

## UNITARY PLAN UPDATE REQUEST MEMORANDUM

**TO** Warren MacLennan, Manager Planning, Regional, North, West & Islands Unit

**FROM** Peter Vari, Team Leader, Regional, North, West & Island Unit




**DATE** 19 January 2021

**SUBJECT** **New designation in accordance with s168 of the Resource Management Act to the Auckland Unitary Plan (AUP) Operative in part (15 November 2016)**



This memorandum requests an update to Auckland Unitary Plan Operative in part

| Reason for update – New confirmed designation                 |   |
|---|---|
| <b>Chapter</b>  | Chapter K Designations<br>AUP GIS Viewer  |
| <b>Section</b>  | Schedules and Designations - Minister of Education  |
| <b>Designation only</b>                                       |   |
| <b>Designation 4666</b>                                       | Orewa North West Primary School   |
| <b>Locations:</b>   | 2.89 Ha of 289 West Hoe Heights, Orewa (Lot 800 DP 523423)  |
| <b>Lapse Date</b>   | 12 February 2031  |
| <b>Purpose</b>  | Educational Purposes – primary school (years 0-6)   |
| <b>Changes to text (shown in underline and strikethrough)</b> | New confirmed designation text to be added to the AUPOIP, new text shown in Attachment B              |
| <b>Changes to diagrams</b>                                    | N/A   |
| <b>Changes to spatial data</b>                                | Confirmed new designation at 289 West Hoe Heights, Orewa, confirmed as D4666                          |
| <b>Attachments</b>  | Attachment A: Consent Order<br><br>Attachment B: Updated Text<br><br>Attachment C: Updated GIS Viewer |

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|--|---|
| <b>Prepared by:</b><br>Peter Vari<br>Team Leader, Regional, North, West & Islands Unit                   | <b>Text Entered by:</b><br>Harry Barnes<br>Planning Technician  |
| <b>Signature:</b><br> | <b>Signature:</b><br> |
| <b>Maps prepared by:</b><br>Aching Konyak<br>Geospatial Specialist                                       | <b>Reviewed by:</b><br>Peter Vari<br>Team Leader, Regional, North, West & Islands Unit                    |
| <b>Signature:</b><br> | <b>Signature:</b><br>P Vari   |

**Signed off by:**

Warren MacLennan  
Manager Planning, Regional, North, West &  
Islands Unit

**Signature:**

A handwritten signature in black ink that reads "Warren MacLennan" followed by a period. The signature is written in a cursive style.

## Attachment A: Consent Order

BEFORE THE ENVIRONMENT COURT  
AT AUCKLAND

I MUA I TE KŌTI TAIAO O AOTEAROA  
KI TĀMAKI MAKĀURAU

IN THE MATTER of the Resource Management Act 1991  
AND of an appeal under section 174 of the Act  
BETWEEN AUCKLAND TRANSPORT  
(ENV-2019-AKL-000307)  
Appellant  
AND MINISTER OF EDUCATION  
Respondent  
AND AUCKLAND COUNCIL  
Section 274 party

Environment Judge M Harland sitting alone under section 279 of the Act

IN CHAMBERS at Auckland

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CONSENT ORDER

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- A: Under section 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:
- (1) the appeal is allowed subject to the amended conditions to the designation set out in **Schedule 1**;
  - (2) the appeal is otherwise dismissed.
- B: Under section 285 of the Resource Management Act 1991, there is no order as to costs.



## REASONS

### **Introduction**

[1] This appeal relates to a decision of the Minister of Education confirming a notice of requirement for a designation for education purposes for a primary school at 289 West Hoe Heights, Orewa, Auckland.

[2] On 21 November 2019, Auckland Transport filed this appeal. Auckland Transport's concerns with the conditions in the Minister's decision can be grouped into two overarching issues:

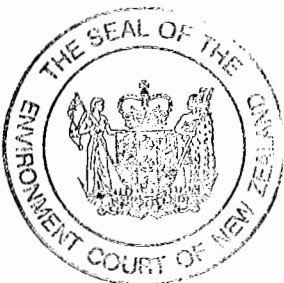
- (a) The decision fails to address traffic/transport network effects. No appropriate modelling had been undertaken to inform the conditions. Instead the conditions allow for modelling/testing to occur at a later stage, and for any effects identified at that time to be dealt with as part of the outline plan of works process; and
- (b) Auckland Transport's concerns about traffic/transport effects are that the majority of these will occur outside of the designation boundary and, as such, will be outside of the scope of the outline plan of works process.

[3] Auckland Council joined the appeal under section 274 of the Act.

### **Agreement reached**

[4] Following the lodgement of the Appeal, the parties engaged in discussions and have now agreed changes to the conditions that would address the issues raised in the Appeal. Key amendments to the conditions of the designation include:

- (a) More detailed requirements for the Transport Assessment and Design Concept Plan that are to be submitted with the first outline plan of work, especially regarding management of vehicular, pedestrian and cycling/scooting access to the school;
- (b) More thorough transport-related requirements;
- (c) Greater specificity regarding the provision of pick-up and drop-off spaces and management of the effects of pick-up and drop-off vehicle movements; and
- (d) More detailed conditions regarding school travel plans.



**Consideration**

[5] In making this order the Court has read and considered the Appeal and the joint memoranda of the parties dated 11 November 2020 and 14 December 2020.

[6] The court is making this order under section 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to section 297. The court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties agree that the proposed amendments to the conditions resolve the appeal in full; and
- (c) all parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

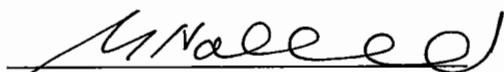
**Order**

[7] Therefore the Court orders, by consent, that:

- (a) The appeal is allowed subject to the amended conditions to the designation set out in **Schedule 1**;
- (b) The appeal is otherwise dismissed; and
- (c) There is no order as to costs.

DATED at Auckland this ~~(day of)~~ 17<sup>th</sup> day of December 2020





**M Harland**  
Environment Judge

## Schedule 1 (track change version)

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### NOTE

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

**Purpose:** Educational Purposes – primary school (years 0 - 6).

### SITE SPECIFIC CONDITIONS

#### Maximum Impervious Area

~~1. The maximum impervious area must not exceed 70% of site area.~~

1. Where site impervious area is developed beyond 70%, onsite stormwater mitigation must be provided for the additional impervious area. Details of the onsite stormwater mitigation shall be provided with the Outline Plan of Works.

#### Consultation and Engagement with Auckland Transport

2. Prior to the submission of the Establishment Outline Plan of Works required under Condition ~~5-4~~ or any subsequent Outline Plan of Works where Conditions ~~11-1210~~ apply ~~applies~~ the Requiring Authority shall consult and engage with Auckland Transport regarding all of the matters outlined in Conditions ~~7-6 – 21-20~~ (as applicable).
3. Copies of any relevant Transport Assessment and Design Concept Plan(s) prepared to support the Establishment Outline Plan of Works or any subsequent Outline Plan of Works are to be provided to Auckland Transport for the purposes of the consultation and engagement required by Condition ~~32~~.

#### Establishment Outline Plan of Works

4. The Requiring Authority shall, in accordance with the requirements of s176A of the Resource Management Act, submit an Establishment Outline Plan of Works for the construction and development of the school which shall provide for:
  - (a) A school roll of up to 420 students; and
  - (b) A minimum of 12 on-site pick up and drop off spaces;
  - (c) No more than 198 vehicles, in the immediate road network, per pick up and drop off period; and
  - (d) The matters set out in condition ~~6-5~~ below.



5. The Establishment Outline Plan of Works shall include the following further information:
- (a) A Design Concept Plan(s) including the information required by Condition ~~7~~6; and
  - (b) A Transport Assessment prepared by a suitably qualified traffic engineer and/or transportation planner, including the information required by Conditions ~~8-7~~ - ~~109~~;
  - (c) A Draft School Travel Plan, including the information required by Conditions ~~18~~ - ~~19~~17 - ~~18~~; and
  - (d) A summary of engagement and consultation with Auckland Transport required by Condition ~~3~~2 recording:
    - (i) Auckland Transport's feedback and how any concerns identified by Auckland Transport have been addressed; and
    - (ii) Any agreement reached with Auckland Transport on the measures recommended in the Transport Assessment, funding of the measures, the authority responsible for their implementation, and the timing for the implementation of measures recommended in the Transport Assessment.

#### **Design Concept Plan**

6. A Design Concept Plan for the site showing the following shall be provided with the Establishment Outline Plan of Works:
- (a) The location of building platform areas for proposed buildings and open space (such as playgrounds and sport fields).
  - (b) The location of access points for pedestrians and vehicles (including but not limited to buses, rubbish trucks and ground and building maintenance), \*<sup>1</sup>scooters/cyclists, parking areas (including staff, visitor, bicycle and scooter parking areas), and pick-up and drop-off areas;
  - (c) Measures and treatments at all access points to manage conflict between pedestrians, cyclists/scooter users and vehicles;

#### **Transport Assessment**

7. The Transport Assessment (TA) submitted with the Establishment Outline Plan of Works under Condition ~~6~~5(b) shall take into account the "*Orewa North-West*

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<sup>1</sup> The term "Scooters" refers to electric and non-electric scooters ridden by children; and does not include vehicles that require a license to operate.





*Primary School ITA*” prepared by Abley, dated 27 March 2020 and as further updated in the letter entitled “*Orewa Northwest School, Response to AT/AC further queries*”, prepared by Abley, issued on 15 July 2020 (ITA material).

8. The TA shall provide an updated assessment and details of the following:
- (a) the safety and efficiency of the proposal;
  - (b) the forecast number by mode of pedestrians, cyclists/scooter users and vehicles generated (travelling to and from the site);
  - (c) the location of the north-south link road adjacent to the school’s eastern boundary;
  - (d) the safety of access to the site along key routes to the site for pedestrians and bicycles as described in the ITA material;
  - (e) the safety of the vehicle access points to the school site considering potential conflict between vehicles (cars, delivery and service vehicles) and pedestrians, and cyclists.
  - (f) the proposed operating speeds along the roads fronting the site and on identified key walking and cycling routes to the site to ensure the safety of the pedestrians and cyclists;
  - (g) bicycle and scooter parking areas provided to accommodate no less than either the minimum number of spaces required by E27 in the AUP or one space per student assumed to bicycle in the ITA whichever is the greater. Scooter parking shall be included in addition to the bicycle parking requirement;
  - (h) the provision of separate on-site school staff and visitor car parking, covered bicycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal;
  - (i) the provision and operational regime of a separate on-site pick up and drop off area for students, including areas for vehicular access, circulation, and manoeuvring for cars;
  - (j) access points to any on-site pick up and drop off areas;
  - (k) access points to any school staff or visitor car parking area or any bus parking area;



- (l) access points to the school for those who walk or bicycle or scooter that are separate to the access points identified or designated for pick up and drop off and school staff and visitor parking;
- (m) the location of any off-site overspill pick up and drop off or school staff and visitor parking, its distance from the school in metres and walk time, any other restrictions associated with this (i.e. parking time limits, road and footpath gradients, stormwater overland flow path depths etc);
- (n) the management of overspill pick up and drop off on the adjacent road network in the event that the number of on-site car parking spaces provided is insufficient for the demand, including specific measures to accommodate the overspill vehicle parking on the street (with consideration given to, but not limited to, vehicle queuing and vehicle dwell times); and measures to ensure the safe operation of the local roads where on-street drop off and pick up may occur;
- (o) measures to encourage and provide for safe non-car based transport modes (i.e. walking, cycling or scooter use) along routes leading to and from the school.

9. The TA submitted with the Establishment Outline Plan of Works shall include concept drawings / plans to show how the measures recommended in the ITA material to manage the potential transportation impacts of the school in Condition 5-4 can be accommodated on the site and the surrounding road network. These drawings shall provide details of:

- (a) any through site links (for pedestrians and vehicles);
- (b) the location and dimensions of any access, drop off and pick up areas and car bicycle and scooter parking areas, bus and loading spaces in the site;
- (c) routes on the road network in the vicinity of the school to provide safe access for walkers and cyclists to and from the site, including pedestrian / bicycle crossing facilities;
- (d) the location of any formal over-spill pick-up and drop-offs on the local road network in the vicinity of the school.
- (e) the measures to encourage and provide for safe non-car based transport modes (i.e. walking, cycling or scooter use) along routes leading to and from the school.



### Subsequent Outline Plan(s) of Work

10. ~~11.~~—For any subsequent increases in the capacity of the school roll that result in additional construction works the Requiring Authority shall, in accordance with the requirements of s176A of the Resource Management Act, submit an Outline Plan of Works. The Outline Plan of Works shall include the following information:

- (a) an updated Transport Assessment that shall confirm the anticipated school roll for the works that the Outline Plan provides for and addresses (but is not limited to) the matters outlined in Conditions ~~9-8~~–~~10-9~~ (where applicable); and ~~14-13~~ - ~~15~~–~~16~~ (Monitoring); and
- (b) A summary of engagement and consultation with Auckland Transport in accordance with condition ~~32~~.

### Updated Transport Assessment if School Roll Increases

11. The updated Transport Assessment required under condition ~~11-10~~(a) shall require evidence from surveys which are no more than six months old and undertaken in accordance with Condition ~~14-13~~, that:

- (a) the number of vehicles forecast from the increased roll will not exceed 198 vehicles, in the immediate road network, per pickup or drop off period;
  - (b) whether the forecast number of pedestrians and cyclists/scooter users is in ~~broad-alignment~~general accordance with those predicted in the *Orewa North-West Primary School ITA* prepared by Abley, dated 27 March 2020; and
  - (c) whether the vehicle occupancy rate is in general accordance ~~broad-alignment~~ with those predicted in the *Orewa North-West Primary School ITA* prepared by Abley, dated 27 March 2020; and
  - (d) all modes of transport shall be supported by appropriate infrastructure in general accordance ~~line~~ with the *Orewa Northwest School, Response to AT/AC further queries*”, prepared by Abley, issued on 15 July 2020.
12. The updated Transport Assessment shall include details of the monitoring programme required by Condition ~~14-13~~ below, to confirm achievement of the vehicle occupancy, vehicle, walk, bicycle and public transport mode shares as forecast in the ITA material.

### Monitoring

13. Monitoring of the number of vehicles; vehicle trips; vehicle occupancy; vehicle, walking and cycling/scooter use and public transport mode shares; shall be undertaken at the following times:

- (a) six-months after the school opening; and then



- (b) annually for a 3 year period after the school's opening.
  - (c) six months and one year after the implementation of an outline plan of works that provides for an increase in school roll capacity.
14. Details of the monitoring undertaken and the results shall be submitted to Auckland Council.
15. The monitoring shall be undertaken by an independent qualified traffic engineer and/or transportation planner. If the surveyed mode share and vehicle occupancy result in more than 198 vehicles, in the immediate road network, per pick up or drop off period, then the independent traffic engineer shall prepare a Transport Assessment to set out further measures to reduce the number of vehicles to no more than 198, to address adverse effects on the transportation network. The Transport Assessment shall be submitted to Auckland Council to certify compliance and consistency with these conditions.

~~16. The measures outlined in any certified Transport Assessment resulting from monitoring undertaken shall be implemented by the Requiring Authority, or the Requiring Authority shall provide funding to the Road Controlling Authority to implement the measures within an agreed timeframe. The measures outlined in any certified Transport Assessment resulting from monitoring are to be implemented and funded by the Requiring Authority unless otherwise agreed with Auckland Council.~~

**Advice note**

For the avoidance of doubt, where the proposed measures affect land within the road reserve the Road Controlling Authority may, if requested, undertake the works on behalf of the Requiring Authority at the Requiring Authority's cost.

**School Travel Plan(s)**

16.17. Prior to the opening of the school, the Requiring Authority shall develop a School Travel Plan to provide specifically for measures to reduce vehicle dependence, including but not limited to:

- (a) walking school buses and hubs;
- (b) carpooling;
- (c) the encouragement of the use of public transport (where applicable); and
- (d) the encouragement of walking and cycling.



17:18. This School Travel Plan must also specifically address measures to manage pick up and drop off behaviours to a pedestrian entry point to the school grounds and designating pick up and drop off areas, times and operating procedures.

18:19. The School Travel Plan shall be implemented and shall:

- (a) be consistent with the most recent Transport Assessment submitted with an Outline Plan of Works;
- (b) be consistent with Auckland Transport's Travelwise Programme, or any equivalent programme adopted;
- (c) include a monitoring programme;
- (d) include details of consultation with Auckland Transport in relation to the initial Travel Plan(s) and any revision of the Travel Plan(s); and

19:20. The School Travel Plan shall be reviewed or revised at the following times:

- (a) six-months after the school opening; and
- (b) 1-year after the school's opening; and
- (c) when submitting each subsequent Outline Plan of Works relating to increased school roll capacity.

**Advice Note 1 – applicable to conditions 54(c); 87, 12-11 and 1312**

*The ITA material included a forecast number of pedestrians, cyclists/scooter users and vehicles generated (travelling to and from the site) that is based on a 66% vehicle mode share, and a vehicle occupancy rate of 1.4 students per vehicle and no more than 198 vehicles during the pick up and drop off period as there is no evidence that any more than 198 vehicles during pick up and drop off can be safely accommodated on the immediate road network around the school. Any increase in the school roll must be supported in the TA by measures proposed to increase the proportion of students using other modes e.g. walking, cycling, scootering, bus hubs and other forms of transport so that there will be a maximum of 198 vehicles, in the immediate road network.*



## Schedule 1 (clean version)

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### NOTE

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

**Purpose:** Educational Purposes – primary school (years 0 - 6).

### SITE SPECIFIC CONDITIONS

#### Maximum Impervious Area

1. Where site impervious area is developed beyond 70%, onsite stormwater mitigation must be provided for the additional impervious area. Details of the onsite stormwater mitigation shall be provided with the Outline Plan of Works.

#### Consultation and Engagement with Auckland Transport

2. Prior to the submission of the Establishment Outline Plan of Works required under Condition 4 or any subsequent Outline Plan of Works where Condition 10 applies the Requiring Authority shall consult and engage with Auckland Transport regarding all of the matters outlined in Conditions 6 – 20 (as applicable).
3. Copies of any relevant Transport Assessment and Design Concept Plan(s) prepared to support the Establishment Outline Plan of Works or any subsequent Outline Plan of Works are to be provided to Auckland Transport for the purposes of the consultation and engagement required by Condition 2.

#### Establishment Outline Plan of Works

4. The Requiring Authority shall, in accordance with the requirements of s176A of the Resource Management Act, submit an Establishment Outline Plan of Works for the construction and development of the school which shall provide for:
  - (a) A school roll of up to 420 students; and
  - (b) A minimum of 12 on-site pick up and drop off spaces;
  - (c) No more than 198 vehicles, in the immediate road network, per pick up and drop off period; and
  - (d) The matters set out in condition 5 below.
5. The Establishment Outline Plan of Works shall include the following further information:



- (a) A Design Concept Plan(s) including the information required by Condition 6; and
- (b) A Transport Assessment prepared by a suitably qualified traffic engineer and/or transportation planner, including the information required by Conditions 7 - 9;
- (c) A Draft School Travel Plan, including the information required by Conditions –17 - 18; and
- (d) A summary of engagement and consultation with Auckland Transport required by Condition 2 recording:
  - (i) Auckland Transport’s feedback and how any concerns identified by Auckland Transport have been addressed; and
  - (ii) Any agreement reached with Auckland Transport on the measures recommended in the Transport Assessment, funding of the measures, the authority responsible for their implementation, and the timing for the implementation of measures recommended in the Transport Assessment.

**Design Concept Plan**

6. A Design Concept Plan for the site showing the following shall be provided with the Establishment Outline Plan of Works:
- (a) The location of building platform areas for proposed buildings and open space (such as playgrounds and sport fields).
  - (b) The location of access points for pedestrians and vehicles (including but not limited to buses, rubbish trucks and ground and building maintenance), \*<sup>1</sup>scooters/cyclists, parking areas (including staff, visitor, bicycle and scooter parking areas), and pick-up and drop-off areas;
  - (c) Measures and treatments at all access points to manage conflict between pedestrians, cyclists/scooter users and vehicles;

**Transport Assessment**

7. The Transport Assessment (TA) submitted with the Establishment Outline Plan of Works under Condition 5(b) shall take into account the “*Orewa North-West Primary School ITA*” prepared by Abley, dated 27 March 2020 and as further




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

updated in the letter entitled "*Orewa Northwest School, Response to AT/AC further queries*", prepared by Abley, issued on 15 July 2020 (ITA material).

8. The TA shall provide an updated assessment and details of the following:
- (a) the safety and efficiency of the proposal;
  - (b) the forecast number by mode of pedestrians, cyclists/scooter users and vehicles generated (travelling to and from the site);
  - (c) the location of the north-south link road adjacent to the school's eastern boundary;
  - (d) the safety of access to the site along key routes to the site for pedestrians and bicycles as described in the ITA material;
  - (e) the safety of the vehicle access points to the school site considering potential conflict between vehicles (cars, delivery and service vehicles) and pedestrians, and cyclists.
  - (f) the proposed operating speeds along the roads fronting the site and on identified key walking and cycling routes to the site to ensure the safety of the pedestrians and cyclists;
  - (g) bicycle and scooter parking areas provided to accommodate no less than either the minimum number of spaces required by E27 in the AUP or one space per student assumed to bicycle in the ITA whichever is the greater. Scooter parking shall be included in addition to the bicycle parking requirement;
  - (h) the provision of separate on-site school staff and visitor car parking, covered bicycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal;
  - (i) the provision and operational regime of a separate on-site pick up and drop off area for students, including areas for vehicular access, circulation, and manoeuvring for cars;
  - (j) access points to any on-site pick up and drop off areas;
  - (k) access points to any school staff or visitor car parking area or any bus parking area;





- (l) access points to the school for those who walk or bicycle or scooter that are separate to the access points identified or designated for pick up and drop off and school staff and visitor parking;
- (m) the location of any off-site overspill pick up and drop off or school staff and visitor parking, its distance from the school in metres and walk time, any other restrictions associated with this (i.e. parking time limits, road and footpath gradients, stormwater overland flow path depths etc);
- (n) the management of overspill pick up and drop off on the adjacent road network in the event that the number of on-site car parking spaces provided is insufficient for the demand, including specific measures to accommodate the overspill vehicle parking on the street (with consideration given to, but not limited to, vehicle queuing and vehicle dwell times); and measures to ensure the safe operation of the local roads where on-street drop off and pick up may occur;
- (o) measures to encourage and provide for safe non-car based transport modes (i.e. walking, cycling or scooter use) along routes leading to and from the school.

9. The TA submitted with the Establishment Outline Plan of Works shall include concept drawings / plans to show how the measures recommended in the ITA material to manage the potential transportation impacts of the school in Condition 4 can be accommodated on the site and the surrounding road network. These drawings shall provide details of:

- (a) any through site links (for pedestrians and vehicles);
- (b) the location and dimensions of any access, drop off and pick up areas and car bicycle and scooter parking areas, bus and loading spaces in the site;
- (c) routes on the road network in the vicinity of the school to provide safe access for walkers and cyclists to and from the site, including pedestrian / bicycle crossing facilities;
- (d) the location of any formal over-spill pick-up and drop-offs on the local road network in the vicinity of the school.
- (e) the measures to encourage and provide for safe non-car based transport modes (i.e. walking, cycling or scooter use) along routes leading to and from the school.



### **Subsequent Outline Plan(s) of Work**

10. For any subsequent increases in the capacity of the school roll that result in additional construction works the Requiring Authority shall, in accordance with the requirements of s176A of the Resource Management Act, submit an Outline Plan of Works. The Outline Plan of Works shall include the following information:
- (a) an updated Transport Assessment that shall confirm the anticipated school roll for the works that the Outline Plan provides for and addresses (but is not limited to) the matters outlined in Conditions 8 – 9 (where applicable); and 13 - 15(Monitoring); and
  - (b) A summary of engagement and consultation with Auckland Transport in accordance with condition 2.

### **Updated Transport Assessment if School Roll Increases**

11. The updated Transport Assessment required under condition 10(a) shall require evidence from surveys which are no more than six months old and undertaken in accordance with Condition 13, that:
- (a) the number of vehicles forecast from the increased roll will not exceed 198 vehicles, in the immediate road network, per pickup or drop off period;
  - (b) whether the forecast number of pedestrians and cyclists/scooter users is in general accordance with those predicted in the *Orewa North-West Primary School ITA* prepared by Abley, dated 27 March 2020; and
  - (c) whether the vehicle occupancy rate is in general accordance with those predicted in the *Orewa North-West Primary School ITA* prepared by Abley, dated 27 March 2020; and
  - (d) all modes of transport shall be supported by appropriate infrastructure in general accordance with the *Orewa Northwest School, Response to AT/AC further queries*, prepared by Abley, issued on 15 July 2020.
12. The updated Transport Assessment shall include details of the monitoring programme required by Condition 13 below, to confirm achievement of the vehicle occupancy, vehicle, walk, bicycle and public transport mode shares as forecast in the ITA material.

### **Monitoring**

13. Monitoring of the number of vehicles; vehicle trips; vehicle occupancy; vehicle, walking and cycling/scooter use and public transport mode shares; shall be undertaken at the following times:
- (a) six-months after the school opening; and then



- (b) annually for a 3 year period after the school's opening.
  - (c) six months and one year after the implementation of an outline plan of works that provides for an increase in school roll capacity.
14. Details of the monitoring undertaken and the results shall be submitted to Auckland Council.
  15. The monitoring shall be undertaken by an independent qualified traffic engineer and/or transportation planner. If the surveyed mode share and vehicle occupancy result in more than 198 vehicles, in the immediate road network, per pick up or drop off period, then the independent traffic engineer shall prepare a Transport Assessment to set out further measures to reduce the number of vehicles to no more than 198, to address adverse effects on the transportation network. The Transport Assessment shall be submitted to Auckland Council to certify compliance and consistency with these conditions.
  16. The measures outlined in any certified Transport Assessment resulting from monitoring are to be implemented and funded by the Requiring Authority unless otherwise agreed with Auckland Council.

**Advice note**

For the avoidance of doubt, where the proposed measures affect land within the road reserve the Road Controlling Authority may, if requested, undertake the works on behalf of the Requiring Authority at the Requiring Authority's cost.

**School Travel Plan(s)**

17. Prior to the opening of the school, the Requiring Authority shall develop a School Travel Plan to provide specifically for measures to reduce vehicle dependence, including but not limited to:
  - (a) walking school buses and hubs;
  - (b) carpooling;
  - (c) the encouragement of the use of public transport (where applicable); and
  - (d) the encouragement of walking and cycling.
18. This School Travel Plan must also specifically address measures to manage pick up and drop off behaviours to a pedestrian entry point to the school grounds and designating pick up and drop off areas, times and operating procedures.
19. The School Travel Plan shall be implemented and shall:



- (a) be consistent with the most recent Transport Assessment submitted with an Outline Plan of Works;
- (b) be consistent with Auckland Transport's Travelwise Programme, or any equivalent programme adopted;
- (c) include a monitoring programme;
- (d) include details of consultation with Auckland Transport in relation to the initial Travel Plan(s) and any revision of the Travel Plan(s); and

20. The School Travel Plan shall be reviewed or revised at the following times:

- (a) six-months after the school opening; and
- (b) 1-year after the school's opening; and
- (c) when submitting each subsequent Outline Plan of Works relating to increased school roll capacity.

**Advice Note 1 – applicable to conditions 4(c); 7, 11 and 12**

*The ITA material included a forecast number of pedestrians, cyclists/scooter users and vehicles generated (travelling to and from the site) that is based on a 66% vehicle mode share, and a vehicle occupancy rate of 1.4 students per vehicle and no more than 198 vehicles during the pick up and drop off period as there is no evidence that any more than 198 vehicles during pick up and drop off can be safely accommodated on the immediate road network around the school. Any increase in the school roll must be supported in the TA by measures proposed to increase the proportion of students using other modes e.g. walking, cycling, scootering, bus hubs and other forms of transport so that there will be a maximum of 198 vehicles, in the immediate road network.*



**Attachment B: Updated Text**

## 4666 Orewa North West Primary School

|                     |  |
|---------------------|--|
| Designation Number  | 4666   |
| Requiring Authority | Minister of Education                                      |
| Location            | 2.89 Ha of 289 West Hoe Heights, Orewa (Lot 800 DP 523423) |
| Lapse Date          | 12 February 2031   |

## Purpose

Educational Purposes – primary school (years 0- 6)

## Conditions

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

### **SITE SPECIFIC CONDITIONS**

#### **Maximum Impervious Area**

1. Where site impervious area is developed beyond 70%, onsite stormwater mitigation must be provided for the additional impervious area. Details of the onsite stormwater mitigation shall be provided with the Outline Plan of Works.

#### **Consultation and Engagement with Auckland Transport**

2. Prior to the submission of the Establishment Outline Plan of Works required under Condition 4 or any subsequent Outline Plan of Works where Condition 10 applies the Requiring Authority shall consult and engage with Auckland Transport regarding all of the matters outlined in Conditions 6 – 20 (as applicable).
3. Copies of any relevant Transport Assessment and Design Concept Plan(s) prepared to support the Establishment Outline Plan of Works or any subsequent Outline Plan of Works are to be provided to Auckland Transport for the purposes of the consultation and engagement required by Condition 2.

#### **Establishment Outline Plan of Works**

4. The Requiring Authority shall, in accordance with the requirements of s176A of the Resource Management Act, submit an Establishment Outline Plan of Works for the construction and development of the school which shall provide for:
  - (a) A school roll of up to 420 students; and
  - (b) A minimum of 12 on-site pick up and drop off spaces;

- (c) No more than 198 vehicles, in the immediate road network, per pick up and drop off period; and
- (d) The matters set out in condition 5 below.

5. The Establishment Outline Plan of Works shall include the following further information:

- (a) A Design Concept Plan(s) including the information required by Condition 6; and
- (b) A Transport Assessment prepared by a suitably qualified traffic engineer and/or transportation planner, including the information required by Conditions 7 - 9;
- (c) A Draft School Travel Plan, including the information required by Conditions –17 - 18; and
- (d) A summary of engagement and consultation with Auckland Transport required by Condition 2 recording:
  - (i) Auckland Transport’s feedback and how any concerns identified by Auckland Transport have been addressed; and
  - (ii) Any agreement reached with Auckland Transport on the measures recommended in the Transport Assessment, funding of the measures, the authority responsible for their implementation, and the timing for the implementation of measures recommended in the Transport Assessment.

**Design Concept Plan**

6. A Design Concept Plan for the site showing the following shall be provided with the Establishment Outline Plan of Works:

- (a) The location of building platform areas for proposed buildings and open space (such as playgrounds and sport fields).
- (b) The location of access points for pedestrians and vehicles (including but not limited to buses, rubbish trucks and ground and building maintenance), \*<sup>1</sup>scooters/cyclists, parking areas (including staff, visitor, bicycle and scooter parking areas), and pick-up and drop-off areas;
- (c) Measures and treatments at all access points to manage conflict between pedestrians, cyclists/scooter users and vehicles;

**Transport Assessment**

7. The Transport Assessment (TA) submitted with the Establishment Outline Plan of Works under Condition 5(b) shall take into account the “*Orewa North-West Primary School ITA*” prepared by Abley, dated 27 March 2020 and as further updated in the letter entitled “*Orewa Northwest*”

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

*School, Response to AT/AC further queries*”, prepared by Abley, issued on 15 July 2020 (**ITA material**).

8. The TA shall provide an updated assessment and details of the following:
- (a) the safety and efficiency of the proposal;
  - (b) the forecast number by mode of pedestrians, cyclists/scooter users and vehicles generated (travelling to and from the site);
  - (c) the location of the north-south link road adjacent to the school's eastern boundary;
  - (d) the safety of access to the site along key routes to the site for pedestrians and bicycles as described in the ITA material;
  - (e) the safety of the vehicle access points to the school site considering potential conflict between vehicles (cars, delivery and service vehicles) and pedestrians, and cyclists.
  - (f) the proposed operating speeds along the roads fronting the site and on identified key walking and cycling routes to the site to ensure the safety of the pedestrians and cyclists;
  - (g) bicycle and scooter parking areas provided to accommodate no less than either the minimum number of spaces required by E27 in the AUP or one space per student assumed to bicycle in the ITA whichever is the greater. Scooter parking shall be included in addition to the bicycle parking requirement;
  - (h) the provision of separate on-site school staff and visitor car parking, covered bicycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal;
  - (i) the provision and operational regime of a separate on-site pick up and drop off area for students, including areas for vehicular access, circulation, and manoeuvring for cars;
  - (j) access points to any on-site pick up and drop off areas;
  - (k) access points to any school staff or visitor car parking area or any bus parking area;
  - (l) access points to the school for those who walk or bicycle or scooter that are separate to the access points identified or designated for pick up and drop off and school staff and visitor parking;
  - (m) the location of any off-site overspill pick up and drop off or school staff and visitor parking, its distance from the school in metres and walk time, any other restrictions associated with this (i.e. parking time limits, road and footpath gradients, stormwater overland flow path depths etc);
  - (n) the management of overspill pick up and drop off on the adjacent road network in the event that the number of on-site car parking spaces provided is insufficient for the demand, including specific measures to accommodate the overspill vehicle parking on the street (with consideration given to, but not limited to, vehicle queuing and vehicle



dwelling times); and measures to ensure the safe operation of the local roads where on-street drop off and pick up may occur;

- (o) measures to encourage and provide for safe non-car based transport modes (i.e. walking, cycling or scooter use) along routes leading to and from the school.

9. The TA submitted with the Establishment Outline Plan of Works shall include concept drawings / plans to show how the measures recommended in the ITA material to manage the potential transportation impacts of the school in Condition 4 can be accommodated on the site and the surrounding road network. These drawings shall provide details of:

- (a) any through site links (for pedestrians and vehicles);
- (b) the location and dimensions of any access, drop off and pick up areas and car bicycle and scooter parking areas, bus and loading spaces in the site;
- (c) routes on the road network in the vicinity of the school to provide safe access for walkers and cyclists to and from the site, including pedestrian / bicycle crossing facilities;
- (d) the location of any formal over-spill pick-up and drop-offs on the local road network in the vicinity of the school.
- (e) the measures to encourage and provide for safe non-car based transport modes (i.e. walking, cycling or scooter use) along routes leading to and from the school.

#### **Subsequent Outline Plan(s) of Work**

10. For any subsequent increases in the capacity of the school roll that result in additional construction works the Requiring Authority shall, in accordance with the requirements of s176A of the Resource Management Act, submit an Outline Plan of Works. The Outline Plan of Works shall include the following information:

- (a) an updated Transport Assessment that shall confirm the anticipated school roll for the works that the Outline Plan provides for and addresses (but is not limited to) the matters outlined in Conditions 8 – 9 (where applicable); and 13 - 15 (Monitoring); and
- (b) A summary of engagement and consultation with Auckland Transport in accordance with condition 2.

#### **Updated Transport Assessment if School Roll Increases**

11. The updated Transport Assessment required under condition 10(a) shall require evidence from surveys which are no more than six months old and undertaken in accordance with Condition 13, that:
  - (a) the number of vehicles forecast from the increased roll will not exceed 198 vehicles, in the immediate road network, per pickup or drop off period;
  - (b) whether the forecast number of pedestrians and cyclists/scooter users is in general accordance with those predicted in the *Orewa North-West Primary School ITA* prepared by Abley, dated 27 March 2020; and
  - (c) whether the vehicle occupancy rate is in general accordance with those predicted in the *Orewa North-West Primary School ITA* prepared by Abley, dated 27 March 2020; and
  - (d) all modes of transport shall be supported by appropriate infrastructure in general accordance with the *Orewa Northwest School, Response to AT/AC further queries*, prepared by Abley, issued on 15 July 2020.
12. The updated Transport Assessment shall include details of the monitoring programme required by Condition 13 below, to confirm achievement of the vehicle occupancy, vehicle, walk, bicycle and public transport mode shares as forecast in the ITA material.

### **Monitoring**

13. Monitoring of the number of vehicles; vehicle trips; vehicle occupancy; vehicle, walking and cycling/scooter use and public transport mode shares; shall be undertaken at the following times:
  - (a) six-months after the school opening; and then
  - (b) annually for a 3 year period after the school's opening.
  - (c) six months and one year after the implementation of an outline plan of works that provides for an increase in school roll capacity.
14. Details of the monitoring undertaken and the results shall be submitted to Auckland Council.
15. The monitoring shall be undertaken by an independent qualified traffic engineer and/or transportation planner. If the surveyed mode share and vehicle occupancy result in more than 198 vehicles, in the immediate road network, per pick up or drop off period, then the independent traffic engineer shall prepare a Transport Assessment to set out further measures to reduce the number of vehicles to no more than 198, to address adverse effects on the transportation network. The Transport Assessment shall be submitted to Auckland Council to certify compliance and consistency with these conditions.
16. The measures outlined in any certified Transport Assessment resulting from monitoring are to be implemented and funded by the Requiring Authority unless otherwise agreed with Auckland Council.

### **Advice note**

For the avoidance of doubt, where the proposed measures affect land within the road reserve the Road Controlling Authority may, if requested, undertake the works on behalf of the Requiring Authority at the Requiring Authority's cost.

**School Travel Plan(s)**

17. Prior to the opening of the school, the Requiring Authority shall develop a School Travel Plan to provide specifically for measures to reduce vehicle dependence, including but not limited to:
  - (a) walking school buses and hubs;
  - (b) carpooling;
  - (c) the encouragement of the use of public transport (where applicable); and
  - (d) the encouragement of walking and cycling.
18. This School Travel Plan must also specifically address measures to manage pick up and drop off behaviours to a pedestrian entry point to the school grounds and designating pick up and drop off areas, times and operating procedures.
19. The School Travel Plan shall be implemented and shall:
  - (a) be consistent with the most recent Transport Assessment submitted with an Outline Plan of Works;
  - (b) be consistent with Auckland Transport's Travelwise Programme, or any equivalent programme adopted;
  - (c) include a monitoring programme;
  - (d) include details of consultation with Auckland Transport in relation to the initial Travel Plan(s) and any revision of the Travel Plan(s); and
20. The School Travel Plan shall be reviewed or revised at the following times:
  - (a) six-months after the school opening; and
  - (b) 1-year after the school's opening; and
  - (c) when submitting each subsequent Outline Plan of Works relating to increased school roll capacity.

**Advice Note 1 – applicable to conditions 4(c); 7, 11 and 12**

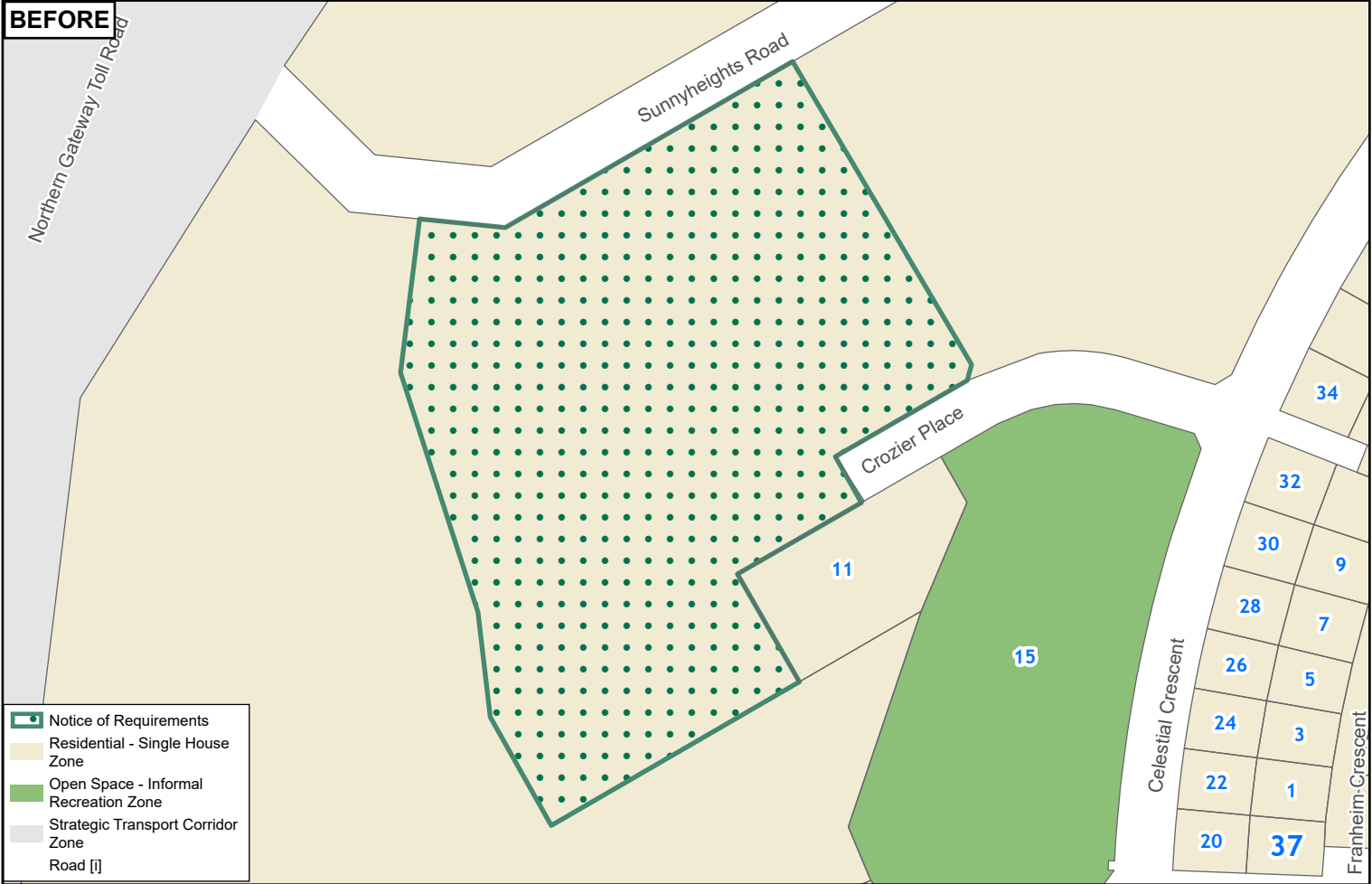
*The ITA material included a forecast number of pedestrians, cyclists/scooter users and vehicles generated (travelling to and from the site) that is based on a 66% vehicle mode share, and a vehicle occupancy rate of 1.4 students per vehicle and no more than 198 vehicles during the pick up and drop off period as there is no evidence that any more than 198 vehicles during pick up and drop off can be safely accommodated on the immediate road network around the school. Any increase in the school roll must be supported in the TA by measures proposed to increase the proportion of students using other modes e.g. walking, cycling, scootering, bus hubs and other forms of transport so that there will be a maximum of 198 vehicles, in the immediate road network.*

## **Attachments**

No attachments.

## Attachment C: Updated GIS Viewer

**BEFORE**



**AFTER**



**New Designation 4666**



Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 9/02/2021

Plans and Places