

**From:** [REDACTED]  
**To:** [Chris Khouri](#)  
**Cc:** [REDACTED]  
**Subject:** Kumeū Secondary School NoR Lodgement - Minister of Education 3rd s92  
**Date:** Tuesday, 12 May 2026 1:31:08 pm  
**Attachments:** [Kumeu Secondary School NOR RFI Response v3 260508.pdf](#)  
[Consolidated conditions as agreed in FIR responses .docx](#)  
[20260511 MoE Response to Further Info Request 3 - Kumeū Secondary New Site.pdf](#)  
[Consolidated conditions as agreed in FIR responses .pdf](#)

---

Hi Chris,

Gemma and Chris are out of office today so I'm sending this through on their behalf. Please see attached the 3<sup>rd</sup> s92 response, regarding the further information request email you sent dated 24/04/26.

Attached is a response table, a technical memo from Abley, and a word + pdf document showing the consolidated conditions of all s92 to date that have been agreed on. The Minister intends to reissue the Form 18 with these conditions in it, which will be available on the 14<sup>th</sup> of May 2026.

We would like to proceed with notification on the 28<sup>th</sup> of May on this basis.

Thank you.

Kind regards,

---

**Deepali Solanki**  
Resource Management Consultant



PO Box 3082, Auckland 1140

Web [www.incite.co.nz](http://www.incite.co.nz) | Email [REDACTED]

This e-mail and any attachment(s) contains information that is both confidential and possibly legally privileged. No reader may make use of its content unless use is approved by Incite.

**Notice of Requirement: Kumeū Secondary New Site**  
 Minister of Education Response to Further Information Request #3

<i>Information Request</i>	<i>Applicant Response</i>
<b>Transport/Traffic</b>	
<b>Traffic Modelling</b>	
<p>please see our transport specialist’s comments concerning Item 12(a) of the s92 request letter as well:</p> <ul style="list-style-type: none"> <li>• <i>It is noted that the modelling time was not intended to indicate the finish time of the school. However, if the secondary school is anticipated to be after the primary school, then the modelling should have used the time period after the primary school. This would be necessary so that the residual trips associated with the primary school are taken into account which would be the actual case, rather than seeking to model a situation with no other school traffic. This is necessary to understand the cumulative effects of the proposed school with residual primary school traffic.</i></li> <li>• <i>Reviewing the traffic volumes used in the SH16 modelling in light of the information provided, it does not appear to take into account the full school traffic forecast travelling along SH16 between the Trigg Road and Station Road intersections. For instance, school traffic travelling to Trigg Road along SH16 from the east does not appear to have been taken into account in the westbound through movement at the Station Road intersection, and vice versa). This will impact on the modelling results. This is needed to fully understand the effects on the SH16 intersections.</i></li> </ul>	<p>Please find attached a technical memo from Abley addressing these items.</p> <p>The modelling includes the 1,500 student roll build scenario and 2,500 roll long-term growth scenario. It is noted that while it is reasonable to assume the current road network for the purposes of the 1,500 roll scenario, the long-term roll of 2500 will occur at a period in the future where the road network is likely to be different and responding to other growth in the area.</p> <p>The modelling outputs show that a 1,500 roll is easily accommodated by adjacent intersections. The 2,500 roll includes a number of conservative assumptions on the basis of which the intersections still continue to function within capacity.</p> <p>The models assuming a 1,500-student roll have accounted for school trips travelling between the two SH16 intersections. It should be noted that all of the westbound school trips will turn left into Station Road, rather than distributing across the two SH16 intersections as per the original modelling in the ITA. If the roll reaches 2,500 students in the longer term, local development and the road network are likely to differ substantially from current conditions. Abley has therefore modelled a nominal 100 school vehicles per hour travelling between the two SH16 intersections; however, this is hypothetical given the uncertainty about the future road network.</p>

<p>Additionally, this is a further information request in relation to Item 12(a):</p> <p>a) <i>Please provide updated traffic modelling ensuring that the school traffic that is anticipated to travel between the two SH16 intersections is included and that the appropriate time period for the base traffic is used, particularly in the afternoon period.</i></p>	
<p><b>PUDO (Pick up and drop off)</b></p>	
<p><i>We consider that the lack of responses in particular to PUDO matters (specifically Items 12(b), 14 &amp; 15), do not allow the adverse effects generated upon the surrounding street network to be sufficiently assessed with the information provided to date.</i></p> <p><i>Specifically the lack of certainty of whether the PUDO facility will be provided on site or off site is particularly concerning and is a crucial element that is missing to date, noting Council's previous experience of processing similar NoRs.</i></p> <p><i>Therefore, we are asking if you are willing to provide a high level confirmation of whether the PUDO facility will be solely contained on site or off site at this stage, and for this to be reflected in the proposed designation conditions?</i></p> <p><i>We are not requesting any further design details beyond confirming the high-level direction sought, and if this would be provided we can come to a more accurate determination of the extent of adverse effects that will likely occur.</i></p> <p><i>We believe if this high-level request is responded to and provides this confirmation, that this will be very helpful for the public to be aware of and to help inform them as they consider making submissions, when this NoR is publicly notified shortly.</i></p>	<p>Ministry of Education (MoE) representatives discussed this item with Auckland Council and Auckland Transport representatives at a meeting on Monday 4 May 2026. As discussed at that meeting, the MoE is not in a position to confirm the detail of any future PUDO facility ahead of detailed design of the project that is still subject to funding. The MoE on behalf of the Minister of Education is considering strategically what level of PUDO on secondary school sites is appropriate given that provision of such facilities does not support travel demand management and transition to non-car modes of transport. However, it also accedes that local road network effects need to be considered on a case-by-case basis.</p> <p>The site is large enough to accommodate an on-site PUDO if required, and the modelling outcomes for a roll up to 2,500 with access to Station Road show that the traffic movements can be accommodated. Therefore, at a high-level there is confidence the site can accommodate an on-site PUDO if that is considered an appropriate approach at the outline plan stage. The matter raised by the Council in regard to the ability for traffic to safely turn around on Station Road and Trigg Road in the absence of on-site PUDO is accoladed given it is unknown what the detailed local road network configuration may be on the undeveloped Future Urban Zone land in the future.</p> <p>The MoE is confident that turning manoeuvres can be satisfactorily addressed at the time any substantive development phases occur. For example, for traffic on Trigg Road, the site is configured so that a through link or on-site turning facility can be provided for traffic on Trigg Road. For Station Road, there are opportunities to</p>

*The location of the PUDO facility is likely to be a key matter needing to be addressed in some detail in Council reporting to the hearings panel on this NoR.*

provide an on-site PUDO that will facilitate turning, or alternatively there may be potential to provide a mini roundabout on Station Road to allow for turning of school traffic , potentially at the Station Road / Podgora Avenue intersection. Therefore, it is considered that at a high-level there is sufficient certainty to show on-site PUDO can be provided if necessary and appropriate, and that there are options available to address safe turning on the frontage roads. Detailed solutions can be addressed at the outline plan stage supported by a transport assessment as required by the designation conditions.

The following amendments to the proposed designation conditions are proposed to ensure turning on the road network is specifically addressed at the outline plan stage:

***Changes to Condition 6(b)(iv) from Notice of Requirement Form 18. Further changes shown in highlight***

*iv. The following matters shall specifically be addressed as they relate to the school, including any measures to mitigate or address these matters:*

*a) Potential effects on the safe and efficient operation of proposed access points, school frontage and the internal school circulation;*

*b) Providing for the continuity of cycle and pedestrian facilities; and*

*c) Providing safe separated access points to the school for those who walk or cycle; and*

***d) Providing measures within the site and/or on the adjacent road frontages to address how vehicles dropping off or picking up students on Station***

**Road and Trigg Road can safely and efficiently turn around.**

**Changes to condition 6(c) as proposed by Auckland Transport in Further Information Request #1 and agreed by the Minister in response #1. Further changes shown in highlight**

**Condition 6(c)**

*A summary of the consultation and engagement with Auckland 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:*

- (i) Measures and treatments to ensure safe access is provided to the school for all transport modes*
- (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;*
- (iii) Bus access and the location of bus stops and shelters adjacent to the school.*
- (iv) The provision of footpaths on pedestrian routes.*
- (v) Measures within the site and/or on adjacent roads to address how vehicles dropping off or picking up students on Station Road and Trigg Road can safely and efficiently turn around,**

---

# Kumeu Secondary School NOR - Transport

## Response to Auckland Council Requests for Further Information

---

<b>Prepared for</b>	Ministry of Education; Incite
<b>Project number</b>	MED-J071
<b>Revision</b>	A
<b>Issue date</b>	08 May 2026
<b>Prepared by</b>	Kate Brill, Associate Transportation Planner

---

## 1. Introduction

The purpose of this memo is to respond to transport matters raised by Auckland Council in regard to the Notice of Requirement for a proposed Secondary school at 54 & 60 Station Road and 43 Trigg Road in Kumeu. The matters for discussion provided by Auckland Council are set out in blue italics, followed by Abley's response.

This is Round 3 of the S92 RFIs, with the matters below discussed at a meeting on 4 May 2026 between the MOE project team and AC / AT.

## 2. Response to RFIs

- It is noted that the modelling time was not intended to indicate the finish time of the school. However, if the secondary school is anticipated to be after the primary school, then the modelling should have used the time period after the primary school. This would be necessary so that the residual trips associated with the primary school are taken into account which would be the actual case, rather than seeking to model a situation with no other school traffic. This is necessary to understand the cumulative effects of the proposed school with residual primary school traffic.*

This matter was discussed at a meeting on Monday 4 May with the MOE consultant team, Auckland Council, and Auckland Transport. After discussion, Auckland Council agreed that the modelled period of 2.15–2.45pm is appropriate. Huapai District School currently finishes at 3.00pm, so modelling a period after primary school traffic had cleared would require a time window of 3.30–4.00pm, which would begin to overlap with the PM commuter peak with higher traffic volumes. It is also highly unlikely that either the new secondary school or the existing primary school would finish later than 3.30pm in the future. Accordingly, the 2.15–2.45pm modelled period is considered appropriate because it excludes the existing primary school traffic while representing base interpeak traffic conditions.

- Reviewing the traffic volumes used in the SH16 modelling in light of the information provided, it does not appear to take into account the full school traffic forecast travelling along SH16 between the Trigg Road and Station Road intersections. For instance, school traffic travelling to Trigg Road along SH16 from the east does not appear to have been taken into account in the westbound through movement at the Station Road intersection, and vice versa). This will impact on the modelling results. This is needed to fully understand the effects on the SH16 intersections.*

The school build will initially have capacity for up to 1,500 students, with the projected roll of 2,500 not expected for many years into the future, by which time the road network is likely to have been substantially upgraded.

Modelling has been undertaken for both 1,500 students (initial build roll) and 2,500 students (future projected roll). The models assuming a 1,500-student roll have accounted for school trips travelling between the two SH16 intersections. It should be noted that all of the westbound school trips will turn left into Station Road, rather than distributing across the two SH16 intersections as per the original modelling in the ITA.

If the roll reaches 2,500 students in the longer term, local development and the road network are likely to differ substantially from current conditions. We have therefore modelled a nominal 100 school vehicles per hour travelling between the two SH16 intersections; however, this is hypothetical given the uncertainty about the future road network. Nevertheless, the modelling has been undertaken with both student roll scenarios (1,500 and 2,500 students) which is provided below. The general assumptions remain as per the ITA.

It is important to note that the modelling is considered to be conservative for the following reasons:

- Every student arrives / departs within a 30-minute period, with no discount given for before / after school extra-curricular activities such as sports training; homework classes etc.
- The modelling assumes no roading upgrades to surrounding intersections.
- There has been no discount for the existing school trips on the network travelling to schools outside the area.
- No allowance has been made for shared trips where caregivers are already travelling to work or study and drop their child/ren at school on the way.
- The modelling assumes 100% full attendance with no discount for sickness, lateness etc.

## 2.1 SIDRA modelling

Six SIDRA models have been produced with the results provided below. The modelling is based on both the build roll of 1,500 students and the projected future roll of 2,500 students.

The six models include:

- (1) School Access (on Station Road) – School Roll 1,500 students AM & PM Peak
- (2) School Access (on Station Road) – School Roll 2,500 students AM & PM Peak
- (3) SH16 / Station Road intersection – School Roll 1,500 students AM & PM Peak
- (4) SH16 / Station Road intersection – School Roll 2,500 students AM & PM Peak
- (5) SH16 / Trigg Road intersection – School Roll 1,500 students AM & PM Peak
- (6) SH16 / Trigg Road intersection – School Roll 2,500 students AM & PM Peak

### **Model (1): School Access (on Station Road) for 1,500 students**

The location of a school access will be determined at OPW stage. However, a model of the school access has been undertaken to demonstrate that an access can be provided on either road frontage if deemed necessary at OPW stage.

The SIDRA model for the school access on Station Road in the morning and afternoon peak operates efficiently with a Level of Service (LOS) A for a potential school access. A summary of the SIDRA results is provided in Table 1 with more detailed results in Appendix A.

**Table 1 Sidra results for School Access (Station Road) – 1,500 student roll**

Approach	Movement	AM Peak			PM Peak		
		Demand Flow (vph)	Avg Delay (seconds)	LOS	Demand Flow (vph)	Avg Delay (seconds)	LOS
Station Road South	Left	242	4.6	A	242	4.6	A
	Through	114	0.1	A	103	0.1	A
Station Road North	Through	164	1.8	A	165	1.7	A
	Right	380	6.4	A	380	6.3	A
School access	Left	380	5.1	A	380	5.1	A
	Right	242	6.2	A	242	6.2	A

**Model (2): School Access (on Station Road) for 2,500 students**

The SIDRA model for the school access on Station Road in the morning and afternoon peak operates efficiently with a Level of Service (LOS) A - B for a potential school access. A summary of the SIDRA results is provided in Table 2 with more detailed results in Appendix A.

**Table 2 Sidra results for School Access (Station Road) – 2,500 Student Roll**

Approach	Movement	AM Peak			PM Peak		
		Demand Flow (vph)	Avg Delay (seconds)	LOS	Demand Flow (vph)	Avg Delay (seconds)	LOS
Station Road South	Left	242	4.6	A	400	4.6	A
	Through	114	0.1	A	103	0.1	A
Station Road North	Through	164	1.8	A	165	6.0	A
	Right	380	6.4	A	634	10.6	B
School access	Left	380	5.1	A	634	9.2	A
	Right	242	6.2	A	400	14.0	B

**Model (3): SH16 / Station Road intersection – School Roll 1,500 students AM & PM Peak**

The model assumes the build roll of 1,500 students. The SIDRA model for the SH16 / Station Road Intersection operates well within capacity with the majority of movements operating at a Level of Service (LOS) D or better in both peak periods. The highest average delay is approximately 40 seconds which is considered reasonable given the school peak is short and typically at the end of the commuter peak in the mornings and outside the commuter peak in the afternoons. A summary of the SIDRA results is provided in Table 3 with more detailed results in Appendix A.

**Table 3 Sidra results for SH16 / Station Road Intersection – 1,500 Student Roll**

Approach	Movement	AM Peak Hour			PM Peak Hour		
		Demand Flow (vph)	Avg Delay (seconds)	LOS	Demand Flow (vph)	Avg Delay (seconds)	LOS
Station Road	Left	103	38.7	D	103	38.7	D
	Right	251	38.7	D	251	38.7	D
SH16 East	Left	518	9.6	A	518	9.6	A
	Through	467	17.8	B	467	17.8	B
SH16 West	Through	954	27.0	C	954	27.0	C
	Right	91	41.0	D	91	41.0	D

**Model (4): SH16 / Station Road intersection – School Roll 2,500 students AM & PM Peak**

The model assumes the projected future roll of 2,500 students. It should be noted it is likely to take many years to reach the projected roll, at which time the intersections and surrounding road network is likely to be upgraded to cater for growth in the area.

The SIDRA model for the SH16 / Station Road Intersection in the morning peak operates within capacity with the majority of movements operating at a Level of Service (LOS) E or better in both peak periods. The highest average delay is nearly 80 seconds which is considered reasonable given the school peak is short and typically at the end of the commuter peak in the mornings and outside the commuter peak in the afternoons. A summary of the SIDRA results is provided in Table 4 with more detailed results in Appendix A.

**Table 4 Sidra results for SH16 / Station Road Intersection – 2,500 Student Roll**

Approach	Movement	AM Peak Hour			PM Peak Hour		
		Demand Flow (vph)	Avg Delay (seconds)	LOS	Demand Flow (vph)	Avg Delay (seconds)	LOS
Station Road	Left	122	73.2	E	78	70.8	E
	Right	368	73.2	E	417	70.8	E
SH16 East	Left	526	17.8	B	317	17.0	B
	Through	573	78.5	E	787	70.6	E
SH16 West	Through	903	31.4	C	596	15.2	B
	Right	112	74.4	E	57	77.5	E

**Model (5): SH16 / Trigg Road intersection – School Roll 1,500 students AM & PM Peak**

The model assumes the build roll of 1,500 students. The SIDRA model for the SH16 / Trigg Road Intersection operates well within capacity with the majority of movements operating at a Level of Service (LOS) C or better in both peak periods, with SH16 operating at a LOS A. The highest average delay is 20 seconds which is considered acceptable at any urban intersection. A summary of the SIDRA results is provided in Table 5 with more detailed results in Appendix A.

**Table 5 Sidra results for SH16 / Trigg Road Intersection - 1,500 Student Roll**

Approach	Movement	AM Peak Hour			PM Peak Hour		
		Demand Flow (vph)	Avg Delay (seconds)	LOS	Demand Flow (vph)	Avg Delay (seconds)	LOS
Trigg Road	Left	23	10.0	B	35	11.7	B
	Right	185	20.0	C	255	20.8	C
SH16 East	Left	43	4.7	A	257	4.8	A
	Through	504	0.1	A	788	0.3	A
SH16 West	Through	773	0.2	A	562	0.1	A
	Right	30	6.8	A	35	13.0	B

**Model (6): SH16 / Trigg Road intersection – School Roll 2,500 students AM & PM Peak**

The model assumes the projected future roll of 2,500 students. The SIDRA model for the SH16 / Trigg Road Intersection generally operates within capacity with the SH16 continuing to operate well at a LOS A-B in both peak periods. The right turn out of Trigg Road has an average delay of around 1.5 mins, however the 95<sup>th</sup> percentile queue length does not exceed 100m which is considered manageable. However, it is considered unlikely that the SH16 / Trigg Road intersection will be operating as a priority intersection at the time the school may reach 2,500 students. A summary of the SIDRA results is provided in Table 6 with more detailed results in Appendix A.

**Table 6 Sidra results for SH16 / Trigg Road Intersection - 2,500 Student Roll**

Approach	Movement	AM Peak Hour			PM Peak Hour		
		Demand Flow (vph)	Avg Delay (seconds)	LOS	Demand Flow (vph)	Avg Delay (seconds)	LOS
Trigg Road	Left	35	10.3	B	35	12.3	B
	Right	267	88.6	F	255	26.2	D
SH16 East	Left	297	4.7	A	257	4.9	A
	Through	529	0.2	A	840	0.3	A

Approach	Movement	AM Peak Hour			PM Peak Hour		
		Demand Flow (vph)	Avg Delay (seconds)	LOS	Demand Flow (vph)	Avg Delay (seconds)	LOS
SH16 West	Through	789	0.2	A	615	0.1	A
	Right	133	9.7	A	35	14.3	B

### Conclusion – SIDRA Modelling

The two SH16 intersections and a potential new school access on the frontage road all operate within capacity under each modelled scenario.

Appendix A.  
SIDRA Model Outputs



## SIDRA Results for School Access on Station Road

School Access AM Peak - School Roll of 1,500 students

### MOVEMENT SUMMARY

**STOP Site: [2 (8)] School access Station Road 8-8.30AM Totalroll 1500** (School Access PUDO)  
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
Site Category: (None)  
Stop (Two-Way)  
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				
South: Station Road South															
1	L2	All MCs	242	0.0	242	0.0	0.189	4.6	LOS A	0.0	0.0	0.00	0.36	0.00	44.9
2	T1	All MCs	114	0.0	114	0.0	0.189	0.1	LOS A	0.0	0.0	0.00	0.36	0.00	47.9
Approach			356	0.0	356	0.0	0.189	3.2	NA	0.0	0.0	0.00	0.36	0.00	46.2
North: Station Road North															
8	T1	All MCs	164	0.0	164	0.0	0.384	1.8	LOS A	2.5	17.3	0.51	0.59	0.55	46.7
9	R2	All MCs	380	0.0	380	0.0	0.384	6.4	LOS A	2.5	17.3	0.51	0.59	0.55	42.8
Approach			544	0.0	544	0.0	0.384	5.0	NA	2.5	17.3	0.51	0.59	0.55	44.4
West: School access															
10	L2	All MCs	380	0.0	380	0.0	0.432	5.1	LOS A	2.1	15.0	0.33	0.55	0.33	42.6
12	R2	All MCs	242	0.0	242	0.0	0.432	6.2	LOS A	2.1	15.0	0.33	0.55	0.33	42.3
Approach			622	0.0	622	0.0	0.432	5.5	LOS A	2.1	15.0	0.33	0.55	0.33	42.5
All Vehicles			1522	0.0	1522	0.0	0.432	4.8	NA	2.5	17.3	0.32	0.52	0.33	44.1

School Access PM Peak - School Roll of 1,500 students

### MOVEMENT SUMMARY

**STOP Site: [2 (9)] School access Station Road 2.15-2.45PM Totalroll 1500** (School Access PUDO)  
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
Site Category: (None)  
Stop (Two-Way)  
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				
South: Station Road South															
1	L2	All MCs	242	0.0	242	0.0	0.183	4.6	LOS A	0.0	0.0	0.00	0.38	0.00	44.8
2	T1	All MCs	103	0.0	103	0.0	0.183	0.1	LOS A	0.0	0.0	0.00	0.38	0.00	47.8
Approach			345	0.0	345	0.0	0.183	3.2	NA	0.0	0.0	0.00	0.38	0.00	46.0
North: Station Road North															
8	T1	All MCs	165	0.0	165	0.0	0.381	1.7	LOS A	2.4	16.8	0.51	0.58	0.53	46.7
9	R2	All MCs	380	0.0	380	0.0	0.381	6.3	LOS A	2.4	16.8	0.51	0.58	0.53	42.9
Approach			545	0.0	545	0.0	0.381	4.9	NA	2.4	16.8	0.51	0.58	0.53	44.4
West: School access															
10	L2	All MCs	380	0.0	380	0.0	0.429	5.1	LOS A	2.1	14.9	0.31	0.54	0.31	42.6
12	R2	All MCs	242	0.0	242	0.0	0.429	6.2	LOS A	2.1	14.9	0.31	0.54	0.31	42.4
Approach			622	0.0	622	0.0	0.429	5.5	LOS A	2.1	14.9	0.31	0.54	0.31	42.5
All Vehicles			1512	0.0	1512	0.0	0.429	4.8	NA	2.4	16.8	0.31	0.52	0.32	44.1

## School Access AM Peak - School Roll of 2,500 students

### MOVEMENT SUMMARY

**STOP Site: [2 (3)] School access Station Road 8-8.30AM Totalroll 2500 (School Access PUDO)**  
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
 Site Category: (None)  
 Stop (Two-Way)  
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec	veh		m				
South: Station Road South															
1	L2	All MCs	400	0.0	400	0.0	0.274	4.6	LOS A	0.0	0.0	0.00	0.42	0.00	44.5
2	T1	All MCs	114	0.0	114	0.0	0.274	0.1	LOS A	0.0	0.0	0.00	0.42	0.00	47.6
Approach			514	0.0	514	0.0	0.274	3.6	NA	0.0	0.0	0.00	0.42	0.00	45.4
North: Station Road North															
8	T1	All MCs	164	0.0	164	0.0	0.684	6.2	LOS A	8.6	60.4	0.73	1.04	1.42	45.2
9	R2	All MCs	634	0.0	634	0.0	0.684	10.9	LOS B	8.6	60.4	0.73	1.04	1.42	40.8
Approach			798	0.0	798	0.0	0.684	9.9	NA	8.6	60.4	0.73	1.04	1.42	42.0
West: School access															
10	L2	All MCs	634	0.0	634	0.0	0.795	9.4	LOS A	18.7	130.6	0.64	0.80	1.11	38.6
12	R2	All MCs	400	0.0	400	0.0	0.795	14.1	LOS B	18.7	130.6	0.64	0.80	1.11	38.3
Approach			1034	0.0	1034	0.0	0.795	11.2	LOS B	18.7	130.6	0.64	0.80	1.11	38.5
All Vehicles			2346	0.0	2346	0.0	0.795	9.1	NA	18.7	130.6	0.53	0.80	0.97	41.2

## School Access PM Peak - School Roll of 2,500 students

### MOVEMENT SUMMARY

**STOP Site: [2 (5)] School access Station Road 2.15-2.45pm Totalroll 2500 (School Access PUDO)**  
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
 Site Category: (None)  
 Stop (Two-Way)  
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec	veh		m				
South: Station Road South															
1	L2	All MCs	400	0.0	400	0.0	0.268	4.6	LOS A	0.0	0.0	0.00	0.42	0.00	44.4
2	T1	All MCs	103	0.0	103	0.0	0.268	0.1	LOS A	0.0	0.0	0.00	0.42	0.00	47.5
Approach			503	0.0	503	0.0	0.268	3.7	NA	0.0	0.0	0.00	0.42	0.00	45.3
North: Station Road North															
8	T1	All MCs	165	0.0	165	0.0	0.677	6.0	LOS A	8.5	59.3	0.72	1.02	1.38	45.3
9	R2	All MCs	634	0.0	634	0.0	0.677	10.6	LOS B	8.5	59.3	0.72	1.02	1.38	40.9
Approach			799	0.0	799	0.0	0.677	9.7	NA	8.5	59.3	0.72	1.02	1.38	42.1
West: School access															
10	L2	All MCs	634	0.0	634	0.0	0.788	9.2	LOS A	18.8	131.3	0.62	0.76	1.03	38.7
12	R2	All MCs	400	0.0	400	0.0	0.788	14.0	LOS B	18.8	131.3	0.62	0.76	1.03	38.5
Approach			1034	0.0	1034	0.0	0.788	11.1	LOS B	18.8	131.3	0.62	0.76	1.03	38.6
All Vehicles			2336	0.0	2336	0.0	0.788	9.0	NA	18.8	131.3	0.52	0.78	0.93	41.2

## SIDRA Results for SH16 / Station Road intersection

### SH16 / Station Road Intersection AM Peak - Total School Roll of 1,500 students

#### MOVEMENT SUMMARY

Site: [1 (21)] SH16 / Station Rd\_school AM Peak 8AM-8.30AM Totalroll1500 (SH16\_Station Rd)  
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
 Site Category: (None)  
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60.0 seconds (Site Optimum Cycle Time - Minimum Delay)  
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec	veh	m					
South: Station Road															
1	L2	All MCs	103	2.0	103	2.0	0.878	38.7	LOS D	12.5	89.3	1.00	1.06	1.42	32.1
3	R2	All MCs	251	2.0	251	2.0	*0.878	38.7	LOS D	12.5	89.3	1.00	1.06	1.42	32.1
Approach			354	2.0	354	2.0	0.878	38.7	LOS D	12.5	89.3	1.00	1.06	1.42	32.1
East: SH16 (East)															
4	L2	All MCs	518	2.0	518	2.0	0.405	9.6	LOS A	6.4	45.2	0.45	0.71	0.45	43.7
5	T1	All MCs	467	5.0	467	5.0	0.712	17.8	LOS B	12.1	88.3	0.88	0.83	0.94	40.6
Approach			986	3.4	986	3.4	0.712	13.5	LOS B	12.1	88.3	0.65	0.76	0.68	41.7
West: SH16 (West)															
11	T1	All MCs	954	5.0	954	5.0	*0.878	27.0	LOS C	30.7	224.2	0.91	1.00	1.12	39.0
12	R2	All MCs	91	2.0	91	2.0	0.496	41.0	LOS D	2.7	19.5	0.99	0.77	0.99	33.2
Approach			1044	4.7	1044	4.7	0.878	28.2	LOS C	30.7	224.2	0.91	0.98	1.11	35.9
All Vehicles			2384	3.8	2384	3.8	0.878	23.7	LOS C	30.7	224.2	0.82	0.90	0.98	37.4

### SH16 / Station Road Intersection PM Peak - Total School Roll of 1,500 students

#### MOVEMENT SUMMARY

Site: [1 (22)] SH16 / Station Rd\_school PM Peak 2.15AM-2.45PM Totalroll1500 (SH16\_Station Rd)  
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
 Site Category: (None)  
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70.0 seconds (Site Optimum Cycle Time - Minimum Delay)  
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec	veh	m					
South: Station Road															
1	L2	All MCs	60	2.0	60	2.0	0.890	44.6	LOS D	14.5	103.2	1.00	1.06	1.41	30.5
3	R2	All MCs	291	2.0	291	2.0	*0.890	44.6	LOS D	14.5	103.2	1.00	1.06	1.41	30.5
Approach			351	2.0	351	2.0	0.890	44.6	LOS D	14.5	103.2	1.00	1.06	1.41	30.5
East: SH16 (East)															
4	L2	All MCs	377	2.0	377	2.0	0.245	11.4	LOS B	2.6	18.3	0.22	0.60	0.22	45.3
5	T1	All MCs	735	5.0	735	5.0	*0.890	33.6	LOS C	29.5	215.2	0.94	1.06	1.20	36.1
Approach			1112	4.0	1112	4.0	0.890	26.1	LOS C	29.5	215.2	0.69	0.90	0.87	36.6
West: SH16 (West)															
11	T1	All MCs	823	5.0	823	5.0	0.697	13.3	LOS B	18.1	132.4	0.70	0.64	0.70	44.7
12	R2	All MCs	43	2.0	43	2.0	*0.669	51.5	LOS D	1.7	12.1	1.00	0.82	1.27	29.9
Approach			866	4.9	866	4.9	0.697	15.2	LOS B	18.1	132.4	0.71	0.64	0.73	41.3
All Vehicles			2329	4.0	2329	4.0	0.890	24.8	LOS C	29.5	215.2	0.75	0.83	0.90	37.0

## SIDRA Results for SH16 / Station Road intersection

SH16 / Station Road Intersection AM Peak - Total School Roll of 2,500 students

### MOVEMENT SUMMARY

Site: [1 (26)] SH16 / Station Rd\_school AM Peak 8AM-8.30AM Totalroll 2500 (SH16\_Station Rd)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90.0 seconds (Site Optimum Cycle Time - Minimum Delay)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec			veh	m			km/h
South: Station Road															
1	L2	All MCs	122	2.0	122	2.0	0.977	73.2	LOS E	31.0	220.7	1.00	1.18	1.57	24.6
3	R2	All MCs	368	2.0	368	2.0	*0.977	73.2	LOS E	31.0	220.7	1.00	1.18	1.57	24.6
Approach			489	2.0	489	2.0	0.977	73.2	LOS E	31.0	220.7	1.00	1.18	1.57	24.6
East: SH16 (East)															
4	L2	All MCs	526	2.0	526	2.0	0.359	17.8	LOS B	6.4	45.4	0.30	0.64	0.30	44.4
5	T1	All MCs	573	5.0	573	5.0	*0.979	78.5	LOS E	39.3	286.8	1.00	1.39	1.57	25.8
Approach			1099	3.6	1099	3.6	0.979	49.5	LOS D	39.3	286.8	0.67	1.03	0.96	29.6
West: SH16 (West)															
11	T1	All MCs	903	5.0	903	5.0	0.854	31.4	LOS C	36.3	264.8	0.88	0.88	0.96	38.9
12	R2	All MCs	112	2.0	112	2.0	*0.920	74.4	LOS E	6.0	42.7	1.00	1.07	1.63	26.2
Approach			1015	4.7	1015	4.7	0.920	36.1	LOS D	36.3	264.8	0.89	0.90	1.04	33.3
All Vehicles			2603	3.7	2603	3.7	0.979	48.7	LOS D	39.3	286.8	0.82	1.01	1.10	29.8

SH16 / Station Road Intersection PM Peak - Total School Roll of 2,500 students

### MOVEMENT SUMMARY

Site: [1 (25)] SH16 / Station Rd\_school PM Peak 2.15AM-2.45PM Totalroll 2500 (SH16\_Station Rd)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 85.0 seconds (Site Optimum Cycle Time - Minimum Delay)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec			veh	m			km/h
South: Station Road															
1	L2	All MCs	78	2.0	78	2.0	0.977	70.8	LOS E	30.1	214.3	1.00	1.20	1.60	25.0
3	R2	All MCs	417	2.0	417	2.0	*0.977	70.8	LOS E	30.1	214.3	1.00	1.20	1.60	25.0
Approach			495	2.0	495	2.0	0.977	70.8	LOS E	30.1	214.3	1.00	1.20	1.60	25.0
East: SH16 (East)															
4	L2	All MCs	317	2.0	317	2.0	0.200	17.0	LOS B	2.1	15.0	0.18	0.59	0.18	45.4
5	T1	All MCs	787	5.0	787	5.0	*0.978	70.6	LOS E	50.0	365.3	1.00	1.36	1.51	27.6
Approach			1104	4.1	1104	4.1	0.978	55.2	LOS E	50.0	365.3	0.76	1.14	1.12	28.3
West: SH16 (West)															
11	T1	All MCs	598	5.0	598	5.0	0.546	15.2	LOS B	14.5	105.5	0.63	0.57	0.63	43.7
12	R2	All MCs	57	2.0	57	2.0	*0.977	77.5	LOS E	3.2	22.7	1.00	1.08	2.04	24.6
Approach			655	4.7	655	4.7	0.977	20.7	LOS C	14.5	105.5	0.66	0.61	0.75	38.9
All Vehicles			2254	3.8	2254	3.8	0.978	48.6	LOS D	50.0	365.3	0.79	1.00	1.12	29.8

## SIDRA Results for SH16 / Trigg Road intersection

SH16 / Trigg Road Intersection AM Peak - Total School Roll of 1,500 students

### MOVEMENT SUMMARY

**Site: [2 (10)] SH16 / Trigg Road AM Totalroll1500 (SH16\_Trigg Road)**  
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
 Site Category: (None)  
 Stop (Two-Way)  
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				
South: Trigg Road															
1	L2	All MCs	23	0.0	23	0.0	0.029	10.0	LOS B	0.1	0.7	0.50	0.89	0.50	43.5
3	R2	All MCs	185	0.0	185	0.0	0.500	20.0	LOS C	2.1	14.8	0.87	1.12	1.25	39.0
Approach			208	0.0	208	0.0	0.500	18.9	LOS C	2.1	14.8	0.83	1.09	1.17	39.4
East: SH16 East															
4	L2	All MCs	43	0.0	43	0.0	0.290	4.7	LOS A	0.0	0.0	0.00	0.04	0.00	48.4
5	T1	All MCs	504	5.1	504	5.1	0.290	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	49.6
Approach			548	4.7	548	4.7	0.290	0.5	NA	0.0	0.0	0.00	0.04	0.00	49.5
West: SH16 West															
11	T1	All MCs	773	5.0	773	5.0	0.409	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
12	R2	All MCs	30	0.0	30	0.0	0.030	6.8	LOS A	0.1	0.8	0.52	0.65	0.52	44.6
Approach			803	4.8	803	4.8	0.409	0.4	NA	0.1	0.8	0.02	0.02	0.02	49.6
All Vehicles			1559	4.1	1559	4.1	0.500	2.9	NA	2.1	14.8	0.12	0.17	0.17	47.9

SH16 / Trigg Road Intersection PM Peak - Total School Roll of 1,500 students

### MOVEMENT SUMMARY

**Site: [2 (11)] SH16 / Trigg Road PM Totalroll1500 (SH16\_Trigg Road)**  
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
 Site Category: (None)  
 Stop (Two-Way)  
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				
South: Trigg Road															
1	L2	All MCs	35	0.0	35	0.0	0.054	12.1	LOS B	0.2	1.4	0.65	0.97	0.65	42.7
3	R2	All MCs	255	0.0	255	0.0	0.564	19.5	LOS C	2.7	19.1	0.89	1.16	1.40	39.2
Approach			290	0.0	290	0.0	0.564	18.6	LOS C	2.7	19.1	0.86	1.13	1.31	39.6
East: SH16 East															
4	L2	All MCs	88	0.0	88	0.0	0.482	4.8	LOS A	0.0	0.0	0.00	0.05	0.00	48.2
5	T1	All MCs	820	5.0	820	5.0	0.482	0.2	LOS A	0.0	0.0	0.00	0.05	0.00	49.4
Approach			908	4.5	908	4.5	0.482	0.7	NA	0.0	0.0	0.00	0.05	0.00	49.3
West: SH16 West															
11	T1	All MCs	585	5.0	585	5.0	0.310	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
12	R2	All MCs	35	0.0	35	0.0	0.064	10.4	LOS B	0.2	1.6	0.71	0.87	0.71	42.7
Approach			620	4.7	620	4.7	0.310	0.7	NA	0.2	1.6	0.04	0.05	0.04	49.4
All Vehicles			1819	3.9	1819	3.9	0.564	3.5	NA	2.7	19.1	0.15	0.22	0.22	47.5

## SIDRA Results for SH16 / Trigg Road intersection

SH16 / Trigg Road Intersection AM Peak - Total School Roll of 2,500 students

### MOVEMENT SUMMARY

**STOP Site: [2 (13)] SH16 / Trigg Road AM Totalroll2500 (SH16\_Trigg Road)**  
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
Site Category: (None)  
Stop (Two-Way)  
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec			veh	m			km/h
South: Trigg Road															
1	L2	All MCs	35	0.0	35	0.0	0.045	10.3	LOS B	0.2	1.1	0.52	0.91	0.52	43.4
3	R2	All MCs	267	0.0	267	0.0	1.015	88.6	LOS F	13.6	95.1	1.00	2.23	5.32	22.7
Approach			302	0.0	302	0.0	1.015	79.5	LOS F	13.6	95.1	0.94	2.07	4.76	24.1
East: SH16 East															
4	L2	All MCs	297	0.0	297	0.0	0.440	4.7	LOS A	0.0	0.0	0.00	0.19	0.00	47.5
5	T1	All MCs	529	5.0	529	5.0	0.440	0.2	LOS A	0.0	0.0	0.00	0.19	0.00	48.6
Approach			826	3.2	826	3.2	0.440	1.8	NA	0.0	0.0	0.00	0.19	0.00	48.2
West: SH16 West															
11	T1	All MCs	789	5.0	789	5.0	0.418	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
12	R2	All MCs	133	0.0	133	0.0	0.205	9.7	LOS A	0.8	5.6	0.69	0.86	0.69	43.1
Approach			923	4.3	923	4.3	0.418	1.6	NA	0.8	5.6	0.10	0.12	0.10	48.7
All Vehicles			2051	3.2	2051	3.2	1.015	13.1	NA	13.6	95.1	0.18	0.44	0.75	42.2

SH16 / Trigg Road Intersection PM Peak - Total School Roll of 2,500 students

### MOVEMENT SUMMARY

**STOP Site: [2 (12)] SH16 / Trigg Road PM Totalroll2500 (SH16\_Trigg Road)**  
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
Site Category: (None)  
Stop (Two-Way)  
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
			veh/h	%	veh/h	%	v/c	sec			veh	m			km/h
South: Trigg Road															
1	L2	All MCs	35	0.0	35	0.0	0.056	12.3	LOS B	0.2	1.4	0.66	0.98	0.66	42.5
3	R2	All MCs	255	0.0	255	0.0	0.699	26.2	LOS D	3.6	25.4	0.94	1.24	1.75	36.6
Approach			290	0.0	290	0.0	0.699	24.5	LOS C	3.6	25.4	0.90	1.21	1.62	37.2
East: SH16 East															
4	L2	All MCs	257	0.0	257	0.0	0.583	4.9	LOS A	0.0	0.0	0.00	0.13	0.00	47.6
5	T1	All MCs	840	5.0	840	5.0	0.583	0.3	LOS A	0.0	0.0	0.00	0.13	0.00	48.8
Approach			1097	3.8	1097	3.8	0.583	1.4	NA	0.0	0.0	0.00	0.13	0.00	48.5
West: SH16 West															
11	T1	All MCs	615	5.0	615	5.0	0.325	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
12	R2	All MCs	35	0.0	35	0.0	0.097	14.3	LOS B	0.3	2.3	0.82	0.92	0.82	40.9
Approach			650	4.7	650	4.7	0.325	0.9	NA	0.3	2.3	0.04	0.05	0.04	49.3
All Vehicles			2036	3.6	2036	3.6	0.699	4.5	NA	3.6	25.4	0.14	0.26	0.24	46.7

**Auckland**

Level 1/70 Shortland Street  
Auckland 1010  
Aotearoa New Zealand

**Wellington**

Level 2/57 Willis Street  
Wellington 6011  
Aotearoa New Zealand

**Christchurch**

Level 1/137 Victoria Street  
PO Box 36446, Merivale  
Christchurch 8146  
Aotearoa New Zealand

**hello@abley.com**

**+64 3 377 4703**

**abley.com**

**Proposed conditions as submitted as part of Form 18 including agreed changes as part of FIR 1 and 3**

**Amended condition wording as agreed on in FIR 1**

**Amended condition wording as agreed on in FIR 3**

**Conditions**

*The standard conditions for all Minister of Education designations do not apply to this designation, only the site-specific conditions apply to this designation.*

**1. Building height in relation to boundary**

*Any new building or building extension (excluding goal posts and similar structures) shall comply with the following:*

- At the boundary of any adjoining land zoned primarily for a residential purpose, the building height in relation to boundary control that applies within that residential zone; and*
- At the boundary of any adjoining land within the Future Urban Zone, a building height in relation to boundary control of 45 degrees measured from a point 2.5m vertically above ground level.*

*This shall not apply to any front/road boundary, or any boundary adjoining another educational facility.*

**2. Operational Noise**

*The noise (rating) levels arising from the operation of the school must comply with the following noise limits when measured at the boundary of any residential or future urban zoned site:*

<b>DAY/TIME</b>	<b>NOISE LEVEL</b>
<i>Mon – Sat, 7.00am – 10.00pm (0700 -2200)</i>	<i>55 dB L<sub>Aeq</sub></i>
<i>Sunday 9am to 6pm</i>	
<i>All other times</i>	<i>45 dB L<sub>Aeq</sub> 75 dB L<sub>AFmax</sub></i>

*These noise limits do not apply to noise from normal school sports and school recreational activities occurring between 8.00am and 6.00pm Monday to Saturday.*

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

**3. Construction Noise**

*Construction noise must be measured and assessed in accordance with NZS 6803:1999 Acoustics – Construction Noise. Construction noise must comply with the guideline upper limits of NZS 6803:1999, except that the limits*

between 7.30 am and 6.00 pm on Monday to Saturday may be exceeded by up to 10 dB where compliance with the guideline upper limits is not practicable.

A Construction Noise and Vibration Management Plan (CNVMP) must be submitted to Auckland Council for verification before any construction works that cannot comply with the guideline upper limits of NZS 6803:1999 are undertaken. The objective of the CNVMP is to identify and require the adoption of the best practicable option to minimise construction noise and vibration effects and enable compliance with Condition 3.

#### **4. On-Site Car Parking and Pick Up and Drop Off**

There are no staff, visitor or pick up and drop off car parking conditions for this designation. **onsite car parking or pick up and drop off facility conditions for this designation. Car parking and pick up and drop off will be determined for each development phase increasing teaching space numbers and will be addressed in the outline plan for that phase.**

#### **5. Outline Plans**

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

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

#### **6. Establishment Outline Plan of Works**

The Requiring Authority shall submit an Outline Plan of Works for the construction and development of the school which shall include the following further information:

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

- i. *The general location of access points for vehicles, cyclists, scooters and pedestrians;*
  - ii. *The general location of on-site parking areas (including cars, cycle and scooter parks), and any on-site pick up and drop off areas if proposed.*
  - iii. *Measures and treatments at all access points to manage conflict between pedestrians, cyclists, scooter users and vehicles;*
  - iv. *General location of building platforms, areas for proposed buildings and open space (such as playgrounds and sports fields); and*
  - v. *“Indicative” areas accommodating future education purpose growth on this site, including building platforms, car parking areas, vehicular access, maneuvering and circulation areas.*
- b) *A Transport Assessment prepared by a suitably qualified traffic engineer/transportation planner which addresses transport safety, efficiency and the following specific matters:*
- i. *Safe access for pedestrians, cyclists and vehicles (including buses, rubbish trucks and for ground and building maintenance) and appropriate measures and treatments to minimise conflicts between all transport modes;*
  - ii. *On-site staff and visitor car parking, cycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal;*
  - iii. *On-site pick-up and drop-off (PUDO) area(s), if proposed, including ensuring their design manages demand (to the extent enabled by the School Travel Plan), including vehicular access, circulation, manoeuvring for cars and buses (if required).*
  - iv. *The following matters shall specifically be addressed as they relate to the school, including any measures to mitigate or address these matters:*
    - a) *Potential effects on the safe and efficient operation of proposed access points, school frontage and the internal school circulation;*
    - b) *Providing for the continuity of cycle and pedestrian facilities; and*
    - c) *Providing safe separated access points to the school for those who walk or cycle; and*
    - d) Providing measures within the site and/or on the adjacent road frontages to address how vehicles dropping off or picking up students on Station Road and Trigg Road can safely and efficiently turn around.**
  - v. *Any impediments on the safe and efficient movement of pedestrians and cyclists as they relate to the school within the immediate transport network and any measures required to mitigate these.*

- vi. ***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.***
- c) ***A summary of the consultation and engagement with Auckland 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:***
- i. ***Measures and treatments to ensure safe access is provided to the school for all transport modes***
  - 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;***
  - iii. ***Bus access and the location of bus stops and shelters adjacent to the school.***
  - iv. ***The provision of footpaths on pedestrian routes.***
  - v. ***Measures within the site and/or on adjacent roads to address how vehicles dropping off or picking up students on Station Road and Trigg Road can safely and efficiently turn around.***

## 7. **Subsequent Outline Plan of Works**

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:

- a) A Design Concept Plan for the site showing the matters set out in Condition 6(a).
- b) An updated Transport Assessment prepared by a suitably qualified traffic engineer / transportation planner, which addresses all matters listed in Condition 6(b);
- c) A summary of engagement and consultation with Auckland Transport in accordance with Condition 6(c).

*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.*

## **8. School Travel Plan**

- a) *Prior to the first Outline Plan required under Condition 6, the Requiring Authority shall either directly or through the School Board of Trustees, develop a School Travel Plan. The purpose of the School Travel Plan is to set sustainable travel mode goals to reduce vehicle dependence and reduce the impact of vehicle movements on the local road network, including through active school promotion and support for carpooling, the encouragement of the use of public transport, the use of remote pick up/drop off locations, and the encouragement of walking and cycling.*
- b) *This School Travel Plan shall also specifically address the following matters:*
  - i. *Safe access to the entry points to the school;*
  - ii. *Consistency with or use of Auckland Transport's TravelWise programme, or any equivalent programme adopted;*
  - iii. *Measures to separate vehicle entry and pedestrian/cyclist entries;*
  - iv. *Location and provision on site of any scooter and cycle parking;*
  - v. *The adequacy of any on-site pick-up / drop-off arrangements and management including an assessment of the existing and planned peak demand; and*
  - vi. *The necessity for additional remote pick-up / drop-off in suitable locations.*
- c) *The School Travel Plan and any subsequent reviews required by condition 8(d) below shall be developed and revised in consultation with Auckland Transport and shall include a monitoring and review programme.*
- d) *The School Travel Plan must be reviewed and updated when an Outline Plan is submitted for additional teaching spaces. The purpose of reviewing and revising the School Travel Plan will be to:*
  - i. *Identify the degree to which the school is meeting its sustainable travel mode goals; and*
  - ii. *Where necessary, adopt and incorporate transport mitigation measures into the School Travel Plan to achieve those goals, and specifically to ensure safe access to and from the school.*

## **9. Stormwater**

**The stormwater system for the Site must be designed and constructed such that post-development peak flows from all new impervious surfaces do not exceed 80% of pre-development peak flows for the 1% AEP rainfall event, or as otherwise certified by Auckland Council.**

## Advice Notes

1. This designation does not remove any obligations under the Wildlife Act 1953 in regard to removal of trees.

### **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.**