

UNITARY PLAN UPDATE REQUEST MEMORANDUM

TO Celia Davison – Manager, Planning Central South

FROM Nicholas Lau - Senior Policy Planner, Planning – Central South



DATE 25 January 2024

SUBJECT **Minor alteration to Designation 4948 Māngere College in accordance with section 181(3) of the Resource Management Act 1991 in 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 – <i>Minor alteration of Designation 4948 Māngere College in the Auckland Unitary Plan</i>	
Chapter	AUP Chapter K - Designation
Section	Ministry of Education GIS Viewer
Designation only	
Designation #	4948 Māngere College – Ministry of Education
Locations:	27, 29 and 31 Bader Drive, Māngere (Lot 79 DP 57784, Lot 80 DP 57784 and Lot 81 DP 57784)
Lapse Date	Given effect to (no lapse date)
Purpose	Educational purposes – secondary school (years 7 - 13)
Changes to text (shown in underline and strikethrough)	Inclusion of designation 4948 conditions, as per Attachment A to s181(3) report
Changes to diagrams	N/A
Changes to spatial data	Include 27, 29 and 31 Bader Drive, Māngere (Lot 79 DP 57784, Lot 80 DP 57784 and Lot 81 DP 57784) in the AUP GIS viewer – Unitary Plan Layer – Designations layer for Designation 4948
Attachments	Attachment 1: Section 181(3) Report Attachment 2: Assessment of Environmental Effects Report Attachment 3: Correction to text (Strikethrough & Underlined) Attachment 4: Updated text Attachment 5: Updated GIS Viewer

Prepared by: Nicholas Lau Senior Policy Planner, Planning – Central South	Text Entered by: Maninder Kaur-Mehta Planning Technician
Signature: 	Signature: 
Maps prepared by: Dean Thompson Geospatial Specialist Plans Geospatial	Reviewed and signed off by: Celia Davison Manager Planning – Central South
Signature:	Signature:

D. Thompson

C. Janson

Attachment 1: Section 181(3) Report

Notice of requirement for a minor alteration to a designation under section 181(3) of the Resource Management Act 1991

Notice of requirement description

Designation number:	Designation 4948: Māngere College
Requiring authority:	Minister of Education of Education
Site address:	23 Bader Drive and 54W Valiant Street, Māngere

Summary

Auckland Council, as the territorial authority, received a request on 20 July 2023 from the Minister of Education of Education, as the requiring authority, under section 181(3) of the Resource Management Act 1991 (RMA), to alter Designation 4948: Māngere College (23 Bader Drive and 54W Valiant Street, Māngere).

After undertaking an assessment of the lodged notice of requirement and subsequent amendments received after lodgement, it is considered that the proposed alteration meets the statutory tests of section 181(3) of the RMA and can therefore be processed and approved as a minor alteration.

Recommendation

1. That the proposed alteration of Designation 4948: Māngere College in the Auckland Unitary Plan (Operative in part) (AUP(OP)) be **approved**, subject to the proposed conditions (Attachment A) for the following reasons:
 - the alteration and adherence with the proposed designation conditions will result in no more than a minor change to the effects on the environment;
 - the alteration involves only minor changes to the boundary of the existing designation;
 - the Minister of Education of Education is the landowner of 23 Bader Drive and 54W Valiant Street, Māngere, and this is also the case for the sites proposed for inclusion within the altered designation boundary;
 - written notice of the proposed alteration has been given to, and the associated agreement received from, owners and occupiers of land directly affected by the alteration; and
 - both the requiring authority and Auckland Council agree with the alteration.
2. That the text for Designation 4948: Māngere College is amended in Chapter K: Designations in the AUP(OP).
3. That the GIS viewer maps be amended to reflect the minor change to the boundary of Designation 4948: Māngere College.

1. Background

The purpose of the designation is 'Educational purposes - secondary school (years 7 - 13)'.

On 23 October 2023, a related section 182(1) request from the Minister of Education of Education was approved to remove in part Designation 4948: Māngere College from 51 Bader Drive, Māngere due to being deemed surplus to requirements by the Ministry of Education and has subsequently been acquired by Kāinga Ora Homes and Communities (Kāinga Ora).

1.1. Minor alteration to a designation

Auckland Council has received a notice of requirement (NoR) for an alteration to Designation 4948: Māngere College (23 Bader Drive and 54W Valiant Street, Māngere) from the Minister of Education of Education under section 181(3) of the RMA.

The alteration sought by the lodged NoR, including subsequent amendments received after lodgement are as follows:

- an amendment to the boundary of the designation to include properties at 27, 29 and 31 Bader Drive, Māngere (Lot 79 DP 57784, Lot 80 DP 57784 and Lot 81 DP 57784) for educational purposes (refer to **Figure 1** below); and
- the inclusion of two site-specific designation conditions and an accompanying advice note received after lodgement of the NoR for inclusion as an additional alteration to the designation.

1.2. Land affected by the alteration

The existing boundary of Designation 4948 is shown in **Figure 1** below, along with the land parcels affected by the proposed designation alteration which are located at 27, 29 and 31 Bader Drive, Māngere.



Figure 1: The existing designation boundary (turquoise) and the three land parcels to be included in the designation (shaded red)

1.3. Description of the site and existing environment

The subject site is zoned Residential – Mixed Housing Urban in the Auckland Unitary Plan (operative in part) (AUP) and is generally surrounded by similarly zoned residential properties (refer to **Figure 2** below), with the site’s north-eastern corner adjoining Bader Drive which is the primary road used by vehicles for access to the school and associated teaching buildings. The majority of residential properties adjoining the school site are zoned Residential - Mixed Housing Urban and in the ownership of Kāinga Ora Homes and Communities (Kāinga Ora).

The Minister of Education has provided a description of the subject site, in a form and manner that is acceptable to the council in ‘Section 2 Site Description and Surrounding Area’ of the assessment of environmental effects (AEE) (refer to **Attachment B**). I concur with the description of the site and have no further comment about the site description.

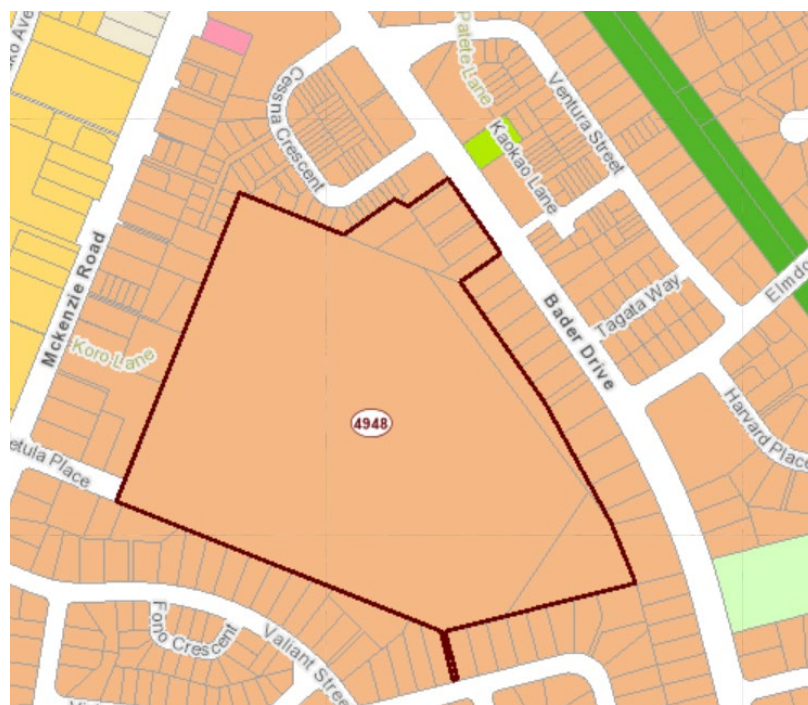


Figure 2: Subject site and surrounding environment

1.4. Description of the works

Section 4 of the AEE provides a description of the proposed works. In summary, the proposed alteration includes:

- amendments to the boundary of the designation; and
- the inclusion of two site-specific designation conditions and an accompanying advice note.

1.5. Alteration of the designation boundary

The proposed designation boundary alteration seeks to include properties at 27, 29 and 31 Bader Drive, Māngere (Lot 79 DP 57784, Lot 80 DP 57784 and Lot 81 DP 57784) within the designation for educational purposes, as shown in **Figure 1** above.

The request to amend the boundary is discussed below in Section 2.2 of this report.

1.6. Proposed conditions

The inclusion of two site-specific designation conditions and an accompanying advice note were received after lodgement of the NoR for inclusion as an additional alteration to the designation, as shown below:

1. Transport Assessment

- a) *For any proposal to increase the number of teaching spaces by more than 6 spaces cumulatively in any calendar year, or to modify any vehicle access or on-site pick up and drop off area, the Requiring Authority shall include as part of any Outline Plan of Works the following information (as applicable):*
- *A Transport Assessment prepared by a suitably qualified traffic engineer/transportation planner which addresses the following matters:*
 - i) *Safe access for pedestrians, cyclists and vehicles (including rubbish trucks, fire appliances and for ground and building maintenance) and appropriate measures and treatments to minimise conflicts between all transport modes including separated access points;*
 - ii) *Provision and management of on-site staff and visitor car parking, cycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal;*
 - iii) *Provision and management of on-site pick up and drop off areas to accommodate predicted demand. Including assessment of potential operational effects on Bader Drive, including spill-over effects, and internal circulation;*
 - iv) *Traffic generation and any means of mitigating adverse effects on the efficiency and safety of the surrounding transport network;*
 - v) *The effects of the location and design of the access on the safe and efficient operation of Bader Drive having regard to:*
 - *visibility and safe sight distances;*
 - *existing and future traffic conditions including speed, volume;*
 - *type, current accident rate, and the need for safe manoeuvring;*
 - *proximity to and operation of intersections and nearby vehicle crossings;*
 - *existing or funded community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, pedestrian crossing facilities and cycleways.*
- b) *A copy of the draft transport assessment prepared to support the Outline Plan of Works shall be provided to Auckland Transport for the purposes of consultation and engagement.*

The final transport assessment submitted with the Outline Plan of Works shall include a summary of this consultation and engagement and record any agreement reached with Auckland Transport on the mitigation measures, including any proposed changes to the road network recommended in the transport assessment, responsibility for

implementation, funding and timing. Any works or changes undertaken within the road corridor will require Auckland Transport's approval.

Advice Note:

For the purposes of condition 1a), reference to "any calendar year" is intended to cover where more than one Outline Plan of Works is submitted in the same calendar year which cumulatively exceed a total of 6 additional teaching spaces (where each individual Outline Plan of Works does not exceed this threshold), to ensure a transport assessment as required by the condition is triggered. Conversely, where an outline plan for more than 6 teaching spaces triggers a transport assessment and a further Outline Plan of Works is received in that year for less than the transport assessment threshold, the transport assessment requirement in the condition is not triggered for that subsequent Outline Plan of Works.

2. School Travel Plan

- a) *The Requiring Authority shall either directly or through the School Board of Trustees, develop and have in place a School Travel Plan to provide specifically for operational and management measures, including (upon review) identification of measures necessary to reduce the impact of vehicle movements on the transport network, and the encouragement of walking and cycling, use of public transport, and carpooling. The School Travel Plan shall specifically address the following matters:*
- i) Set goals for the use of travel modes other than private vehicles and deliver mechanisms to progress towards those goals;*
 - ii) Identify and deliver mechanisms to address adverse effects on the transport network associated with school operations; and*
 - iii) Consistency with the Auckland Transport TravelWise programme (or successor).*
- b) *A draft copy of any TA shall be provided to Auckland Transport for the purposes of consultation and engagement. The submitted version shall include a summary of the Consultation and Engagement with Auckland Transport recording agreements or respective positions reached on transport matters.*

The school shall operate in accordance with the School Travel Plan at all times and it shall be reviewed and updated as necessary at the time of submitting each Outline Plan of Works relating to increased teaching spaces. Within six months of the opening of any additional teaching spaces approved under each Outline Plan of Works, the School Travel Plan shall be monitored, and if necessary updated. Any updates to the School Travel Plan shall be developed in consultation with Auckland Transport

Comments:

I agree with the Minister of Education regarding inclusion of the two site-specific designation conditions and accompanying advice note as an additional alteration to the designation, with the transport and traffic effects which the conditions and advice note discussed further below in Section 2.1.2.

1.7. Delegated authority

The Team Leader - Planning - Central South (Plans and Places Tier 5) has delegated authority, in accordance with Schedule 2A of the Auckland Council Delegations: Chief Executive Officer (updated September 2023), to exercise the Council's functions, powers, duties and discretions under the Resource Management Act 1991 in relation to Section 181(3) to approve minor designation alterations.

1.8. Relevant statutory provisions

Section 181 *Alteration of designation* of the Resource Management Act 1991 states:

- (1) *A requiring authority that is responsible for a designation may at any time give notice to the territorial authority of its requirement to alter the designation.*
- (2) *Subject to subsection (3), sections 168 to 179 and 198AA to 198AD shall, with all necessary modifications, apply to a requirement referred to in subsection (1) as if it were a requirement for a new designation.*
- (3) *A territorial authority may at any time alter a designation in its district plan or a requirement in its proposed district plan if-*
 - (a) *The alteration-*
 - (i) *Involves no more than minor changes to the effects on the environment associated with the use or proposed use of land or any water concerned; or*
 - (ii) *Involves only minor changes or adjustments to the boundaries of the designation or requirement; and*
 - (b) *Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and*
 - (c) *Both the territorial authority and the requiring authority agree with the alteration –*
and sections 168 to 179 and 198AA to 198AD shall not apply to any such alteration.
- (4) *This section shall apply, with all necessary modifications, to a requirement by a territorial authority to alter its own designation or requirement within its own district.*

2. Analysis of the proposed alteration

Section 181(3) of the RMA, as shown above in Section 1.8, provides a process for an alteration to a designation without the need for notification, provided that a number of criteria are met.

The use of section 181(3) as a mechanism to alter Designation 4948 is addressed in Section 5 of the AEE. The requiring authority considers that section 181(3)(a)(i) and (ii) are relevant to

the Minister of Education's notice of requirement. Section 181(3) gives Auckland Council, as the territorial authority, the discretion to adjust a boundary and alter a designation at any time if the effects on the environment are no more than minor. This is discussed further below in Section 2.1.

2.1. Assessment of environmental effects and minor changes or adjustments to the boundary (s181(3)(a)(i) and s181(3)(a)(ii))

An assessment is required to determine whether the alteration to the boundary and condition involves no more than a minor change to the effects on the environment above those permitted, and able to be mitigated, by the confirmed designation.

Section 6 of the Minister of Education's assessment of environmental effects (AEE), identifies and addresses the following effects:

- visual and amenity
- transport and traffic

2.1.1 Visual and Amenity effects

The AEE states that the designated site and land proposed for inclusion within the subject designation will remain subject to standard conditions that apply to most designated school sites in Auckland relating to height in relation to boundary controls from adjacent residential zoned sites and noise restrictions.

The AEE goes on to state that any future outline plan of works (OPW) to develop the affected land can consider where any further landscaping is appropriate in the circumstances, while the aural amenity of adjacent residential properties is considered to be protected by the standard school noise condition which will continue to apply.

Comments:

I concur with the AEE that there will be no more than minor adverse visual and amenity effects on adjacent residential sites and the wider environment from the proposed changes to the designation boundary.

2.1.2 Transport and traffic effects

The AEE is supported by an accompanying transport assessment prepared by Commute which is attached as Appendix E to the AEE. The transport assessment concludes that the acquired land to be added to the existing designation for educational purposes, and the subsequent effects of the redevelopment on the local roading network can be accommodated. The transport assessment further concludes that from a traffic perspective, the proposed master plan for future redevelopment of the designated site and land proposed for inclusion within the subject designation represents a positive transport effect.

The AEE supports the above conclusions and states that the proposed designation boundary alteration to include land at 27, 29 and 31 Bader Drive, Māngere (Lot 79 DP 57784, Lot 80 DP 57784 and Lot 81 DP 57784) within the designation for educational purposes (as shown in Figure 1 above) represents a minor boundary adjustment. This is because the land has already been acquired from Kāinga Ora and will enable future redevelopment of the school site to better accommodate transport solutions for staff and students such as through the provision of a new pick-up drop-off zone and visitor parking (as detailed in master planning

documents submitted with the NoR application and illustrated by **Figure 3** below), thereby ensuring any adverse transport and traffic effects resulting from the proposed boundary change are no more than minor.



Figure 3: Proposed future redevelopment of school site to accommodate new pick-up drop-off zone and visitor parking

Upon reviewing the AEE and transport assessment, Council's transport specialist, Wes Edwards and Auckland Transport raised concerns regarding access and parking arrangements. Consequently, Mr Edwards and Auckland Transport recommended transport-related designation conditions to ensure that the actual and potential transport effects resulting from the proposed designation alteration and Māngere College's consequential future expansion on the surrounding road network are no more than minor. In response, the Minister of Education accepted the recommended designation conditions and proposed an accompanying advice note to assist with their interpretation and application through the OPW process which was accepted by Mr Edwards and Auckland Transport (refer to Section 1.6 above for contents of transport conditions and accompanying advice note).

Comments:

Given the above, it is concluded that any transport and traffic effects as a result of the proposed designation alteration will be no more than minor.

2.1.3 Overall effects assessment

I agree with the Minister of Education that the amendment of the designation boundary and inclusion of recommended transport-related designation conditions (including accompanying advice note) for application through a future OPW process will result in environmental effects that are no more than minor.

2.2. Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners and occupiers agree with the alteration (s181(3)(b))

The AEE does not specifically address s181(3)(b) but nonetheless provided written approval of the proposed alteration from Kāinga Ora as the former landowner of 27, 29 and 31 Bader Drive, Māngere (Lot 79 DP 57784, Lot 80 DP 57784 and Lot 81 DP 57784), while written approval was subsequently obtained from Auckland Transport upon the Minister of Education

accepting their recommended transport-related designated conditions (as discussed in Section 2.1.2 above).

I consider that this is sufficient to satisfy section 181(3)(b).

2.3. Agreement of both the territorial authority and the requiring authority (181(3)(c))

The alteration to the designation has been requested by the Minister of Education of Education, as the requiring authority, and therefore it agrees to the alteration. Auckland Council, as the territorial authority, agrees with the proposed alteration for the following reasons:

- the alteration involves no more than minor changes to the environmental effects;
- the alteration involves only minor changes to the boundary;
- the Minister of Education of Education is the landowner of 27, 29 and 31 Bader Drive, Māngere (Lot 79 DP 57784, Lot 80 DP 57784 and Lot 81 DP 57784); and
- the accepted transport-related designation conditions and accompanying advice note, as proposed by the alteration, will ensure any potential adverse transport effects resulting from the alteration are no more than minor.

3. CONCLUSIONS AND RECOMMENDATIONS

3.1. Conclusions

The proposed alteration meets the statutory tests of Section 181(3) of the Resource Management Act 1991, in that:

- the alteration involves no more than minor changes to the environmental effects;
- the alteration involves only minor changes to the boundary;
- the Minister of Education of Education is the landowner of 27, 29 and 31 Bader Drive, Māngere (Lot 79 DP 57784, Lot 80 DP 57784 and Lot 81 DP 57784); and
- the accepted transport-related designation conditions and accompanying advice note, as proposed by the alteration, will ensure any potential adverse transport effects resulting from the alteration are no more than minor.

3.2 Recommendation

- (1) That pursuant to Section 181(3) of the Resource Management Act 1991, the Minister of Education of Education's notice of requirement, dated 13 July 2023, for an alteration to Designation 4948: Māngere College is **approved**.
- (2) That the text for Designation 4948: Māngere College is amended in Chapter K: Designations in the Auckland Unitary Plan (Operative in part).
- (3) That the Auckland Council GIS viewer maps be amended to reflect the minor change to the boundary of Designation 4948: Māngere College.

4. Agreed alterations

The agreed designation conditions and accompanying advice note are attached (**Attachment A**).

Report prepared by: Nicholas Lau
Senior Policy Planner
Planning - Central South

Signature:



Date : 24 January 2024

5. SECTION 181(3) DETERMINATION

Having read the council planner's report and recommendations on the notice of requirement, I am satisfied that I have adequate information to consider the matters required under section 181(3) of the Resource Management Act 1991 and to make a decision under delegated authority.

I consider that the notice of requirement for an alteration to Designation 4948: Māngere College meets the statutory requirements of section 181(3) of the Resource Management Act in that:

- the alteration involves no more than minor changes to the environmental effects;
- the alteration involves only minor changes to the boundary;
- the Minister of Education of Education is the landowner of 27, 29 and 31 Bader Drive, Māngere (Lot 79 DP 57784, Lot 80 DP 57784 and Lot 81 DP 57784); and
- the accepted transport-related designation conditions and accompanying advice note, as proposed by the alteration, will ensure any potential adverse transport effects resulting from the alteration are no more than minor.

Accordingly, the alteration to Designation 4948 in the Auckland Unitary Plan (Operative in part) is **approved** under section 181(3) of the Resource Management Act 1991.

Approved Marc Dendale

Declined by: Team Leader – Planning - Central South

Signature:



Date : 24 January 2024

SCHEDULE OF ATTACHMENTS

Attachment A: Designation Conditions
Attachment B Section 181(3) Notice of Requirement

Attachment A: Designation Conditions

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

1. Transport Assessment

- a) For any proposal to increase the number of teaching spaces by more than 6 spaces cumulatively in any calendar year, or to modify any vehicle access or on-site pick up and drop off area, the Requiring Authority shall include as part of any Outline Plan of Works the following information (as applicable):
- A Transport Assessment prepared by a suitably qualified traffic engineer/transportation planner which addresses the following matters:
 - i) Safe access for pedestrians, cyclists and vehicles (including rubbish trucks, fire appliances and for ground and building maintenance) and appropriate measures and treatments to minimise conflicts between all transport modes including separated access points;
 - ii) Provision and management of on-site staff and visitor car parking, cycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal;
 - iii) Provision and management of on-site pick up and drop off areas to accommodate predicted demand. Including assessment of potential operational effects on Bader Drive, including spill-over effects, and internal circulation;
 - iv) Traffic generation and any means of mitigating adverse effects on the efficiency and safety of the surrounding transport network;
 - v) The effects of the location and design of the access on the safe and efficient operation of Bader Drive having regard to:
 - visibility and safe sight distances;
 - existing and future traffic conditions including speed, volume,
 - type, current accident rate, and the need for safe manoeuvring;
 - proximity to and operation of intersections and nearby vehicle crossings;
 - existing or funded community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, pedestrian crossing facilities and cycleways.
- b) A copy of the draft transport assessment prepared to support the Outline Plan of Works shall be provided to Auckland Transport for the purposes of consultation and engagement.

The final transport assessment submitted with the Outline Plan of Works shall include a summary of this consultation and engagement and record any agreement reached with Auckland Transport on the mitigation measures, including any proposed changes to the road network recommended in the transport assessment, responsibility for implementation, funding and timing. Any works or changes undertaken within the road corridor will require Auckland Transport's approval.

Advice Note:

For the purposes of condition 1a), reference to “any calendar year” is intended to cover where more than one Outline Plan of Works is submitted in the same calendar year which cumulatively exceed a total of 6 additional teaching spaces (where each individual Outline Plan of Works does not exceed this threshold), to ensure a transport assessment as required by the condition is triggered. Conversely, where an outline plan for more than 6 teaching spaces triggers a transport assessment and a further Outline Plan of Works is received in that year for less than the transport assessment threshold, the transport assessment requirement in the condition is not triggered for that subsequent Outline Plan of Works.

2. School Travel Plan

- a)** The Requiring Authority shall either directly or through the School Board of Trustees, develop and have in place a School Travel Plan to provide specifically for operational and management measures, including (upon review) identification of measures necessary to reduce the impact of vehicle movements on the transport network, and the encouragement of walking and cycling, use of public transport, and carpooling. The School Travel Plan shall specifically address the following matters:
- i)** Set goals for the use of travel modes other than private vehicles and deliver mechanisms to progress towards those goals;
 - ii)** Identify and deliver mechanisms to address adverse effects on the transport network associated with school operations; and
 - iii)** Consistency with the Auckland Transport TravelWise programme (or successor).
- b)** A draft copy of any TA shall be provided to Auckland Transport for the purposes of consultation and engagement. The submitted version shall include a summary of the Consultation and Engagement with Auckland Transport recording agreements or respective positions reached on transport matters.

The school shall operate in accordance with the School Travel Plan at all times and it shall be reviewed and updated as necessary at the time of submitting each Outline Plan of Works relating to increased teaching spaces. Within six months of the opening of any additional teaching spaces approved under each Outline Plan of Works, the School Travel Plan shall be monitored, and if necessary updated. Any updates to the School Travel Plan shall be developed in consultation with Auckland Transport

Attachment B: Section 181(3) Notice of Requirement

Attachment 2: Assessment of Environmental Effects Report


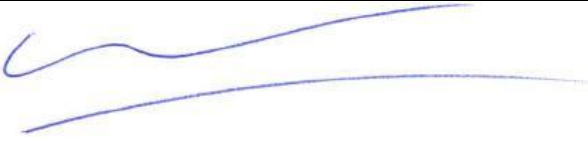
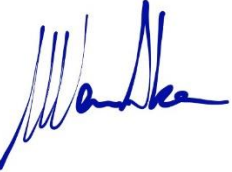
**Notice of Requirement
&
Assessment of Environmental Effects Report
for the Minister of Education
for an Alteration of Designation under s181 of
the RMA**

Māngere College, 51S Bader Drive,
Māngere, Auckland

13 July 2023



Quality Control

Title	Notice of Requirement & Assessment of Environmental Effects Report for the Minister of Education for an Alteration of Designation under s181 of the RMA: Māngere College, 51S Bader Drive, Māngere, Auckland
Client	Te Tāhuhu o te Mātauranga Ministry of Education
Version	Final
Date	13 July 2023
File Reference	A40069.00
Prepared by	Sunit Patel, Incite
Signature	
Reviewed by	Chris Horne, Incite
Signature	
Reviewed by	Martien van Aken, Te Tāhuhu o te Mātauranga Ministry of Education
Signature	

Limitations:

The report has been prepared for the Ministry of Education on behalf of the Minister of Education, according to their instructions, to support a Notice of Requirement to alter a designation under the Resource Management Act 1991. This report has been prepared on the basis of information provided by the Ministry of Education and technical reports provided by various specialist consultants. Incite has not independently verified the provided information and has relied upon it being accurate and sufficient for use by Incite in preparing the report. Incite accepts no responsibility for errors or omissions in the provided information.

Copyright:

This document and its contents remain the property of Incite and the Ministry of Education. Any unauthorised use or reproduction, in full or in part, is forbidden.

Contents

Overview	3
1.0 Introduction	4
2.0 Site Description and Surrounding Area	4
3.0 The Minister’s Objectives	6
4.0 Alteration to Designation 4948 in the Auckland Unitary Plan.....	6
5.0 Statutory Assessment	8
5.1 Resource Management Act 1991.....	9
5.2 National Policy Statement on Urban Development 2020	11
5.3 Auckland Unitary Plan – Operative in Part (AUP).....	12
6.0 Assessment of Environmental Effects	14
6.1 Overview of Approach	14
6.2 Visual and Amenity Effects.....	15
6.3 Transport and Traffic Effects	15
7.0 Additional Consents Required	16
8.0 Alternative Locations and Methods	16
9.0 Consultation/Notification.....	17
10.0 Conclusion.....	17
Appendix A – Designation Plan	
Appendix B – Approved Title Plan and underlying Certificate of Title	
Appendix C – Master Plan	
Appendix D – Standard Designation Conditions for Schools in AUP	
Appendix E – Transport Assessment	
Appendix F – Consultation Mail-Out	
Appendix G – Kāinga Ora Affected Party Approval	

Overview

Requiring authority: The Minister of Education

Territorial authority: Auckland Council

Nature of Notice: To add the land legally described as Lots 79 - 81 DP 57784 as denoted on the attached land requirement plan to Designation 4948, Educational Purposes – secondary school years 7-13 (Māngere College), for the purpose of expanding the school as part of a redevelopment of the site.

Site address: 51S Bader Drive, Māngere, Auckland 2022

Legal description: PT LOT 2 DP 3161, LOT 82 DP 57785, LOT 83 DP 57785, LOT 85 DP 57785, LOT 86 DP 57785, LOT 84 DP 59678, LOT 87 DP 59678, PT LOT 1 DP 3161, PT LOT 2 DP 3161, PT LOT 1 DP 31102

Landowner: His Majesty the King (the Crown)

Auckland Unitary Plan - Operative in Part:

Zones:

- Residential – Mixed Housing Urban Zone

Precincts:

- Nil

Overlays:

- Nil

Controls:

- Macroinvertebrate Community Index - Urban

Designations:

- ID 4948, Educational purposes - secondary school years 7-13 (Māngere College), Designations, Minister of Education
- ID 1102 Protection of aeronautical functions – obstacle limitation surfaces, Auckland International Airport Limited

Additional consents: No other consents are being sought as part of this notice.

1.0 Introduction

The following document supports a Notice of Requirement (Notice) by the Minister of Education (the Minister), under s181(3) of the Resource Management Act 1991 (RMA) to alter the boundaries of existing Designation 4948 in regard to Māngere College, 51S Bader Drive, Māngere. This document includes an Assessment of Environmental Effects (AEE).

The Crown has purchased the adjacent sites at 27 – 31 Bader Drive from Kāinga Ora to enable the school to expand onto the adjacent land in accordance with its proposed masterplan for future growth. Approval of this acquisition is expected by mid-March 2023. Māngere College is expecting roll growth in the coming years. Accordingly, it has undertaken a master planning exercise to look at how to accommodate this growth. The current master plan proposes future redevelopment stages to ultimately redevelop part of the site to better accommodate transport solutions for staff and students through the provision of a new pick-up drop-off zone and visitor parking. This would incorporate the additional land being acquired. Further to this, the Minister of Education will be divesting a portion of the existing Māngere College site to Kāinga Ora to allow for a more efficient housing development currently being proposed. The divestment will be undertaken as a separate designation uplift process at a later date (expected to occur May 2023). It is proposed to alter the designation boundaries of the school to include the newly acquired piece of land.

2.0 Site Description and Surrounding Area

The site is located at 51S Bader Drive, Māngere and is owned by the Crown for educational purposes. The extent of the site is shown in Figure 1 below. The site is legally described as PT LOT 2 DP 3161, LOT 82 DP 57785, LOT 83 DP 57785, LOT 85 DP 57785, LOT 86 DP 57785, LOT 84 DP 59678, LOT 87 DP 59678, PT LOT 1 DP 3161, PT LOT 2 DP 3161, PT LOT 1 DP 31102 and is approximately 9.6ha in area. The site adjacent to the school which the Crown has acquired is at 27-31 Bader Drive and legally described as Lots 79 - 81 DP 57784.

The school comprises of the following:

- Buildings; including classrooms, hall/gymnasium, swimming pool, library, administration office space, staff workspace, caretaker's facilities, sick bay, etc;
- Outdoor play area;
- Vehicular, pedestrian and cycle access and egress, parking space for staff and visitors, on-site student drop-off/pick-up bays;
- Landscaping; and
- Infrastructure services including water, sewerage, stormwater, telecommunications and outdoor lighting.

An aerial photo showing the location and configuration of the existing school and additional land acquired is shown in Figure 1 below. The site and wider area are zoned Residential – Mixed Housing Urban in the Auckland Unitary Plan. Land uses in the area generally comprise of urban residential development, with immediately adjoining and opposite sites comprising of a mix of housing typologies including single storey standalone dwellings, two storeyed duplexes and three storeyed apartment blocks.

Significant housing redevelopment is occurring in the wider area as reflected by the housing typologies both existing and those being constructed. Kāinga Ora is delivering a substantial urban regeneration project in the Māngere area which incorporates large scale housing developments. Alongside Kāinga Ora additional public and private developments are also actively involved in Māngere.

The site has frontage to Bader Drive on its eastern frontage which hosts the school vehicle access. The main access on Bader Drive allows for both left and right entry and exit movements onto the site.



Figure 1: Māngere College Site Location and Boundaries. The acquired sites are shaded red and proposed future divested land in blue (Source: Auckland Council GEOMAPS)

3.0 The Minister's Objectives

The Minister is a requiring authority under s166 of the RMA. The Minister has financial responsibility for state owned and funded schools, so may give the Council a notice of requirement for a designation or alteration of designation for such works.

The Education and Training Act 2020 mandates the Minister of Education 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.

The alteration to the designation's boundaries is required as a direct response to the growth currently being experienced and forecasted in the wider Māngere area. The base site is expected to experience roll growth in the coming years and as such, the purchase of 27 – 31 Bader Drive to facilitate the efficient redevelopment of the site is a response to the forecasted growth of the school. As such, the alteration to the designation's boundaries is required to provide opportunities for students to undertake their studies as provided for under the Education and Training Act 2020 including providing the opportunity for an improvement to the transportation function to and from the school site.

4.0 Alteration to Designation 4948 in the Auckland Unitary Plan

The site is designated in the Auckland Unitary Plan for the purpose of '*Educational Purposes – Secondary School (Years 7-13)*'.

The alteration of designation sought in this application is to alter the boundaries of the current designation to include the newly acquired properties at 27-31 Bader Drive, Māngere (Lots 79 - 81 DP 57784). A land requirement plan is included in Appendix A. This plan shows the existing school designation boundary and acquired land.

The sites at 27-31 Bader Drive have been purchased by the Crown in order to better facilitate the redevelopment of the school while the proposed divestment of land to Kāinga Ora is to allow to better facilitate housing developments they wish to undertake along Bader Drive.

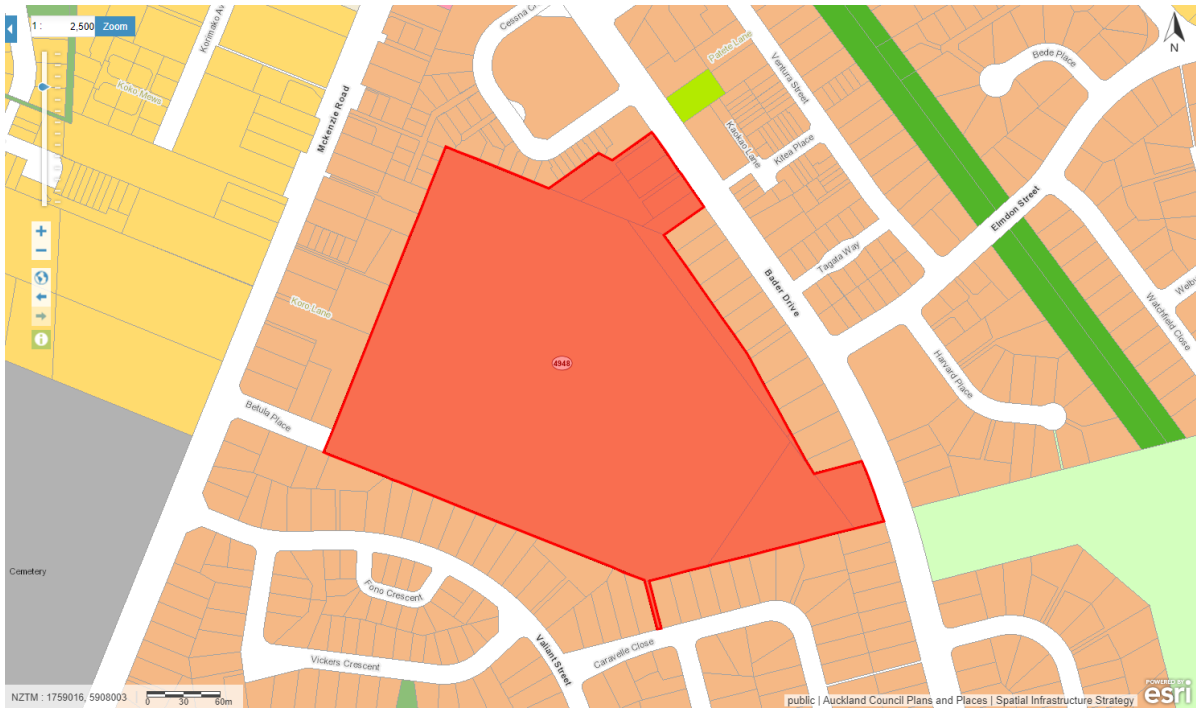


Figure 2: Existing Designation Boundary (Source: Auckland Council GEOMAPS)

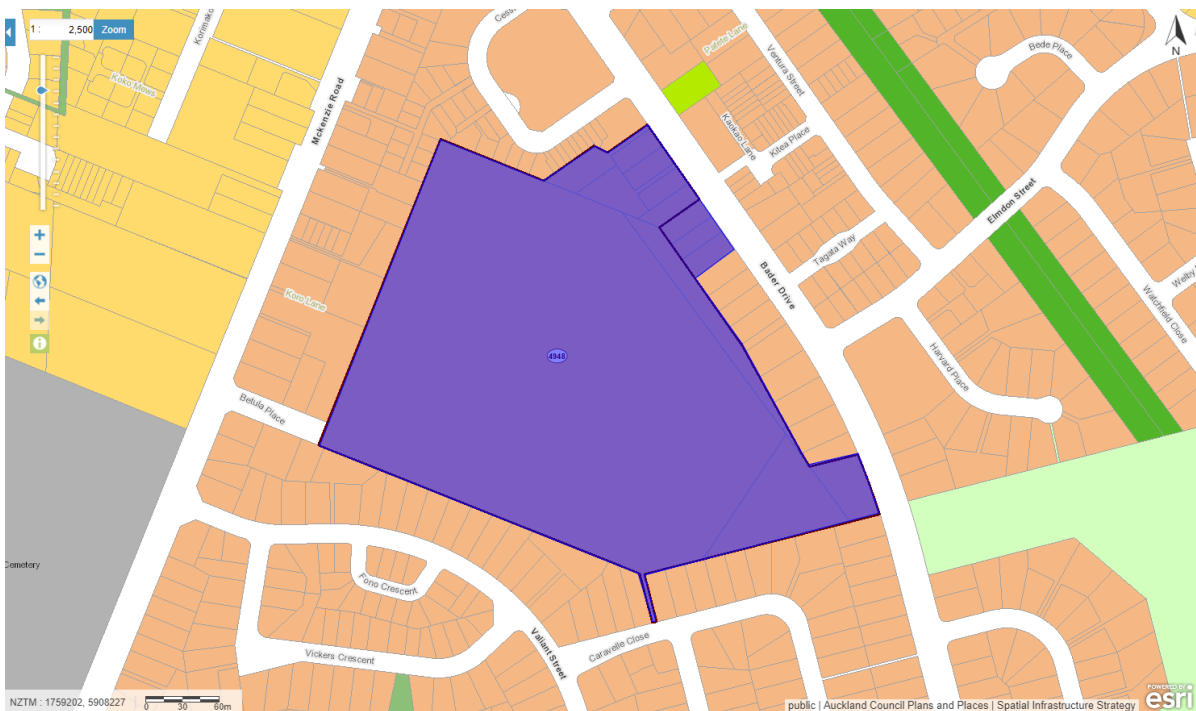


Figure 3: Proposed Designation Boundary (Source: Auckland Council GEOMAPS)

No detailed design of the redeveloped school site has been undertaken at this stage, and as such plans for the development of the site are not included with this Notice. A master planning exercise has been undertaken to show that the proposed redevelopment of the school on the existing site and acquired piece of land can be accommodated to better facilitate transport outcomes. Stage 8 of the master plan attached to this Notice has been prepared purely for the purposes of confirming the feasibility of accommodating the redevelopment on the site. Commute Transportation Consultants

have also assessed this feasibility plan in their Traffic Assessment, confirming that the proposed change to the designation is considered to have a positive effect on the future development potential for the school and transport effects.

The parking solution for the site will be confirmed through the outline plan process. The master planning exercise indicted a substantive redevelopment of parking, PUDO and access arrangements in Stage 8 as shown in Figure 4 below. The additional land acquired makes these possible future arrangements feasible. However, the Minister would not support any condition linking the designation to this plan as the master planning exercise may not reflect the actual design.

STAGE 8

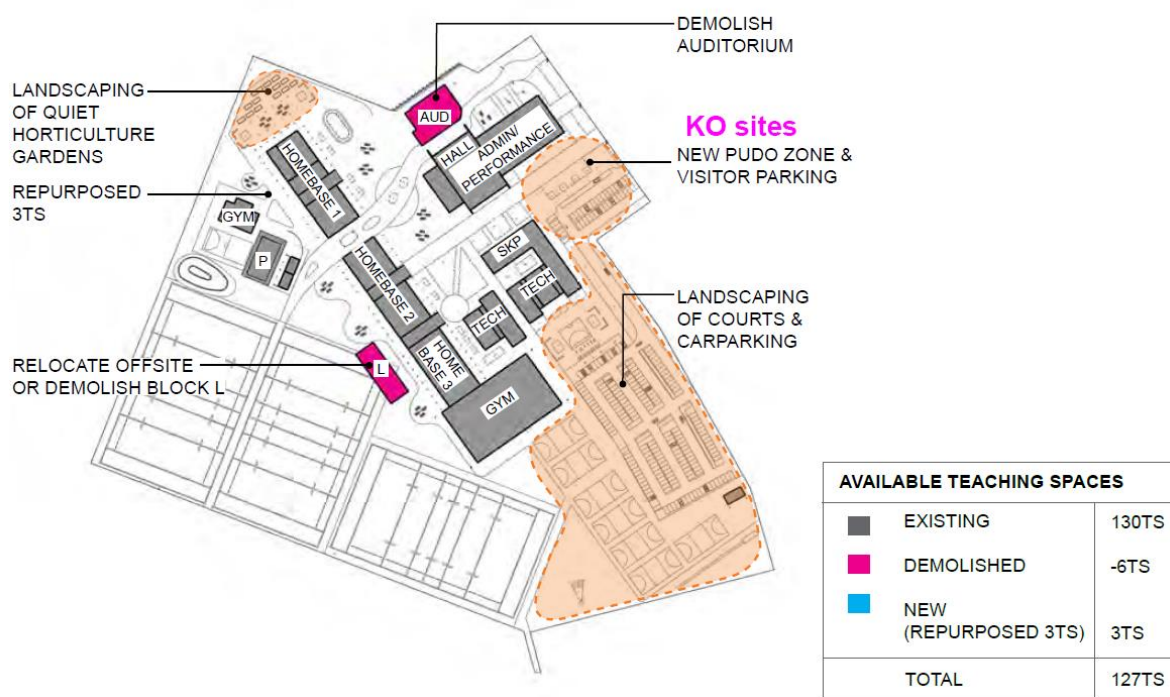


Figure 4: Proposed PUDO zone and visitor parking (Source: Stephenson & Turner)

No change to the purpose or conditions of the designation are proposed. Only a change to the designation boundaries is being sought.

5.0 Statutory Assessment

The following section provides a statutory assessment of the proposal in accordance with the RMA. The statutory documents assessed include:

- RMA;
- National Policy Statement on Urban Development 2020; and
- Auckland Unitary Plan (operative in part).

5.1 Resource Management Act 1991

The RMA provides for the use and development of New Zealand's natural and physical resources through:

- Part 2, which establishes the purpose and principles applying to resource consents and designations; and
- Section 181, which enables a requiring authority to lodge a notice of requirement with the relevant territorial authority to alter a designation.

The following sections of the RMA are most relevant to this notice.

Section 5 – Purpose

The purpose of the RMA is to promote the sustainable management of natural and physical resources. Sustainable management is defined in section 5(2) as:

... managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while:

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

The proposed alteration to the existing designation's boundaries is consistent with the principles of Part 2 of the RMA as they enable the community to provide for their social, cultural and economic well-being by providing necessary community infrastructure to service the existing and projected demand on the roll at Māngere College. The acquisition of the adjacent properties at 27 - 31 Bader Drive allows for the school to redevelop more efficiently and ultimately provide the opportunity to deliver an improved pick-up/drop-off and parking solution, which in turn provides for wider social, cultural and economic opportunities for both students and staff as vehicles will be better accommodated on-site as opposed to the nearby road network.

The actual and potential effects of the proposal, including effects on the roading network are evaluated later in in this report and the supporting Transportation Assessment in Appendix E, and will be able to be avoided, remedied or mitigated.

Section 6 – Matters of National Importance

Section 6 requires the certain matters of national importance to be recognised and provided for. There are no matters of importance relevant to this alteration of designation proposal.

Section 7 – Other Matters

This section lists certain matters to which particular regard is to be had in making resource management decisions. The relevant matters are as follows:

- (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;*

Consultation undertaken with mana whenua is outlined in the consultation section of this AEE report below. Consultation undertaken with mana whenua has not identified any specific adverse cultural effects related to the proposal.

The alteration of the existing designation's boundaries to include 27-31 Bader Drive allows for more efficient use of the existing school and enables current and future demand projections in the area to be met. As set out in the Transport Assessment in Appendix E, the feasibility plan prepared as part of the feasibility planning exercise is considered to result in a positive effect from a transport perspective given the increase in parking provision to accommodate forecasted growth.

In regard to amenity values and the quality of the environment, the existing standard condition addressing height in relation to boundary from adjacent residential zoned sites will protect those sites from unreasonable dominance and shading. It is noted that Affected Party Approval has been obtained from Kāinga Ora as the neighbouring landowner.

The master planning exercise undertaken has sought to ensure that the pick-up/drop-off and parking area serves as an extension to the existing (being accessed directly off Bader Drive), with buildings generally towards the middle of the site. These factors will be taken into account in final design as part of the outline plan process.

Section 8 – Treaty of Waitangi

This section requires those exercising powers or functions under the RMA to take into account the principles of the Treaty of Waitangi. No Treaty issues have been identified that are relevant to the changes in condition proposed.

Section 181 – Notice of Requirement for Alteration of Designation

The Minister of Education is a Minister of the Crown. This notice has been lodged with the relevant territorial authority under section 181 of the RMA.

Section 181(3) of the Resource Management Act 1991 (RMA) provides for a Council to alter a designation on a non-notified basis at any time if:

- (3) (a) *the alteration—*
- (i) *involves no more than a minor change to the effects on the environment associated with the use or proposed use of land or any water concerned; or*
 - (ii) *involves only minor changes or adjustments to the boundaries of the designation or requirement; and*
- (b) *written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and*
- (c) *both the territorial authority and the requiring authority agree with the alteration—*

The proposal is only for a minor adjustment to the boundaries of the designation given the recently acquired land. Further to this, the proposal results in only minor changes to the effects generated from the use of the land as a secondary school (as assessed in the following Assessment of Environmental Effects). The additional land will provide for better opportunities to mitigate transport related effects in the future.

While it is noted that settlement has occurred with the properties at 27-31 Bader Drive, written approval in relation to the proposed designation alteration has been sought and obtained from Kāinga Ora as the previous landowners (attached in Appendix G).

The requiring authority agrees with the proposal and requests that the territorial authority also agrees to the change.

Section 176A – Outline Plan

An outline plan of works is required for each stage of future development once the designation changes are confirmed¹, so that the territorial authority is able to understand in detail the nature of proposed physical works, and if necessary, request any changes prior to development. At this stage no detailed design work for site such as building layouts, parking and PUDO arrangements or landscaping have been undertaken. However, the master planning exercise for the site had included input from a traffic engineer to ensure it is workable and fit for purpose. Future development and outlined plans for works will be guided by the high-level master plan as included in Appendix C.

5.2 National Policy Statement on Urban Development 2020

The proposal is consistent with the National Policy Statement on Urban Development 2020 (NPS-UD). The changes to the existing designation's boundaries will allow the school to efficiently expand to service growth and provide critical social infrastructure capacity to support urban development to occur in accordance with the AUP, which supports the outcomes envisaged by NPS-UD.

The proposal enables opportunity to provide better accessibility and PUDO solutions to support a well-functioning urban environment and the level of car parking proposed is assessed as being appropriate in this instance. This is supported by the Transport Assessment in Appendix E.

¹ Other than as provided for in standard school designation condition 6 which sets out certain minor works that can be undertaken without an outline plan

Further to this, land is also proposed to be disposed of to Kāinga Ora to better facilitate their planned residential development along Bader Drive to provide for residential intensification.

5.3 Auckland Unitary Plan – Operative in Part (AUP)

The AUP fulfils a number of statutory planning functions including a regional policy statement, regional coastal plan, regional plan and district plan to guide development in the Auckland region.

The following provisions of the Regional Policy Statement are of particular relevance to the proposal.

B2 Issues of regional significance – Tāhuhu whakaruruhau ā-taone » 2.1 Urban growth and form

Auckland’s growing population increases demand for housing, employment, business, infrastructure, social facilities and services. Growth needs to be provided for in a way that does all of the following:

1. *enhances quality of life for individuals and communities;*
2. *supports integrated planning of land use, infrastructure and development;*
3. *optimises the efficient use of the existing urban area;*
4. *encourages the efficient use of existing social facilities and provides for new social facilities;*
5. *Enables provision and use of infrastructure in a way that is efficient, effective and timely;*
6. *maintains and enhances the quality of our environment, both natural and built;*
7. *Maintains opportunities for rural production; and*
8. *enables Mana Whenua to participate and their culture and values to be recognised and provided for.*

B.2.3.2 A Quality Built Environment Policies

- 1) *Manage the form and design of subdivision, use and development so that it does all of the following:*

- a) *Supports the planned future environment, including its shape, landform, outlook, location and relationship to its surroundings, including landscape and heritage;*
- b) *Contributes to the safety of the site, street and neighbourhood;*
-
- d) *Achieves a high level of amenity and safety for pedestrians and cyclists;*
- e) *Meets functional, and operational needs for the intended use; and*
-

By facilitating an improved transport and parking solution entirely on the site thereby reducing the demand for off-site solutions, the proposal is considered to contribute to the safety of the site, street and neighbourhood while also meeting function and operational needs for the intended use of the site.

B.2.8.1 Social Facilities Objectives

- 1) *Social facilities that meet the needs of people and communities, including enabling them to provide for their social, economic and cultural well-being and their health and safety.*
- 2) *Social facilities located where they are accessible by an appropriate range of transport modes.*
- 3) *Reverse sensitivity effects between social facilities and neighbouring land uses are avoided, remedied or mitigated.*

B.2.8.2 Social Facilities Policies

- 1) *Enable social facilities that are accessible to people of all ages and abilities to establish in appropriate locations as follows:*
 - a) *Small-scale social facilities are located within or close to their local communities*
- 2) *Enable the provision of social facilities to meet the diverse demographic and cultural needs of people and communities.*
- 3) *Enable intensive use and development of existing and new social facility sites.*
- 5) *Enable the efficient and flexible use of social facilities by providing on the same site for:*
 - a) *Activities accessory to the primary function of the site; and*
 - b) *In appropriate locations, co-location of complementary residential and commercial activities.*
- 6) *Manage the transport effects of high trip-generating social facilities in an integrated manner.*

The explanation to the social facilities objectives and policies states that *Social Facilities* include facilities that provide for education. The proposal will enable further growth of an essential education facility to accommodate the forecasted pressure on the efficient functioning of transport to and from the school. The proposal specifically promotes Policy B2.8.2 (3) as it enables more intensive use of an existing social facility. The proposal also promotes Policy B2.8.2(6) as the proposed PUDO and parking area allows for a more efficient transport system, with parking also available on site for staff and visitors. The facility therefore promotes the social well-being of the community.

B.6.3.1 Recognising Mana whenua Values Objectives

- 1) *Mana Whenua values, mātauranga and tikanga are properly reflected and accorded sufficient weight in resource management decision-making.*

B.6.3.2 Recognising Mana whenua Values Policies

- 1) *Enable Mana Whenua to identify their values associated with all of the following:*
 - a) *Ancestral lands, water, air, sites, wahi tapu, and other taonga;*
 - b) *Freshwater, including rivers, streams, aquifers, lakes, wetlands, and associated values.*
 - c) *biodiversity*

- d) *historic heritage places and areas; and*
- e) *air, geothermal and coastal resources*

- 3) *Ensure that any assessment of environmental effects for an activity that may affect Mana Whenua values includes an appropriate assessment of adverse effects on those values*

As noted previously, consultation has been undertaken with mana whenua and specific adverse cultural effects related to the proposal have not been identified.

The Objectives and Policy for Transportation are set out in Chapter E27. Key outcomes promoted include²:

- Managing adverse effects on the transport system;
- Parking and loading supports a compact urban form;
- Travel planning is promoted to manage adverse effects on the transport system;
- The number, location and type of parking spaces supports:
 - The safe, efficient and effective operation of the transport network;
 - The use of more sustainable transport options;
 - The functional and operational requirements of activities;
 - The efficient use of land;
 - The recognition that different activities having different trip characteristics; and
 - The efficient use of on-street car parking.
- Require vehicle accesses to be designed and located to provide for low speed environments and for the safety of pedestrians and outer users.

In this instance, the alteration of the existing designation's boundaries gives the school an opportunity to expand on the adjacent sites and provide a more efficient PUDO and parking area and improved access and circulation arrangements than what currently exists. This change to the designation is considered to be consistent with the Transport objectives and policies of Chapter E27.

6.0 Assessment of Environmental Effects

6.1 Overview of Approach

A Transport Assessment prepared by Commute and the feasibility plan for future growth prepared by Stephenson and Turner have been provided to support information for assessing the effects of the change in designation boundaries.

² See AUP E27.2(1), (3), (4) and E27.3 (1), (3) and (8)

As the school already exists, the assessment of effects focuses on changes enabled by the change in designation boundaries. As such this largely focuses on the school's ability in future stages to provide for improved parking and PUDO on the additional acquired land and the change in traffic and transport effects associated with the forecasted growth in roll.

The master plan prepared by Stephenson and Turner confirms the feasibility of accommodating the necessary project components on the site (see Appendix C). This is not intended to be a design and accordingly should not be referred to in any designation conditions. It is intended that the detailed design including its detailed traffic solutions, urban design and infrastructure solutions are dealt with at the future outline plan of works stage. The current designation alteration provides improved opportunities to enhance the school layout and operation as it grows in the future.

6.2 Visual and Amenity Effects

The site is subject to standard conditions that apply to most designated school sites in Auckland relating to height in relation to boundary controls from adjacent residential zoned sites and noise restrictions.

Any future outline plans to develop the site can consider where any further landscaping is appropriate in the circumstances.

As shown in the master plan, the visual relief from built form that is provided by outdoor play areas will be retained and expanded upon onto the newly acquired site nearby the northern residential boundary.

Aural amenity will be protected by the standard school noise condition which will continue to apply.

6.3 Transport and Traffic Effects

A Transport Assessment prepared by Commute is attached as Appendix E. The transport assessment concludes that the acquired land to be added to the existing designation for educational purposes, and the subsequent effects of the redevelopment on the local roading network can be accommodated. The transport assessment concludes that the proposed master plan from a traffic perspective represents a positive transport effect. Key findings from the transport assessment are summarised below:

- Demand for parking (both staff and PUDO) is expected to increase as the school develops and the roll grows.
- The proposed change in designation is not considered to have any effect on the ability of the school to provide parking onsite.

- Acquisition of 27-31 Bader Drive will see an increase in site frontage in close proximity to the admin block, will provide flexibility to provide an additional access point in the future or consolidation of access points in the future.
- The proposed change in designation is considered to have positive transport effects.

It is acknowledged that any expansion of a school will inevitably have some effects on the transport system in the vicinity of the school, particularly at peak times. However, given the existing transport infrastructure serving the site, the master plan demonstrates flexibility to provide an improvement to how future transport effects are managed on the site.

Overall, the transport assessment concludes that the master plan prepared as part of the master planning process is considered to result in a positive transport effect.

7.0 Additional Consents Required

In general, no further land-use resource consents will be required from the Auckland Council in terms of its District Council consent functions once the site is designated. Any potential regional resource consents such as for bulk earthworks cannot be determined until detailed design for any further development of site has been undertaken. Accordingly, no resource consent from Auckland Council under the AUP can be applied for at this stage and will be applied for as necessary in the future when a sufficient level of detail for resource consents is available. This would occur concurrently with any outline plan submitted to the council under the designation.

8.0 Alternative Locations and Methods

As the alteration to designation refers to the expanding the existing designation boundaries to include the newly acquired piece of land, no alternative locations have been considered.

The main alternative is retaining the status quo. Retaining the existing designation boundary around the existing school and not utilising the adjacent property that the Minister is purchasing would inappropriately restrict the redevelopment potential of the school given the existing layout and parking/access arrangements.

Use of designation as a tool for providing for educational facilities for which the Minister has financial responsibility is the mechanism used widely by the Minister as part of a national strategy for establishing, maintaining and operating school sites. This is considered to be a more appropriate mechanism to provide for ongoing operational certainty for the school that seeking incremental resource consents to authorise further works on the site.

9.0 Consultation/Notification

Mana Whenua

Information on the alteration proposal was sent to all Mana Whenua groups identified by Auckland Council as having an interest in the subject site and wider area (see Project Summary and email chains included in Appendix D). Emails were sent 2nd September 2022 and 21st October 2022 to all groups. Ngaati Whanaunga and Waikato Tainui provided responses expressing interest in the proposal however no further responses from these parties were received following further correspondence from the Ministry. Ngāti Tamaoho deferred their interests to Te Ākitai Waiohua and Te Ahiwaru. No responses were received from either of these parties following contact via email.

Kāinga Ora

As the other party involved in the land acquisition agreement with the Minister, Kāinga Ora have provided Affected Party Approval in relation to 27-31 Bader Drive (attached as Appendix G).

Other Parties

s181(3) states that a territorial authority may at any time alter a designation in its district plan if:

(a) the alteration—

(i) involves no more than a minor change to the effects on the environment associated with the use or proposed use of land or any water concerned; or

(ii) involves only minor changes or adjustments to the boundaries of the designation or requirement; and

(b) written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and

(c) both the territorial authority and the requiring authority agree with the alteration—

In this instance, a change to the designation under s181(3) without any requirement to notify any parties is considered to be appropriate because:

- There will be a no more than a minor change in the potential adverse effects over and above the existing use of the land as a secondary school while providing opportunities to better mitigate future effects of any roll growth on the transport system; and
- While not a requirement, written approval in relation to the proposed designation alteration has been sought and obtained from Kāinga Ora as the previous landowners; and
- The Minister agrees to the alteration and requests that Auckland Council similarly agree to the alteration.

10.0 Conclusion

The requiring authority has assessed the relevant matters as set out in the RMA and concludes that is appropriate for the alteration of the designation to be confirmed. The alteration of the existing

designation's boundaries will provide the opportunity for the site to better accommodate transport solutions for staff and students such as through the provision of a new pick-up drop-off zone and visitor parking as indicated on the master plan. In turn, the portion of land to be divested to Kāinga Ora as part of a separate process will allow for a more efficient approach to provision of housing by that agency.

Accordingly it is requested that the alteration be confirmed with the agreement of the territorial authority on a non-notified basis in accordance with s181(3) of the RMA.

Appendix A

Designation Plan

Appendix B

Certificate of Titles

Appendix C

Master Plan

Appendix D

Standard Designation Conditions for Schools in AUP

Appendix E

Transport Assessment

Appendix F

Consultation Mail-Out

Appendix G

Kāinga Ora Affected Party Approval

Attachment 3: Correction to text
(Strikethrough & Underlined)

4948 Mangere College

Designation Number	4948
Requiring Authority	Minister of Education
Location	51 Bader Drive, Mangere
Rollover Designation	Yes
Legacy Reference	Designation 45, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Educational purposes - secondary school (years 7 - 13).

Conditions

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

1. Transport Assessment

- a) For any proposal to increase the number of teaching spaces by more than 6 spaces cumulatively in any calendar year, or to modify any vehicle access or on-site pick up and drop off area, the Requiring Authority shall include as part of any Outline Plan of Works the following information (as applicable):
- A Transport Assessment prepared by a suitably qualified traffic engineer/transportation planner which addresses the following matters:
 - i) Safe access for pedestrians, cyclists and vehicles (including rubbish trucks, fire appliances and for ground and building maintenance) and appropriate measures and treatments to minimise conflicts between all transport modes including separated access points;
 - ii) Provision and management of on-site staff and visitor car parking, cycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal;
 - iii) Provision and management of on-site pick up and drop off areas to accommodate predicted demand. Including assessment of potential operational effects on Bader Drive, including spill-over effects, and internal circulation;
 - iv) Traffic generation and any means of mitigating adverse effects on the efficiency and safety of the surrounding transport network;
 - v) The effects of the location and design of the access on the safe and efficient operation of Bader Drive having regard to:
 - visibility and safe sight distances;
 - existing and future traffic conditions including speed, volume,
 - type, current accident rate, and the need for safe manoeuvring;
 - proximity to and oper(Sation of intersections and nearby vehicle crossings;
 - existing or funded community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, pedestrian crossing facilities and cycleways.
- b) A copy of the draft transport assessment prepared to support the Outline Plan of Works shall be provided to Auckland Transport for the purposes of consultation and

engagement.

The final transport assessment submitted with the Outline Plan of Works shall include a summary of this consultation and engagement and record any agreement reached with Auckland Transport on the mitigation measures, including any proposed changes to the road network recommended in the transport assessment, responsibility for implementation, funding and timing. Any works or changes undertaken within the road corridor will require Auckland Transport's approval.

Advice Note:

For the purposes of condition 1a), reference to "any calendar year" is intended to cover where more than one Outline Plan of Works is submitted in the same calendar year which cumulatively exceed a total of 6 additional teaching spaces (where each individual Outline Plan of Works does not exceed this threshold), to ensure a transport assessment as required by the condition is triggered. Conversely, where an outline plan for more than 6 teaching spaces triggers a transport assessment and a further Outline Plan of Works is received in that year for less than the transport assessment threshold, the transport assessment requirement in the condition is not triggered for that subsequent Outline Plan of Works.

2. School Travel Plan

- a) The Requiring Authority shall either directly or through the School Board of Trustees, develop and have in place a School Travel Plan to provide specifically for operational and management measures, including (upon review) identification of measures necessary to reduce the impact of vehicle movements on the transport network, and the encouragement of walking and cycling, use of public transport, and carpooling. The School Travel Plan shall specifically address the following matters:
- i) Set goals for the use of travel modes other than private vehicles and deliver mechanisms to progress towards those goals;
 - ii) Identify and deliver mechanisms to address adverse effects on the transport network associated with school operations; and
 - iii) Consistency with the Auckland Transport TravelWise programme (or successor).
- b) A draft copy of any TA shall be provided to Auckland Transport for the purposes of consultation and engagement. The submitted version shall include a summary of the Consultation and Engagement with Auckland Transport recording agreements or respective positions reached on transport matters.

The school shall operate in accordance with the School Travel Plan at all times and it shall be reviewed and updated as necessary at the time of submitting each Outline Plan of Works relating to increased teaching spaces. Within six months of the opening of any additional teaching spaces approved under each Outline Plan of Works, the School Travel Plan shall be monitored, and if necessary updated. Any updates to the School Travel Plan shall be developed in consultation with Auckland Transport

Attachments

No attachments.

Attachment 4: Updated text

4948 Mangere College

Designation Number	4948
Requiring Authority	Minister of Education
Location	51 Bader Drive, Mangere
Rollover Designation	Yes
Legacy Reference	Designation 45, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Educational purposes - secondary school (years 7 - 13).

Conditions

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

1. Transport Assessment

- a) For any proposal to increase the number of teaching spaces by more than 6 spaces cumulatively in any calendar year, or to modify any vehicle access or on-site pick up and drop off area, the Requiring Authority shall include as part of any Outline Plan of Works the following information (as applicable):
 - A Transport Assessment prepared by a suitably qualified traffic engineer/transportation planner which addresses the following matters:
 - i) Safe access for pedestrians, cyclists and vehicles (including rubbish trucks, fire appliances and for ground and building maintenance) and appropriate measures and treatments to minimise conflicts between all transport modes including separated access points;
 - ii) Provision and management of on-site staff and visitor car parking, cycle and scooter parking, and loading spaces to facilitate deliveries and rubbish removal;
 - iii) Provision and management of on-site pick up and drop off areas to accommodate predicted demand. Including assessment of potential operational effects on Bader Drive, including spill-over effects, and internal circulation;
 - iv) Traffic generation and any means of mitigating adverse effects on the efficiency and safety of the surrounding transport network;
 - v) The effects of the location and design of the access on the safe and efficient operation of Bader Drive having regard to:
 - visibility and safe sight distances;
 - existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring;
 - proximity to and operation of intersections and nearby vehicle crossings;
 - existing or funded community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, pedestrian crossing facilities and cycleways.
- b) A copy of the draft transport assessment prepared to support the Outline Plan of Works shall be provided to Auckland Transport for the purposes of consultation and

engagement.

The final transport assessment submitted with the Outline Plan of Works shall include a summary of this consultation and engagement and record any agreement reached with Auckland Transport on the mitigation measures, including any proposed changes to the road network recommended in the transport assessment, responsibility for implementation, funding and timing. Any works or changes undertaken within the road corridor will require Auckland Transport's approval.

Advice Note:

For the purposes of condition 1a), reference to "any calendar year" is intended to cover where more than one Outline Plan of Works is submitted in the same calendar year which cumulatively exceed a total of 6 additional teaching spaces (where each individual Outline Plan of Works does not exceed this threshold), to ensure a transport assessment as required by the condition is triggered. Conversely, where an outline plan for more than 6 teaching spaces triggers a transport assessment and a further Outline Plan of Works is received in that year for less than the transport assessment threshold, the transport assessment requirement in the condition is not triggered for that subsequent Outline Plan of Works.

2. School Travel Plan

- a) The Requiring Authority shall either directly or through the School Board of Trustees, develop and have in place a School Travel Plan to provide specifically for operational and management measures, including (upon review) identification of measures necessary to reduce the impact of vehicle movements on the transport network, and the encouragement of walking and cycling, use of public transport, and carpooling. The School Travel Plan shall specifically address the following matters:
 - i) Set goals for the use of travel modes other than private vehicles and deliver mechanisms to progress towards those goals;
 - ii) Identify and deliver mechanisms to address adverse effects on the transport network associated with school operations; and
 - iii) Consistency with the Auckland Transport TravelWise programme (or successor).
- b) A draft copy of any TA shall be provided to Auckland Transport for the purposes of consultation and engagement. The submitted version shall include a summary of the Consultation and Engagement with Auckland Transport recording agreements or respective positions reached on transport matters.

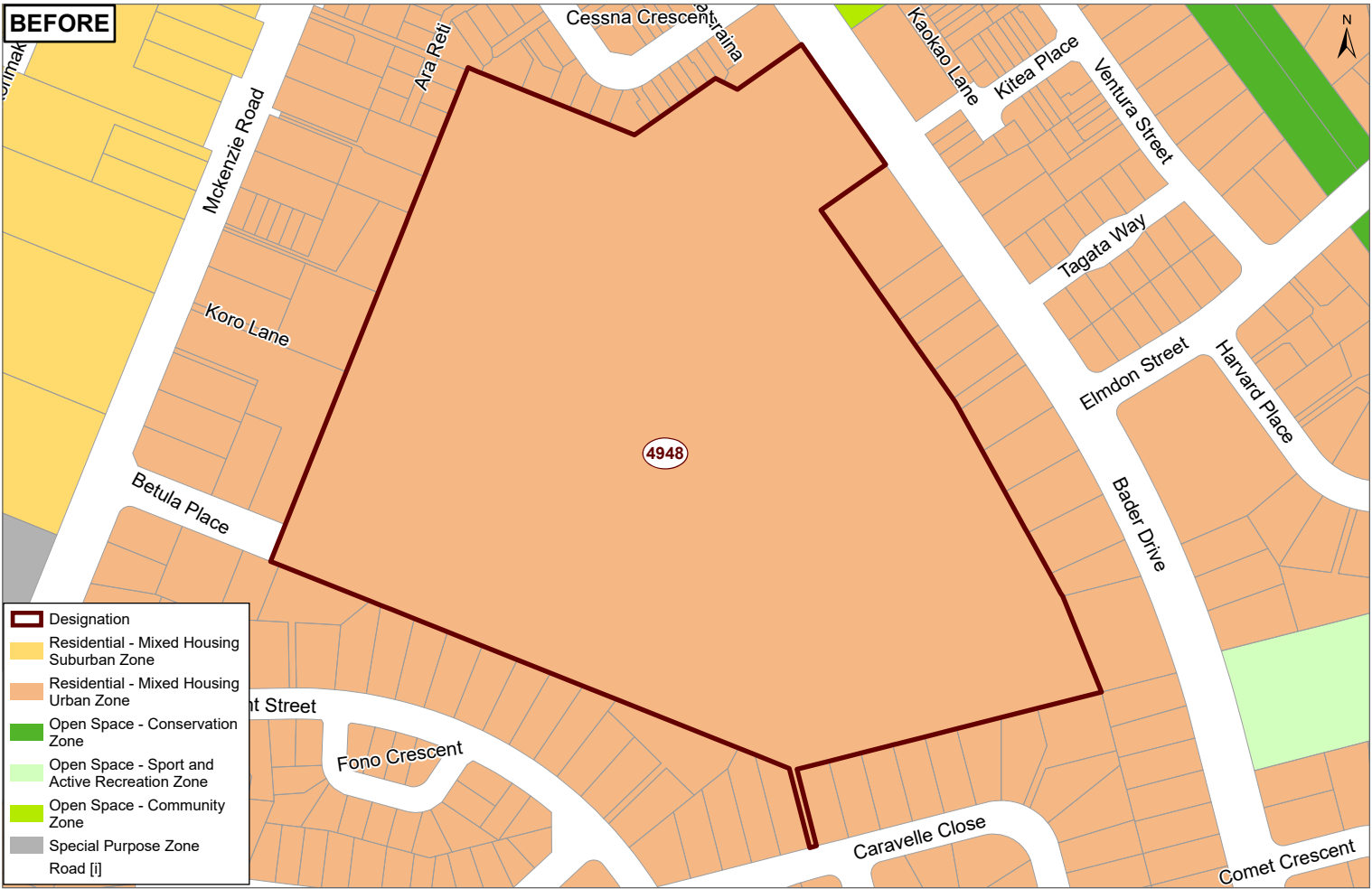
The school shall operate in accordance with the School Travel Plan at all times and it shall be reviewed and updated as necessary at the time of submitting each Outline Plan of Works relating to increased teaching spaces. Within six months of the opening of any additional teaching spaces approved under each Outline Plan of Works, the School Travel Plan shall be monitored, and if necessary updated. Any updates to the School Travel Plan shall be developed in consultation with Auckland Transport

Attachments

No attachments.

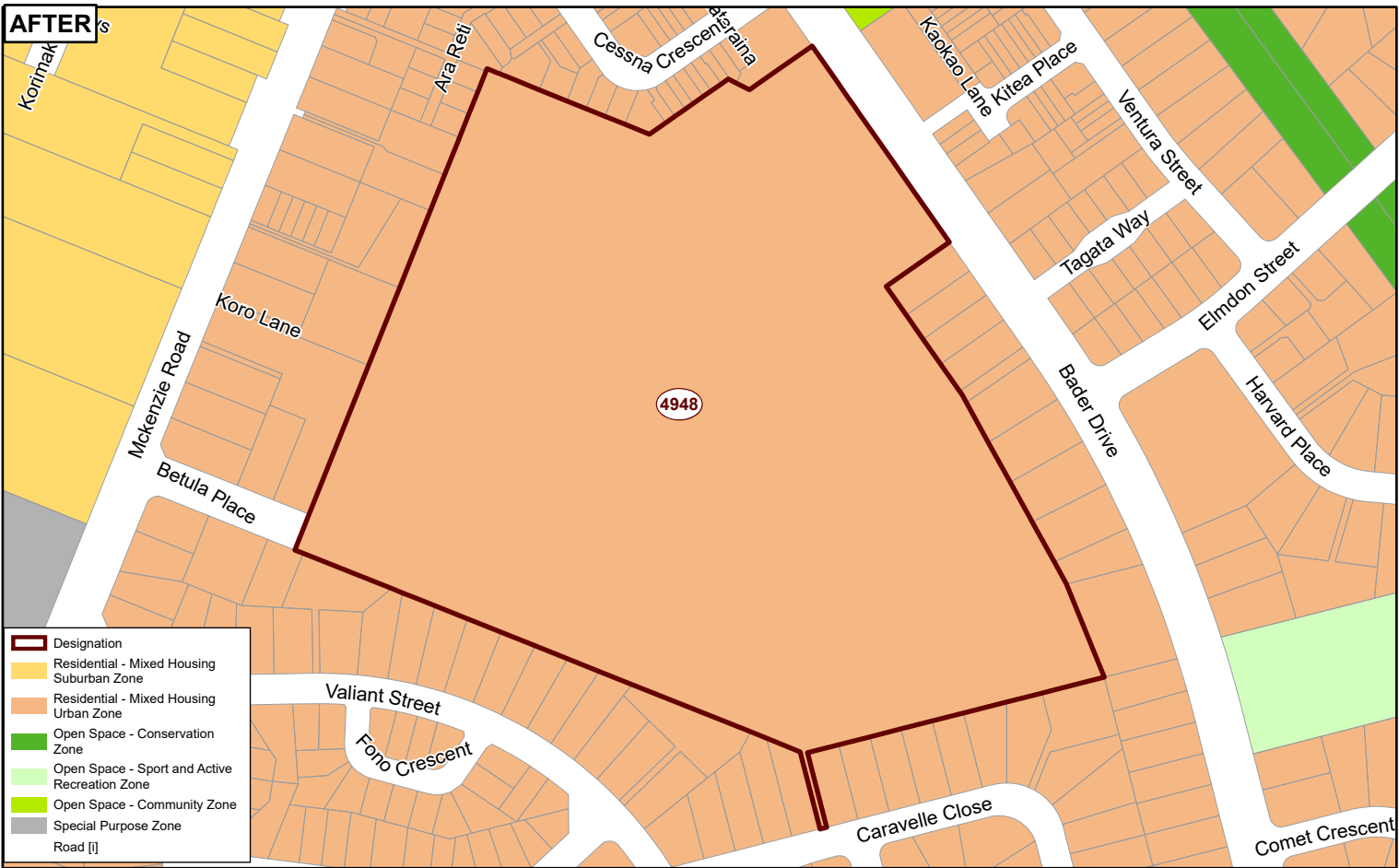
Attachment 5: Updated GIS Viewer

BEFORE

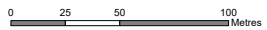


- Designation
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Open Space - Conservation Zone
- Open Space - Sport and Active Recreation Zone
- Open Space - Community Zone
- Special Purpose Zone
- Road [i]

AFTER



- Designation
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Open Space - Conservation Zone
- Open Space - Sport and Active Recreation Zone
- Open Space - Community Zone
- Special Purpose Zone
- Road [i]



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: 9/02/2024

Alteration to Designation - ID 4948



Plans and Places