

## **I443. Florence Carter Avenue Precinct**

### **I443.1. Precinct Description**

The Florence Carter Avenue Precinct is located to the south-west of the Ormiston Road and Te Irirangi Drive intersection, within the recently created Florence Carter Avenue subdivision. The purpose of this precinct is to provide for a high-quality, high-density mixed use development.

Office, retail and commercial services are managed within this precinct to ensure that these activities do not compromise surrounding centres, particularly the Ormiston Town Centre to the east. Potential effects to the transport network are managed through required traffic assessments at specific triggers and mitigation of these effects.

The zoning of land within this precinct is Business – Mixed Use zone.

All relevant Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

### **I443.2. Objectives**

- (1) The Florence Carter Avenue Precinct is developed as a high-quality, high-density mixed-use centre, with a range of supporting activities that do not detract from the function of the Ormiston town centre, and is well designed and integrated with the surrounding area.
- (2) The development of the precinct provides for a variety of residential and commercial opportunities by encouraging residential development above ground level in a way that does not constrain ground floor business and commercial opportunities.
- (3) Additional height is provided for in a way that avoids dominance and shading effects to Rongomai Reserve.

#### **Pedestrian access and safety**

- (4) A safe and convenient environment which optimises pedestrian and cycling use and provides connectivity within the precinct and to the adjacent public road network.

#### **Transport**

- (5) The safety and capacity of the transport network is maintained and, where appropriate, enhanced.
- (6) Ensure integration with transport and land use patterns along the Ormiston Road and Te Irirangi Drive corridors, particularly around access to the precinct by all modes in order to manage effects on the transport network, to achieve a sustainable, liveable community.
- (7) Ensure transport infrastructure upgrades required to mitigate transport effects (including works at the intersection of Ormiston Road and Florence Carter Avenue) are provided for.

### **Car Parking**

- (8) Ensure that the provision of car parking within the Precinct is commensurate with the availability of passenger transport in this location, particularly once the Airport to Botany Rapid Transit route is operational.

All relevant Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

### **I443.3. Policies**

- (1) Optimise the transport and land use opportunities provided by the site's proximity to key transport corridors through the provision of a mixture of residential and commercial opportunities and measures that support and enable transport choices including public transport, walking and cycling.
- (2) Avoid any retail, office or commercial service land use that exceeds the gross floor area limits, unless it can be demonstrated that the function, amenity and vitality of surrounding centres will not be adversely affected.
- (3) Provide for additional building height in identified locations within the precinct, while avoiding dominance and shading effects to Rongomai Reserve.
- (4) Avoid dwellings on the ground floor of public road frontages of Florence Carter Avenue, Ormiston Road and Te Irirangi Drive.

### **Pedestrian access and safety**

- (5) Provide for pedestrian connectivity through sites and to the external transport network via the provision of footpaths and facilities consistent with a Pedestrian Movement Plan, shown in Precinct Plan 2, that:
  - (a) integrate with land use activities within the precinct and allow for safe and efficient movements within and around the precinct, and
  - (b) are designed to support and enable the maximum use and safety of transport modes other than private motor vehicles and in particular, to support direct walking connections to public transport stops / stations.

### **Transport**

- (6) Manage private vehicle travel in and out of the Florence Carter Avenue Precinct, particularly during peak travel periods, including the application of travel demand management measures.
- (7) Manage development so that it does not adversely affect the safe and efficient operation of the transport network (for all modes) particularly at:
  - (a) Te Irirangi Drive and Ormiston Road as key arterial routes through the Flat Bush area.

- (b) Ormiston Road and Florence Carter Avenue intersection as the primary vehicle access to the precinct.
  - (c) Locations within the precinct that enable direct walking connectivity between the Precinct and the Te Irirangi Drive public transport stop / station.
- (8) Provide and co-ordinate the upgrade of transport infrastructure within the precinct so that such upgrades occur either before or concurrent with staged development of the precinct, including any required upgrades to the Ormiston Road and Florence Carter Avenue intersection.

**Car Parking**

- (9) Actively reduce car parking provision as measured by total car parking versus Gross Floor Area within the Precinct once the Airport to Botany Rapid Transit route is operational by allowing additional development to occur without the need to provide further car parking.

All relevant Auckland-wide and zone policies apply in this precinct in addition to those specified above.

**I443.4. Activity table**

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is specifically provided for by a rule in Activity Table I443.4.1 below.

Activity Table I443.4.1 specifies the activity status of land use activities in the Florence Carter Avenue Precinct pursuant to section 9(3) of the Resource Management Act 1991.

**Table I443.4.1 Activity table**

Activity		Activity status
<b>Commercial</b>		
(A1)	A cumulative maximum of up to 15,000m <sup>2</sup> within the Florence Carter Avenue precinct of any office activities in the Precinct as outlined in Precinct Plan 1	P
(A2)	A cumulative maximum of more than 15,000m <sup>2</sup> within the Florence Carter Avenue precinct of any office activities as outlined in Precinct Plan 1	NC
(A3)	A cumulative maximum of up to 15,000m <sup>2</sup> within the Florence Carter Avenue precinct of any retail activities in the Precinct as outlined in Precinct Plan 1	P
(A4)	A cumulative maximum of more than 15,000m <sup>2</sup> within the Florence Carter Avenue precinct of any retail activities as outlined in Precinct Plan 1	NC

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(A5)	A cumulative maximum of up to 2,500m <sup>2</sup> within the Florence Carter Avenue Precinct of any commercial service activities in the Precinct as outlined in Precinct Plan 1	P
(A6)	A cumulative maximum of more than 2,500m <sup>2</sup> within the Florence Carter Avenue Precinct of any commercial service activities as outlined in Precinct Plan 1	NC
<b>Development</b>		
(A7)	Building heights that comply with building heights specified in Precinct Plan 1	P
(A8)	Building heights that do not comply with building heights specified in Precinct Plan 1	D
(A9)	Development that meets vehicle trip generation standard I443.6.4(1)	P
(A10)	Development that exceeds vehicle trip generation standard I443.6.4(2)	RD

**I443.5. Notification**

- (1) Any application for resource consent for an activity listed in Activity Table I443.4.1 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

**I443.6. Standards**

- (1) Unless specified in Standard I443.6(2) below, all relevant Auckland-wide and zone standards apply to all activities listed in Activity Table I443.4.1 above.
- (2) The following standard does not apply to activities listed in Activity Table I443.4.1 above:
  - (a) Standard H13.6.1 Building Height.

All permitted activities in Activity Table I443.4.1 must comply with the following standards:

**I443.6.1 Building Height**

**Purpose:**

- Manage the effects of building height;

- Allow reasonable sunlight and daylight access to Rongomai Park;
  - Manage visual dominance; and
  - Enable greater height near the centre of the precinct.
- (1) Buildings must not exceed the heights specified in Precinct Plan 1.

#### **I443.6.2 Dwellings on the ground floor**

**Purpose:**

- protect the ground floor of buildings within the precinct for commercial use; and
  - avoid locating activities that require privacy on the ground floor of buildings.
- (1) Dwellings must not locate on the ground floor where the dwelling has frontage to public roads.
- (2) Development that does not comply with I443.6.2(1) is a discretionary activity.

#### **I443.6.3 Pedestrian Movement Plan**

**Purpose:**

Provide for pedestrian safety and amenity within the Florence Carter Avenue Precinct.

- (1) All pedestrian routes through the sites must, as a minimum, be provided in a manner consistent with Precinct Plan 2.
- (2) Development that does not comply with I443.6.3(1) is a discretionary activity.

#### **I443.6.4 Trip Generation**

**Purpose:**

Require further traffic assessment and determining whether the implementation of mitigation (including the upgrade of the intersection of Ormiston Road and Florence Carter Avenue) is required in relation to development that exceeds the vehicle trip generation standard (“the permitted baseline”), set out below.

- (1) Traffic generated from any land use development located within Blocks B, C and D, as shown in Precinct Plan 3, shall be determined using the Vehicle Trip Generation Threshold provisions contained in I443.9(1).
- (2) Any activities within Blocks B, C and/or D in the Florence Carter Avenue Precinct that results in a cumulative weekday commuter PM Peak Hour traffic generation per block of up to 620 traffic movements per hour (Block B), 120 traffic movements per hour (Block C), 300 traffic movements per hour (Block D) are permitted.
- (3) Any activities that exceed I443.6.4(2) require resource consent for a restricted discretionary activity and no further development shall

occur beyond the consented baseline unless a Transport Assessment has been prepared that specifically identifies whether required mitigation (including the upgrade to the Ormiston Road and Florence Carter Avenue intersection generally consistent with that set out in Precinct Plan 4) needs to be implemented to address effects on the transport network.

- (4) Development that does not comply with I443.6.4(1) and (3) is a discretionary activity.

#### **I443.6.5 Travel Demand Management Plan**

**Purpose:**

To assess the travel demand of any activity requiring consent for trip generation.

- (1) A Travel Demand Management Plan, consistent with I443.9(2), is to be prepared for any offices, commercial services, retail, food and beverage, entertainment facilities or education facilities greater than 100m<sup>2</sup> GFA per site.
- (2) Development that does not comply with I443.6.5(1) is a discretionary activity.

#### **I443.6.6 Car Parking**

**Purpose:**

To reduce car parking provision over time as a function of GFA on the basis of future improvements to passenger transport in this location

- (1) The car parking standards applicable to the Precinct shall be the Auckland-wide standards unless the Airport to Botany Rapid Transit route or services is operational or will be operational within 2 years at the time that a development application is submitted to Auckland Council for approval in which case the following parking maximums will apply:

<b>Activity</b>	<b>Parking Maximum</b>
Offices	1 per 45m <sup>2</sup> GFA
Commercial Services	1 per 45m <sup>2</sup> GFA
Retail	1 per 30m <sup>2</sup> GFA
Residential - Studio and 1 bedroom - 2 bedrooms - 3 bedrooms and above	1 per dwelling 1 per dwelling 1.7 per dwelling
Entertainment facilities	0.2 per person the facility is designed to accommodate

All other activities	1 per 45m <sup>2</sup> GFA
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- (2) Development that does not comply with I443.6.6(1) is a discretionary activity.

**I443.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

**I443.8. Assessment – restricted discretionary activities**

**I443.8.1 Matters of Discretion**

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the Auckland-wide or zone provisions:

- (1) Any activity or activities within Blocks B, C and D in the Florence Carter Avenue Precinct that results in a cumulative weekday commuter PM Peak Hour traffic generation per block exceeding 600 traffic movements per hour (Block B), 120 traffic movements per hour (Block C), 300 traffic movements per hour (Block D):
- (a) A transportation assessment consistent with I443.8.1(1) has been prepared;
  - (b) The extent of mitigation measures required before any development occurs beyond the permitted baseline, including whether an upgrade to the intersection of Ormiston Road and Florence Carter Avenue is required;
  - (c) Pedestrian safety and amenity; and
  - (d) Transport network operation of the adjacent roading network, including predicted vehicle delay, degree of saturation and queuing performance.

**I443.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) Any activity or activities within Blocks B, C and D in the Florence Carter Avenue Precinct that results in a cumulative weekday commuter PM Peak Hour traffic generation per block exceeding 760 traffic movements per hour (Block B), 130 traffic movements per hour (Block C), 300 traffic movements per hour (Block D):
- (a) Preparation of a Transport Assessment (undertaken by a suitably qualified and experienced traffic engineer) considering the effects on the function and the safe and efficient operation of the intersection of

Ormiston Road and Florence Carter Avenue during the weekday commuter PM Peak Hour.

The Transport Assessment shall take into account the cumulative traffic generation of the properties inside the Florence Carter Avenue Precinct and those outside of the Precinct that have access to Florence Carter Avenue. If the cumulative traffic generation exceeds 2,300 traffic movements per hour, the intersection of Florence Carter Avenue and Ormiston Road shall be upgraded.

The Transport Assessment shall include traffic generation for activities already operating (including traffic surveys) and predictions associated with consented (but not operational) land use activities located within the Florence Carter Avenue Precinct and other sites that have access to Florence Carter Avenue, consistent with approved resource consents for those properties.

The Transport Assessment shall specifically consider;

- I. 95th percentile queues for each movement at the intersection shall not extend beyond dedicated storage lanes or not extend to be within 10 metres of adjacent intersections;
  - II. no individual traffic movement shall have a level of service (LOS) worse than LOS E, or have a degree of saturation higher than 95%;
  - III. The overall intersection LOS shall be no worse than LOS D.
- (b) The implementation of mitigation measures required to address potential adverse traffic effects on the intersection of Ormiston Road and Florence Carter Avenue including the requirement for a double right turn lane on Florence Carter Avenue at its intersection with Ormiston Road (generally consistent with Precinct Plan 4) to be implemented before any development occurs beyond the cumulative 2,300 traffic movements per hour of the properties inside the Florence Carter Avenue Precinct and those outside of the Precinct that have access to Florence Carter Avenue.
- (c) The implementation of measures, such as travel planning, that reduce traffic generation demands of the proposed activity/activities.

#### **I443.9. Special information requirements**

In addition to the general information that must be submitted with a resource consent application, applications for the activities listed below must be accompanied by the additional information specified.

(1) Vehicle Trip Generation:

- (a) The process to be followed to calculate vehicle trip generation will be:



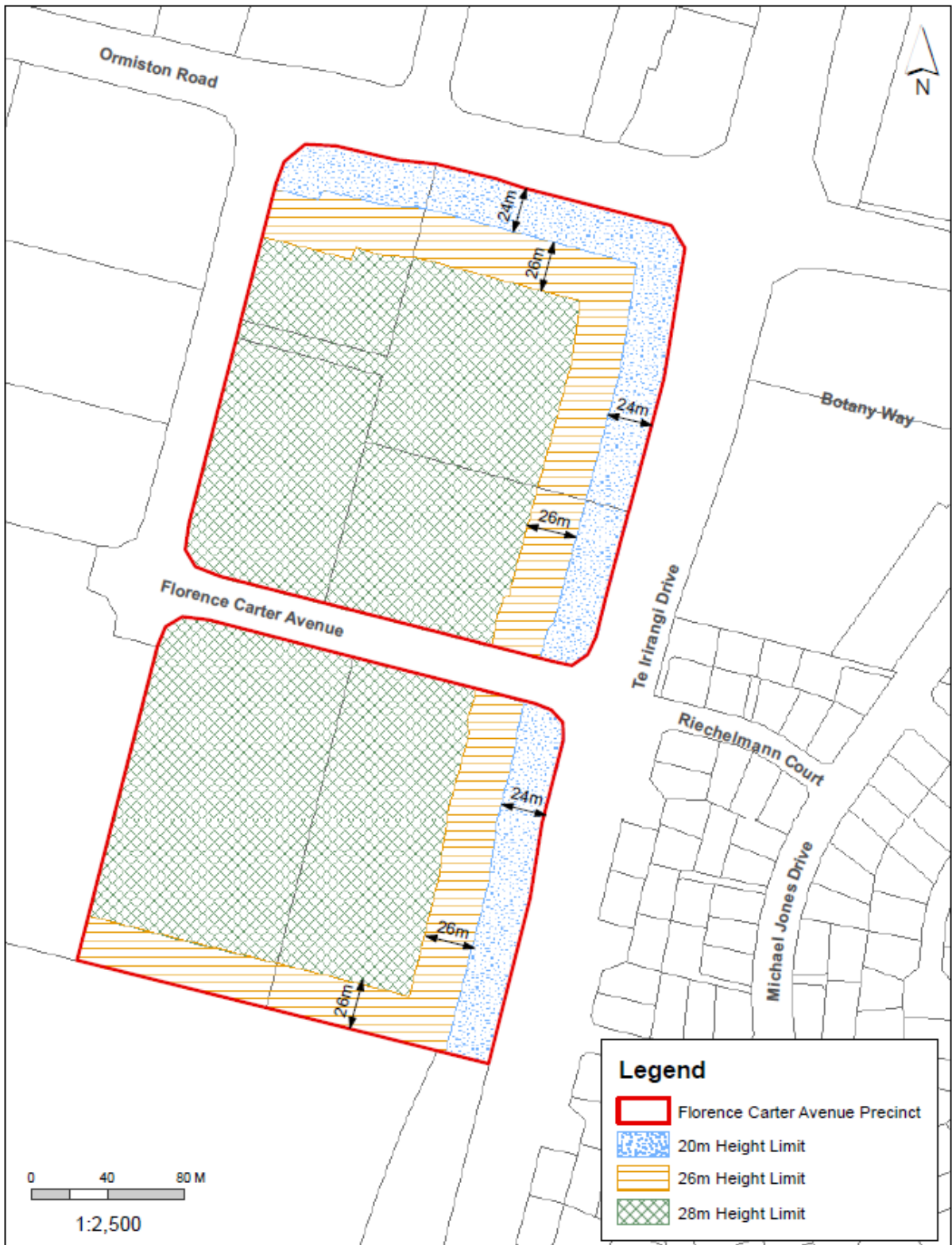
- (i) Calculate the vehicle trip generation figures for the proposed activity/activities within the Block using the table below or other information if the activity is not listed;
- (ii) If the total vehicle trip generation figure is less than 600 traffic movements per hour (Block B), 120 traffic movements per hour (Block C), 300 traffic movements per hour (Block D) during the weekday PM commuter Peak Hour, then the vehicle trip generation threshold control is deemed to have been met and the activity is permitted;
- (iii) If the total vehicle trip generation figure exceeds 600 traffic movements per hour (Block B), 120 traffic movements per hour (Block C), 300 traffic movements per hour (Block D) during the weekday PM commuter Peak Hour, the activity is a Restricted Discretionary Activity (RD) and consideration of the RD assessment criteria will be required:

Activity	Traffic Generation Factor (Vehicles per hr per unit)
Care centres or rest homes	x 0.007 m <sup>2</sup> GFA
Commercial Services	x 0.02 m <sup>2</sup> GFA
Community welfare facilities	x 0.01 m <sup>2</sup> GFA
Healthcare services	x 0.04 m <sup>2</sup> GFA
Restaurants, cafes and other eating places	x 0.05 m <sup>2</sup> GFA
Drive-through restaurants	X 0.5 m <sup>2</sup> GFA
Slow trade retail	x 0.015 m <sup>2</sup> GFA
Supermarket	x 0.116 m <sup>2</sup> GFA
Speciality retail	x 0.034 m <sup>2</sup> GFA
Office	x 0.02 m <sup>2</sup> GFA
Large format hardware	x 0.048 m <sup>2</sup> GFA
Integrated Housing Development	0.5 vehicles per unit
Visitor accommodation	0.4 vehicles per unit
Residential units	0.65 vehicles per unit
Retirement village	0.25 vehicles per unit
Travellers' accommodation	0.4 vehicles per unit
Hotel	0.6 vehicles per unit
Light manufacturing	x 0.01 m <sup>2</sup> GFA
Warehousing	x 0.005 m <sup>2</sup> GFA
Tertiary education facility	0.31 vehicles per Equivalent Full Time Students

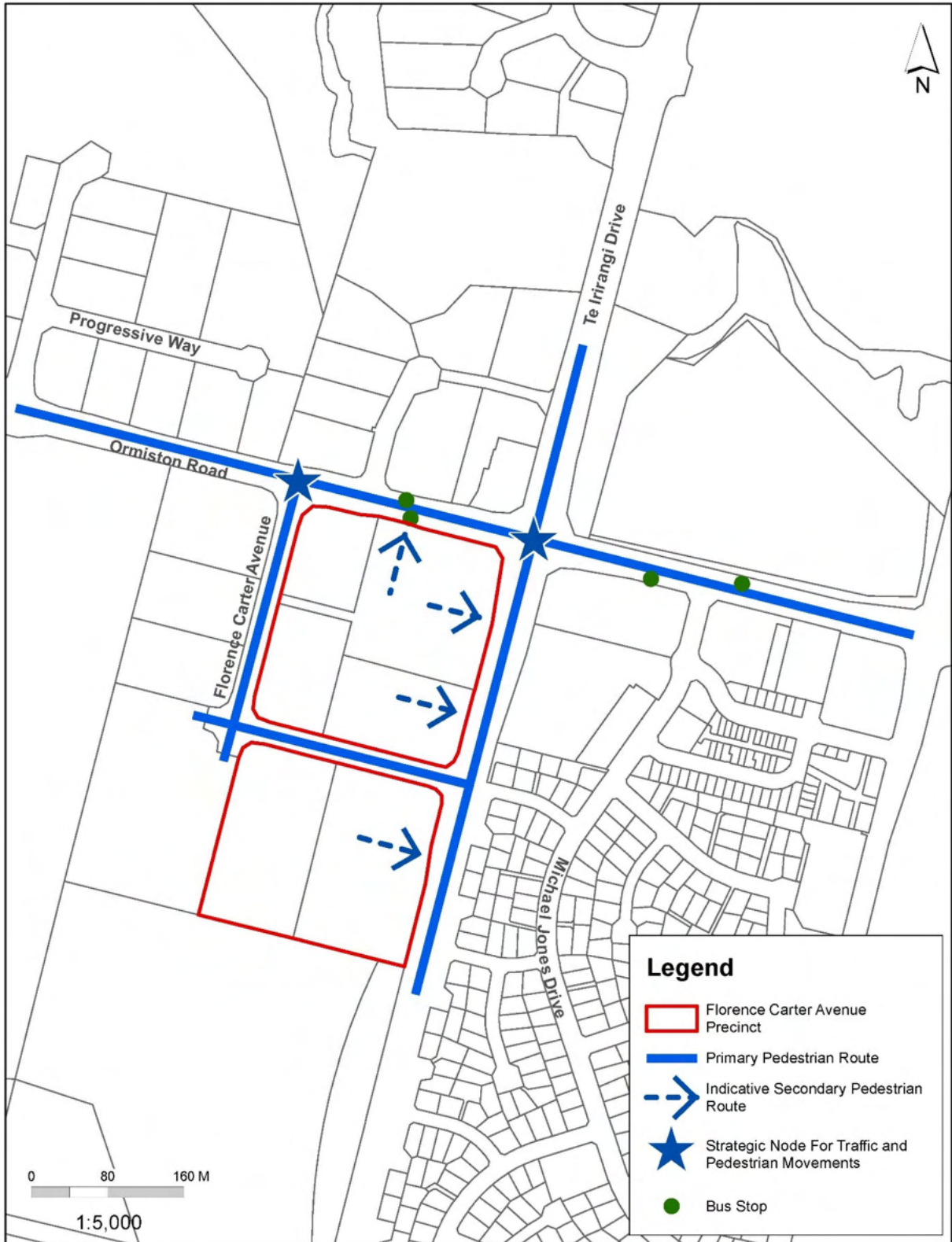
- (2) Offices, retail, food and beverage, entertainment facilities, commercial services or education facilities greater than 100m<sup>2</sup> per site:
- (a) a site travel management plan must be provided corresponding to the scale and significance of the activity and containing the following information as a minimum to demonstrate how the development will achieve the objectives of the Integrated Transport Assessment prepared for the Florence Carter Avenue Precinct including:
- i. the physical infrastructure to be established or currently established onsite to support the use of alternative forms of transport, such as adequate covered facilities for cyclists, showering, locker and changing facilities; carpool parking areas, travel reduction information; internet service to enhance awareness of alternative transportation services;
  - ii. the physical linkages to be provided on the site to link with surrounding pedestrian and cycle networks and existing public transport resources – including integration with the Airport to Botany Rapid Transit route or services;
  - iii. operational measures to be established or currently implemented on- site to encourage reduced vehicle trips to Florence Carter Avenue Precinct, including car sharing schemes, public transport use incentives, flexitime, staggered working hours;
  - iv. details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures;
  - v. the methods by which the effectiveness of the proposed measures outlined in the site travel management plan can be independently measured/monitored and reviewed, including a commitment to undertake travel surveys at the time of building occupation or as otherwise required to provide on-going information regarding travel behaviour.

I443.10. Precinct plans

I443.10.1 Florence Carter Avenue: Precinct Plan 1 – Maximum Building Height



I443.10.2 Florence Carter Avenue: Precinct Plan 2 – Pedestrian Movement Plan



**I443.10.3 Florence Carter Avenue: Precinct Plan 3 – Underlying Consented Blocks**





I443.10.4 Florence Carter Avenue: Precinct Plan 4 – Intersection Upgrade

