as part of the Supporting Growth work. However, Station Road remains part of the strategic transport network, and a 24m wide arterial is still the envisaged future form. Any existing parking within the corridor may need to be removed in future and this needs to be taken into account in planning for the school.

### Auckland Transport – Advisory comments on designation conditions

#	Provision(s)	Comment / Recommendation
A3	Condition 4: On-Site Car Parking and Pick Up and Drop Off	AT recommends the deletion of Condition 4 in its entirety. The draft conditions already state that the standard conditions for all Minister of Education (which include a car parking condition) do not apply.  In addition, AT supports on-site PUDO.
A4	Condition 6: references to PUDO	It is AT's view that PUDO to accommodate demand should be provided within the footprint of the designation. This is the most effective way of providing safe PUDO and minimising adverse effects on the adjoining transport network. It is also not clear why the school travel plan is referenced in Condition 6(b)(iii). The following amendments to Condition 6 are therefore recommended:  <b>Condition 6(a)(ii)</b> <i>The general location of on-site parking areas (including <u>buses</u>, cars, cycle and scooter parks), and <del>any</del> on-site pick up and drop off areas <del>if proposed</del>.</i>  <b>Condition 6(b)(iii)</b> <i>On-site pick-up and drop-off (PUDO) area(s), <del>if proposed</del>, including ensuring their design <u>manages</u> <del>accommodates</del> demand <del>(to the extent enabled by the School Travel Plan)</del>, <u>including and provides for</u> vehicular access, circulation, <u>and</u> manoeuvring for cars and buses <del>(if required)</del>.</i>
A5	Condition 6(b)(iv)(a)	The recommended conditions do not require the Transport Assessment to consider the potential effects of the school on the safe and efficient operation of the surrounding transport network. Condition 6(b)(iv)(a) should therefore be amended as follows:  <b>Condition 6(b)(iv)(a)</b> <i>Potential effects on the safe and efficient operation of <u>the surrounding transport network</u>, the proposed access points, school frontage and the internal school circulation.</i>
A6	Condition 6(c)	AT supports the recognition of consultation and engagement with AT in this conditions. However, additional wording is recommended to give more direction about the content of the engagement.  <b>Condition 6(c)</b> <i>A summary of the consultation and engagement with Auckland</i>

#	Provision(s)	Comment / Recommendation
		<p><u>Transport recording agreements reached on the matters described below, and effects associated with the school on the adjacent existing and future transport network. A copy of the draft Design Concept Plan and draft Transport Assessment prepared to support the Establishment Outline Plan shall be provided to Auckland Transport for the purposes of this consultation and engagement. The specific transport matters to be considered and discussed include:</u></p> <p><u>(i) Measures and treatments to ensure safe access is provided to the school for all transport modes</u></p> <p><u>(ii) Measures and treatments to the adjoining road network, such as those included in 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 traffic and transport;</u></p> <p><u>(iii) Bus access and the location of bus stops and shelters adjacent to the school.</u></p> <p><u>(iv) The provision of footpaths on pedestrian routes.</u></p>
A7	Condition 6: Cycleway	<p>Providing safe separated cycle facilities along the Station Road frontage may require removal of current on-road carparks and a bus stop. AT recommends this should be covered by a condition as follows:</p> <p><b><u>Condition 6(b)(vi)</u></b>  <u>If Station Road has not been constructed to Auckland Transport's urban road standard with separated walking and cycling facilities along the full school frontage at the time the first outline plan is submitted, the transport assessment shall detail how Station Road will be constructed to an urban road standard from the school boundary to the road centreline, unless any alternative standard is approved by the road controlling authority, prior to the school opening.</u></p>
A8	Condition 7: Subsequent Outline Plan of Works	<p>AT is of the view that an updated transport assessment should be provided for all increases in teaching spaces i.e. not only if the increase is six or more. It is important that ongoing assessment occurs parallel with increases in numbers of students. Condition 5 already satisfactorily addresses the types of works that do not require an outline plan. The following amendments to Condition 7 are therefore recommended:</p> <p><b><u>Subsequent Outline Plan of Works</u></b>  <u>Where any subsequent proposal arises that increases the number of teaching spaces by six or more, or modifies any vehicle access, the Requiring Authority shall submit an Outline Plan which includes the following information:</u></p> <ul style="list-style-type: none"> <li>a) <u>A Design Concept Plan for the site showing the matters set out in Condition 6(a).</u></li> <li>b) <u>An updated Transport Assessment prepared by a suitably qualified traffic engineer / transportation planner, which addresses all matters listed in Condition 6(b);</u></li> <li>c) <u>A summary of engagement and consultation with Auckland Transport in accordance with Condition 6(c).</u></li> </ul>

#	Provision(s)	Comment / Recommendation
		<del>For development of classrooms or buildings that increase the number of teaching spaces by fewer than six, an outline plan (if required and a waiver is not granted), shall not need to include the matters in (a) - (c) above.</del>

## Ecology – recommended advice notes to be included

Advice Notes:

### The Wildlife Act 1953

- All native lizards are absolutely protected under the Wildlife Act 1953 under which it is an offence to disturb, harm, or remove them without a permit from the Minister of Conservation.
- Almost all native bird species are absolutely protected under the Wildlife Act 1953. It is an offence to deliberately disturb or destroy them, their eggs or nests. By restricting vegetation clearance to outside of the main native bird breeding season the risk of disturbing nesting forest birds is significantly reduced (but not entirely eliminated), therefore vegetation should still be checked for obvious signs of nesting activity prior to clearance works being undertaken.
- All bats are absolutely protected under the Wildlife Act 1953 under which it is an offence to disturb, harm, or remove them without a permit from the Minister of Conservation.

### Stream Assessment

- An overland flow path onsite has been identified as potentially being an intermittent stream. Prior to any vegetation removal, it is recommended that an assessment of any potential streams onsite be undertaken by a suitably qualified and experienced ecologist. If vegetation removal within 10m of a stream is proposed, this will trigger a regional consent under the Auckland Unitary Plan, Rule E15.4.1(A19) Vegetation alteration or removal within 10m of urban streams as a restricted discretionary activity. Appropriate assessment and management would be required.

## Healthy Waters – suggested changes to designation conditions

Suggested changes to the proposed conditions (as included in Form 18), insertions are shown as underlined and deletions are shown as a ~~strike through~~. 'Black text' indicates the same / no change proposed.

### 1. **Outline Plans**

*That an outline plan of works or outline plan waiver shall not be required for:*

- Any internal building works other than those that result in a net increase in the number of classrooms or classroom equivalents;*
- General building maintenance and repair work including but not limited to re-painting, re-cladding and re-roofing;*
- Installing, modifying and removing playground furniture and sports structures (e.g. goal posts);*
- Amending any internal pedestrian circulation routes/pathways;*
- Installing, maintaining or repairing any in ground infrastructure services such as stormwater, sewerage and water lines and connections, including any ancillary earthworks. For stormwater this applies to works that do not result in an increase in new impervious site area, new or changes to stormwater discharge location or capacity, or alterations to overland flow paths.*

- 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.
- h) Any temporary or mobile facilities or structures (e.g. oral health clinic, life education class, emergency generator).
- i) Installation of solar panels.

**0. Stormwater infrastructure**

All stormwater infrastructure related plans must be prepared in consultation with Auckland Council Healthy Waters and Flood Resilience Department.

The stormwater system for the site must be designed and constructed such that post-development peak flows from the site do not exceed 80% of pre-development peak flows for the 1% AEP rainfall event.

**Noise – recommendations to designation conditions**

The AEE has advised that the proposed designation for the new school will provide conditions to cover operational and construction noise.

It is noted that proposed condition 2 will address the school’s operational noise and is consistent with the AUP noise standards for school operation, which is acceptable.

- However as the school site is surrounded by residential zones and future urban zone under the AUP, no rural zoned site is adjacent to the proposed school site, and as such the condition should be amended by adding “future urban” zone (see wording highlighted in red below).

**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 or Future Urban zone:*

Time	Noise level
Monday to Saturday 7am to 10pm	55dB L <sub>Aeq</sub>
Sunday 9am to 6pm	
All other times	45 dB L <sub>Aeq</sub> 75 dB L <sub>AFmax</sub>

*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”.*

Additionally the Standard Conditions for All Education Designations do not include any construction noise condition, which should be included in the designation conditions.

You must provide this information within 15 working days (before 6<sup>th</sup> March 2026). If you are unable to provide the information within 15 working days, then please contact me so that an alternative timeframe can be mutually agreed.

**If you do not respond within 15 working days, refuse to provide the information or do not meet an agreed alternative timeframe between the council and yourself, this application must be publicly notified as required by section 95C of the Resource Management Act 1991.**

In accordance with the Resource Management Act, processing of your notice of requirement will remain on hold until the indicated date, pending your response to this request. Please note that the processing clock will stop as this is the first request for additional information.

If you have any queries regarding the above, please contact Chris Khouri by emailing [chris.khouri@aucklandcouncil.govt.nz](mailto:chris.khouri@aucklandcouncil.govt.nz)

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'CKH', is positioned above the typed name and title.

Chris Khouri  
Policy Planner – Regional, North, West and Islands Planning Unit