

Recommendation to the Ministry of Education for a designation for a secondary school and an early childhood education centre at Jesmond Road, Drury West under section 168 the Resource Management Act 1991



Recommendation of Commissioner on a Notice of Requirement by the Minister of Education for a secondary school and an early childhood education centre at Jesmond Road, Drury West in the Auckland Unitary Plan (operative in part).

The Commissioner appointed by the Auckland Council to consider the proposal recommend to the Ministry of Education that the notice of requirement be **CONFIRMED** subject to conditions.

Introduction

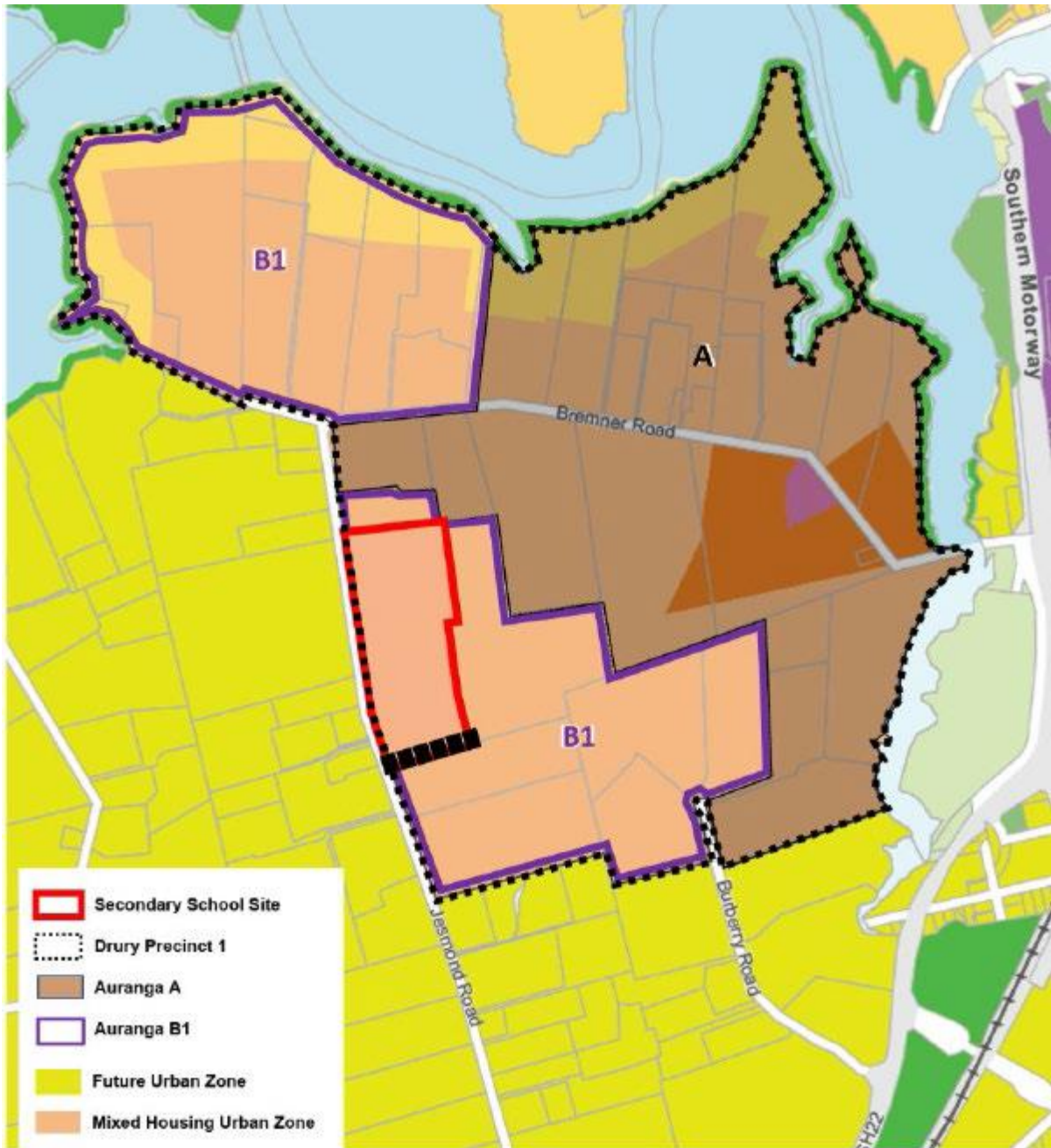
1. This recommendation is made on behalf of the Auckland Council (“**the Council**”) by Independent Hearing Commissioner Janine Bell (sitting alone) appointed and acting under delegated authority under section 34A of the Resource Management Act 1991 (“**the RMA**”).
2. The notice of requirement (“**NOR**”) was referred to the Commissioner for recommendation. This report assesses the NoR under section 171 of the Act. This report addresses the issues raised in the submissions and contains our recommendation to the Requiring Authority under section 171(2) of the Act.

Background

3. Pursuant to section 168 of the RMA, the Minister of Education as the requiring authority, has served a notice of requirement (NoR) for a designation for a Secondary School (Years 7-13) and Early Childhood Education (ECE) in the Auckland Unitary Plan (operative in part) (AUP) at 401 Jesmond Road, part 281 Jesmond Road and part 341 Jesmond Road, Drury West. The site and the designation are described in section 2 and 3 of the Updated Assessment of Environmental Effects (AEE) prepared by Beca Limited (22 May 2023).
4. The site is located approximately 2km west of the existing Drury township at the northern end of Jesmond Road and is approximately 8.42 hectares in area. The site is made up of one entire parcel of land, which is identified as Area A (Lot 1 DP 139263) and part of two parcels including part of Area B (part Lot 1 DP 89570) and part of a right of way (part Lot 2 DP 164625) identified as Area C.
5. The extent of the designation is illustrated below:



- Area A is approximately 4.1ha in size of which half is used for lifestyle and the other for horticultural uses. The land is relatively flat with a high point at the southeast corner of the site and gently falling to the northeast corner. An existing dwelling is located in the southwestern corner of the site.
 - Area B is approximately 4.2ha in size, generally used for rural lifestyle purposes with an existing dwelling at the high point of the site in the southwestern quadrant. The land then falls northwards to a generally flat area.
 - Area C is part of a right of way that the MoE has purchased through a land exchange agreement at 341 Jesmond Road.
6. Under the AUP:OP the site and the adjoining land to the east are zoned site is zoned “Mixed Housing Urban Zone” as is located within the Drury 1 Precinct. The precinct has an area of 167.67 ha and is bordered by Drury Creek in the north, the southern motorway to the east, SH22 (Karakā Road) to the south and Jesmond Road to the west.



7. The proposed designation will enable the provision of important social infrastructure for this new residential area, specifically a new secondary school (years 7-13) and an Early Childhood Education Centre (ECE). The AEE states that “The future school and ECE are necessary to meet the demand for education facilities that will be generated by future urban growth in and around Drury West¹”. Therefore, depending on growth, a new school may be required within the next 10 years but is this is dependent on the rate of growth of development in the surrounding area.

¹ AEE (May 2023), Beca, page 2

8. At the time the NoR was notified, there were a number of private plan changes in vicinity of the site being considered by the council. These are now operative with precincts in place, within the AUP. The relevant ones are set out below.
 - Waipupuke [I447] became operative in December 2022 - 56ha of Future Urban Zone to mainly Terraced Housing and Apartment Buildings zone and Mixed Housing Urban zone [1400-2800 dwellings and 168 jobs]
 - Drury 2 Precinct [I448] became operative in December 2022 – rezoned 33.6ha of Future Urban Zone to Town Centre zone, Terrace Housing and Apartment Buildings zone and Mixed Housing Urban zone [1500 dwellings and 600 jobs]
9. The Minister currently has no detailed information available regarding the proposed site development such as building locations, playing fields accessways, parking, pick up and drop off (PUDO) areas etc... This information will not be available until the detailed design stage and will be submitted as part of the outline plan under section 176A of the RMA once the designation is confirmed and the Establishment Board of Trustees has been appointed by the Minister. The standard conditions for schools in the AUP (OP) will apply to the designation along with some amendments and additional site-specific conditions.

NOTIFICATION

10. The NoR was publicly notified on 25 March 2021 and the closing date for submissions was 27 April 2021.

SUBMISSIONS

11. Three submissions were received. These were from:
 - Auckland Transport
 - Waka Kotahi New Zealand Transport Agency
 - Elly S Pan & Benjamin B C Bong (Withdrawn 4 April 2023)
12. Copies of submissions were included as Attachment D to the Council's s42A report. The issues raised in submissions were addressed in Sections 4.2.1 of that report.
13. Auckland Transport submission supported the NOR subject to the matters raised below being addressed to ensure that any adverse transport effects of the proposal are avoided, remedied or mitigated. These matters relate to: -
 - Jesmond Rd upgrade
 - vehicle access
 - amendments to the school travel plan including the need to assess and address effects from overspill parking
 - on-site pick-up and drop-off

- staging information
 - suggested additions and amendments to the proposed designation conditions.
14. Waka Kotahi New Zealand Transport Agency (“Waka Kotahi”) lodged a neutral submission that sought the NoR is approved as notified. The key issues raised was that although the NoR recognises the existing deficiencies of the SH22/Jesmond Road it does not provide for the upgrade of the intersection. Waka Kotahi is concerned about the safety of this intersection and considers it should be upgraded prior to the establishment of the school. The Agency indicates its willingness to consult with the MoE to “establish a solution which ensure the ongoing safety of the transport network”.
 15. A late submission was also received from Elly S Pan & Benjamin B C Bong (owners 341 Jesmond Road) opposing the NoR as access to their land from Jesmond Road is through the centre of the two main parcels being designated for the educational facilities. As a result of discussions between the MoE and the submitter the matter has been resolved and the submission withdrawn on 4 April 2023.

LOCAL BOARDS

16. As set out in the s42A report, the NoR was considered by both the Franklin Local Board and Papakura Local Board. Both Boards were supportive of the designation.
17. The Franklin Local Board supported the MoE acquisition of land for a school at Drury West, noting that a school will be an important centre for this growing community. It also requested that the MoE work with Auckland Transport to address the transport needs in developing the site e.g., pedestrian crossings, footpath networks, cycling infrastructure. The also encouraged the investigation of opportunities for provision of shared open space facilities.
18. Likewise, the Papakura Local Board supported the NoR for a new secondary school and ECE at Jesmond Road, Drury West, subject to the addressing the specific transport matters at the appropriate consenting stage: -
 - cycleways connect to the school
 - adequate drop off and pick up onsite provision
 - adequate space for buses
 - adequate road width to allow peak volumes of traffic
 - adequate on-site parking for staff and visitors

PROCEDURAL MATTERS

19. Pursuant to section 100 of the RMA, a hearing in respect of the application was not held as neither the applicant nor any of the submitters wished to be heard.

ISSUES IN CONTENTION

20. There appears to be broad community support for the NoR. The main issues raised in relation to the NoR related to transport concerns. These were articulated in the submissions by Auckland Transport, Waka Kotahi and the comments from the Franklin and the Papakura Local Boards.
21. Auckland Transport, supported the NoR, subject to ensuring any adverse transport effects of the proposal being avoided, remedied or mitigated. Its concerns related to the Jesmond Road upgrade, vehicle access, amendments to the School Travel Plan, pick up and drop off and staging information. The submission sought additions and amendments to certain of the proposed conditions.
22. Likewise, Waka Kotahi lodged a neutral submission seeking the NoR be approved. The key matters raised with the NoR was while it recognized the existing deficiencies in the SH22/Jesmond Road intersection, it did not provide for the upgrade of the intersection. Waka Kotahi is concerned about the safety of the intersection should the school be established prior to the intersection upgrade occurring. The submission outline Waka Kotahi's willingness to consult with the MoE should this scenario look likely to occur, to establish a solution that will ensure the ongoing safety of the network.
23. The council's transport engineering consultant reviewed the NoR assessment and the submissions received and provided advice on the transport effects and proposed site-specific conditions. He notes that the secondary school and ECE can be established at any time once the land is designated and that the upgrade of Jesmond Road [fronting the site] is the responsibility of the developers [i.e. MoE] rather than AT. Therefore, in his view the assessment "completed as part of the Establishment Outline Plan of Works need to be robust and ensure a safe transport network is in place prior to the school and ECE operating".
24. Discussions occurred with the MoE about the matters raised in the Council's assessment and Auckland Transport's submission. In response, the MoE put forward conditions to address these concerns. As set out in the s42A report officers consider that these conditions, which have now been agreed by all parties, satisfactorily address the transport effects of the site being used for educational purposes, in a way which supports a safe and efficient transport network.
25. The Franklin Local Board also raised the possibility of opportunities for the provision of shared open space facilities. As noted in the Council's s42A report this matter falls outside the scope of this NOR but has been passed to the MoE for their consideration at the appropriate time.
26. I also note the concerns raised by Elly S Pan & Benjamin B C Bong regarding access to their site and note that this matter has been resolved with the MoE and the submission withdrawn.

STATUTORY ASSESSMENT

27. The MoE is a Requiring Authority in terms of s166 of the Act. The Minister has given notice to the Auckland Council of the Requiring Authority's requirements at 401, 281 and 341 Jesmond Road, Drury West for the establishment of a new secondary school and Early Childhood Education Centre.

28. Section 171 of the Resource Management Act 1991 ("the Act") sets out the matters to which a territorial authority must have regard to when considering a requirement and any submissions received, and in making its recommendations to the requiring authority. Section 171 is subject to Part 2, which states the purpose and principles of the Act.

29. Section 171(1) requires:

(1) When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to -

(a) any relevant provisions of -

(i) a national policy statement:

(ii) a New Zealand coastal policy statement:

(iii) a regional policy statement or proposed regional policy statement:

(iv) a plan or proposed plan; and

(b) whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if –

(i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or

(ii) it is likely that the work will have a significant adverse effect on the environment; and

(c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and

(d) any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.

Section 171(1)(a) – Any relevant provisions of a national policy statement, a New Zealand coastal policy statement, a regional policy statement or proposed regional policy statement, a regional plan, a district plan or proposed district plan.

30. Pursuant to section 171(1)(a), when considering the requirement, I must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to any relevant provisions of a national policy statement, the New Zealand Coastal

Policy Statement, the regional policy statement, the proposed regional policy statement and the relevant regional and district plans and proposed plans.

31. Collectively the Minister's Notice of Requirement application and the Council officer's s42A report provides a comprehensive commentary on the relevant national and regional policy statements, sections of the AUP(OP). I do not intend to repeat this material in this recommendation report; rather I rely on the application documents and the officer's report in relation to these matters and adopt the conclusions therein, except to indicate that the following documents were considered of particular relevance in reaching my recommendation:

- National Policy Statement on Urban Development (2020).
- National Policy Statement on Freshwater Management (2022)
- Auckland Unitary Plan, including Chapter B Regional Policy Statement.
- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health.

32. No regional plans are relevant to the consideration of this NoR. Any subsequent applications to develop the site that triggers the need for resource consents under the regional plans will be applied for at that time.

Section 171(1)(b) – Adequate consideration has been given to alternative sites, routes, or methods of undertaking the work or that it is likely that the work will have a significant adverse effect on the environment.

33. As set out in the MoE's AEE at the time of lodgement of the NoR, the Crown owned sufficient land to build a secondary school and ECE across two parcels of land separated by the right of way that provides access to the neighbouring property at 341 Jesmond Road. The Ministry did, however, consider a number of other sites [locations and methods] in the Drury West area before seeking this designation in Jesmond Road. There is an overview of these sites in section 5.0 of the AEE and these are summarised in Form 18.

34. The Ministry has subsequently undertaken a land exchange with the owners of the access way at 341 Jesmond Road (Area C) such that it now has sufficient interest in the land to undertake the work. Accordingly, it is not necessary to assess alternative sites, routes or methods.

Section 171(1)(c) - Whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought.

35. As set out in the NoR and section 2 of the AEE:

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

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

36. The proposed works and designation are necessary to provide the opportunity for students to undertake their studies as provided for under the Education and Training Act 2020. The designation will provide the appropriate mechanism for the Minister to have ongoing certainty that the site can be developed and used for the purpose. In the longer term the designation provides certainty and flexibility for the operation of the facilities on site.

Section 171(1)(d) Other matters considered reasonably necessary in order to make a recommendation on the requirement.

37. In accordance with section 184 of the RMA, the default period for the lapse of a designation is 5 years after its inclusion in a plan unless it has been given effect to or an application is made to extend the period, or a longer period is confirmed as part of the designation process. In this application the MoE has requested a 10 - year lapse period for the NoR due to uncertainty around the pace at which the Auranga residential development to the east will occur and the timing of zoning (and ultimate development of) the Future Urban Zone to the west. A 10-year lapse period provides the Minister with flexibility to ensure the school can be constructed and operated to respond to surrounding residential development.
38. I agree with the assessment provided by the MoE and in the Council officer's s42A report that it is appropriate to extend the timeframe to ten years and note that this lapse date is consistent with many of the schools that are designated in the AUP(OP).

Part 2 of the Act

39. Part 2 of the Act sets out the purpose and principles of the RMA. In terms of section 5, I accept that the proposed school and ECE will provide the necessary community infrastructure to service the projected demand for secondary school and pre-school education in the area and provide for their social, cultural and economic well-being. This not only provides for the well-being of the children and students that attend, but also for the wider community, as schools generally become focal points for community interaction (e.g., social interactions with other parents, school sport, fundraising activity etc.).
40. With the imposition of appropriate conditions, the potential adverse effects on the environment resulting from giving effect to the proposed designation can be avoided, remedied or mitigated. There is general agreement between the parties on the substantive content of the proposed conditions.
41. Section 6 deals with matters of national importance with section 6 (e) dealing specifically with the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga, is relevant.
42. There are also a number of Other Matters under **Section 7**, of relevance to the proposed designation, to which we must have regard namely:

- (a) Kaitiakitanga;
 - (aa) The ethic of stewardship;
 - (b) The efficient use and development of natural and physical resources;
 - (c) The maintenance and enhancement of amenity values;
 - (f) Maintenance and enhancement of the quality of the environment;
43. **Section 8**, of the Act requires all persons exercising functions and powers under the Act, in relation to managing the use, development, and protection of natural and physical resources, to take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
44. These matters are discussed below.
45. Overall, I agree with the Council officers that the NoR meets the relevant provisions of Part 2 of the RMA and will achieve the purpose of the RMA, being sustainable management of natural and physical resources.
46. I note that the AEE summarises the consultation undertaken with mana whenua. Ngāti Tamaoho, Ngāti Te Ata and Te Ākitai Waiohū provided feedback. The AEE indicates that “mana whenua will have the opportunity to raise matters such as sustainability, stormwater treatment and design through the design process”.²
47. I agree that the protection of this land for the development of a future secondary school and ECE to respond to both current demand and future growth projections in Drury West is an efficient use of the land. The co-location of school and ECE will enable shared facilities. The transport concerns raised in submissions will be addressed through the imposition of recommended conditions on the designation.
48. An assessment of the potential effects in respect of natural/physical resources, amenity values and the quality of the environment was undertaken in the AEE. The assessment has not identified any significant environmental effects arising from the proposal and the proposed conditions will guide the detailed design to ensure appropriate outcomes for the site. Overall, the conditions provide a balance for certainty around major ‘bottom line’ requirements for the designation, and guidance via the establishment outline plan condition to help guide the detailed design to ensure appropriate outcomes for the site.

CONCLUSIONS AND RECOMMENDATIONS

49. The requiring authority has lodged a NoR under section 168 of the RMA for the establishment of a new secondary school and Early Childhood Education Centre 401 Jesmond Road, part 281 Jesmond Road and part 341 Jesmond Road, Drury West. The proposed new school and ECE will assist the Ministry in meeting its obligations and

² AEE to Support Notice of Requirement, Ministry of Education, Prepared by Beca (22 May 2023), page 32.

responsibilities under the Education and Training Act 2020 to provide for the education facilities outcomes for students across the learning/education sector.

50. As a result, the Ministry has identified the need to designate a new school site to cater for students from years 7-13 and ECE to provide education facilities required in the near future to respond to both current demand and future growth projections in Drury West.
51. Section 171(2) of the Act provides the means by which the NoR can be recommended to be confirmed or otherwise by the Council. In terms of section 171 after considering all the material put before me, I have concluded that the NoR is appropriate subject to the imposition of conditions. It is recognised that the proposal will generate adverse environmental effects, but subject to the imposition of conditions these effects will be no more than a minor and are outweighed by the positive benefits of providing for the educational and community wellbeing of the local community.
52. Proposed conditions recommended to be attached to the designation will ensure that adverse effects are avoided or mitigated to the extent that is practicable and address the maintenance and enhancement of amenity values and quality of the environment, such as traffic parking, access, and noise. These matters will be addressed at the Establishment Outline Plan stage which must occur before work commences and is subject to comment by the Council.

RECOMMENDATION

In accordance with section 171(2) of the Resource Management Act 1991, the Auckland Council recommends to the Minister of Education that the Notice of Requirement to designate land for a Secondary School (Years 7-13) and Early Childhood Education (ECE) in the Auckland Unitary Plan (operative in part) (AUP) at 401 Jesmond Road, part 281 Jesmond Road and part 341 Jesmond Road, Drury West, be confirmed subject to the recommended conditions set out in Attachment A.

REASONS FOR THE RECOMMENDATION

Under section 171(3) of the Act the reasons for the recommendation are:

1. The notice of requirement is consistent with Part 2 of the RMA in that it enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.
2. The notice of requirement is consistent with and gives effect to the relevant national environmental standards, national policy statements and the AUP.
3. In terms of section 171(1)(b) of the RMA, it is not necessary to consider alternative sites as the MoE has an interest in the land which has been acquired for educational purposes and the work is not likely to have significant adverse environmental effects.
4. In terms of 171(1)(c) of the RMA, the notice of requirement is reasonably necessary to achieve the requiring authority's objectives.
5. Restrictions, by way of conditions attached to the notice of requirement have been

recommended to avoid, remedy, or mitigate adverse environmental effects associated with the works.

AMENDMENTS TO THE DISTRICT PLAN

That the Auckland Unitary Plan (Operative in Part) be amended as set out in Attachment A to

1. Include a new designation “Educational Purposes – Secondary School (Years 7-13) and Early Childhood Education (ECE), 401 Jesmond Road, part 281 Jesmond Road and part 341 Jesmond Road, Drury West.



Janine A. Bell

Independent Hearing Commissioner

23 November 2023

Attachment A:

1. Amend Designation Schedule – Minister of Education - by including the following new designation:

Number	Purpose	Location
<u>50XX</u> <u>(reference</u> <u>number</u> <u>TBC)</u>	<i>Educational purposes - Secondary School (Years 7-13) and Early Childhood Education (ECE), Drury West</i>	<i>401 Jesmond Road, part 281 Jesmond Road and part 341 Jesmond Road, Drury West</i>

2. Include the following new designation:

46# TBA Secondary School (Years 7-13) and Early Childhood Education (ECE), Drury West

Designation Number	50XX
Requiring Authority	Minister of Education
Location	401 Jesmond Road, part 281 Jesmond Road and part 341 Jesmond Road, Drury West
Rollover Designation	NA
Lapse Date	The designation shall lapse on the expiry of 10 years from the date on which it is included in the district plan if it has not been given effect to before the end of that period.

Purpose

Educational purposes - Secondary School (Years 7-13) and Early Childhood Education (ECE), Drury West.

Conditions

The standard conditions for all Minister of Education designations apply to this designation. Where any standard condition conflicts with a site-specific condition, the site-specific condition shall take precedence.

1. Building height in relation to boundary

Any new building or building extension (excluding goal posts and similar structures) shall comply with the height in relation to boundary controls [attached to this

Schedule] from any adjoining land zoned primarily for a residential purpose or zoned for an open space/outdoor recreation purpose.

2. Noise

The noise (rating) level arising from the operation of the school and pre-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 a rural zone:

DAY/TIME	NOISE LEVEL
Mon – Sat, 7.00am – 10.00pm	55 dB L_{Aeq}
Sunday 9am to 6pm	
All other times	45 dB L_{Aeq} 75 dB L_{AFmax}

These noise limits do not apply to noise from normal 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 Standard NZS 6803:1999 “Acoustics – Construction Noise”.

3. On-Site Car Parking - Schools

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

4. On-Site Car Parking – Early Childhood Education (Pre-school)

In addition to any car parking required for the school, on-site car parking for early childhood education (preschool) shall be provided at the rate of one car park per every 10 children the facility is licensed or designed to accommodate, plus one per each fulltime staff member required for the license or design capacity of the centre, except where

the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer and/or transportation planner, that a lesser level is appropriate.

5. Outline Plans

That an outline plan of works 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.

6. Establishment Outline Plan of Works

The Requiring Authority shall, in accordance with the requirements of s176A of the Resource Management Act 1991, submit an Establishment Outline Plan for the construction and development of the school and/or early childhood education centre (ECE) which shall include the following further information:

- a) A Design Concept Plan for the site showing:
 - i. The general location of access points for vehicles, cyclists, scooters and pedestrians (including to any existing or planned local road connections on the northern or eastern boundary), on-site parking areas (including cars, cycle and scooter parks), and on-site pick up and drop off areas;
 - ii. Measures and treatments at all access points to manage conflict between pedestrians, cyclists, scooter users and vehicles;
 - iii. The general location of building platforms, areas for proposed buildings and

- open space (such as playgrounds and sports fields); and
- iv. “Indicative” areas accommodating future education purpose growth on this site, including building platforms, car parking areas, vehicular access, manoeuvring and circulation areas.
- b) A Transport Assessment (TA) report prepared by a suitably qualified traffic engineer and/or transportation planner which, taking into account the Integrated Transport Assessment (ITA) prepared by Beca dated 19 January 2021, addresses safety, efficiency and the following specific matters:
- i. Safe access to the Site for pedestrians, cyclists and vehicles (including buses, rubbish trucks and for ground and building maintenance) and appropriate measures and treatments to minimise conflict between all transport modes;
 - ii. On-site staff and visitor car parking, cycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal;
 - iii. On-site pick-up and drop-off area(s) specifically designed to accommodate predicted demand including vehicular access, circulation, manoeuvring for cars and school buses (if required). The following matters shall specifically be addressed:
 - a) Potential effects on the safe and efficient operation of the adjoining transport network;
 - b) Providing for the continuity of cycle and pedestrian facilities;
 - c) Providing access points to the school for those who walk or cycle on either side of the pick-up and drop off access; and
 - d) Consideration of the need for an on-site pick-up and drop-off area for the ECE independent of the school.
 - iv. Any impediments to the safe and efficient movement of pedestrians and cyclists within the surrounding transport network and any measures needed to mitigate these;
 - v. Traffic generation and any means of mitigating adverse effects on the efficiency and safety of the surrounding transport network.
- c) A summary of Consultation and Engagement with Auckland Transport recording agreements reached on transport matters described below, and any effects associated with the school and ECE on the adjoining existing and future roading network. A copy of the draft Design Concept Plan and draft Traffic Assessment prepared to support the Establishment Outline Plan will be provided to Auckland Transport for the purposes of this consultation and engagement.

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

- i. Measures and treatments to ensure safe access is provided to the school and ECE for all transport modes, including implementation timeframes;

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

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

6. School Travel Plan

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

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

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

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

7. Jesmond Road Upgrade

If the section of Jesmond Road between the school's southern and northern boundaries has not been upgraded by others to urban collector standard, the

requiring authority shall undertake the frontage works prior to the operation of the school and / or ECE commencing.

Upgrade works to the eastern side of Jesmond Road, between the school site's southern and northern boundaries, would include:

- i. Road widening consistent with the Drury 1 Precinct;
- ii. The provision of pedestrian footpaths and cycle facilities;
- iii. Pavement upgrades and any carriageway widening; and
- iv. Integrated utilities, planting, kerb and channel and stormwater mitigation measures.

Advice Note

If the proposal requires the construction of any road signage, road markings or traffic control devices within the legal road the consent holder is required to submit a Resolution report for approval by Auckland Transport Traffic Control Committee to legalise the proposed traffic control devices (e.g. traffic signs, road marking and traffic calming devices).

The Resolution report, prepared by a qualified traffic engineer, will need to be approved so that the changes to the road reserve can be legally implemented and enforced. The resolution process may require public consultation to be undertaken in accordance with Auckland Transport's standard procedures. It is the responsibility of the consent holder to prepare and submit a permanent Traffic and Parking Changes report to Auckland Transport for review and approval. It is recommended that the resolution process be initiated at least 8 weeks prior to the installation permanent traffic and parking controls.

No installation of any road markings will be permitted before the resolution is approved by the Auckland Transport Traffic Control Committee (TCC). All costs associated with the resolution process shall be met by the consent holder.

8. Jesmond Road to Waihoehoe Road FTN

Unless otherwise agreed with Auckland Transport, vehicular access (beyond vehicle access to support efficient maintenance of school and or ECE grounds and buildings), shall not be provided for the school and ECE from the future Jesmond Road to Waihoehoe Road link.

9. On-site pick up and drop off

- a) Vehicular on-site pick up and drop off area for the school and ECE shall be provided. The number of pick up and drop off bays shall be determined by an assessment of the peak demand for vehicles entering and exiting the site. This assessment will be undertaken, and the results submitted, as part of any future outline plans where there is an increase in student numbers.

- b) An assessment of the need for a school bus pick-up and drop-off facility for the school shall be submitted as part of any outline plan to increase teaching spaces. Bus facilities may be provided on a staged basis consistent with each stage of school development.

10. Construction

A construction management plan shall be prepared and submitted with any outline plan for major site works.

3. Amend the planning maps to the identify the designation on the Designation Management layer.

