

## Matters of Control and Discretion for all Industrial Zones

<p><b>INZ-MCD1</b></p>	<p><b>Community facility</b></p> <ol style="list-style-type: none"> <li>1. The extent to which the activity adversely affects the function of the zone to provide for primarily industrial activities.</li> <li>2. The extent to which the activity adversely affects the capacity of the zone to accommodate future demand for industrial activities.</li> <li>3. The extent to which the community activity will form an agglomeration with other established non-industrial activities that cumulatively would have an adverse effect on the function and capacity of the Industrial Zone.</li> <li>4. The extent to which the activity adversely affects the ability of existing or future permitted industrial activities to operate or establish without undue constraint.</li> <li>5. The extent to which there are any benefits of a community activity providing a buffer between industrial activities and more sensitive zones.</li> <li>6. The extent to which there are any amenity or streetscape benefits of a community activity being on a site that has frontage to an identified arterial road or collector road that has a gateway function to a township.</li> <li>7. The extent to which the activity generates traffic and other effects that impact on the day to day operation of the industrial area.</li> <li>8. The extent to which the activity serves the needs of workers in the industrial area.</li> <li>9. The extent to which the activity by itself or in combination with other existing or proposed activities creates commercial distribution effects undermining any local or town centre, including whether the activity is better located within a centre.</li> </ol>
<p><b>INZ-MCD2</b></p>	<p><b>Height in relation to boundary</b></p> <ol style="list-style-type: none"> <li>1. The effect of any reduced sunlight admission on properties in adjoining residential zones, rural zones, or open space and recreation zones, taking account of the extent of overshadowing, the intended use of spaces, and for residential properties, the position of outdoor living spaces or main living areas in buildings.</li> <li>2. The effect on privacy of residents and other users in the adjoining zones.</li> <li>3. The scale of building and its effects on the character of any adjoining residential zones.</li> <li>4. The effects of any landscaping and trees proposed within the site, or on the boundary of the site in mitigating adverse visual effects.</li> <li>5. The effect on outlook from adjoining properties.</li> <li>6. The extent to which the recession plane breach and associated effects reflect the functional needs of the activity and whether there are alternative practical options for meeting the functional need in a compliant manner.</li> </ol>
<p><b>INZ-MCD3</b></p>	<p><b>Internal boundary setback</b></p> <ol style="list-style-type: none"> <li>1. The extent of any adverse visual effects on adjoining sites in residential, rural, or open space and recreation zones as a result of a reduced building setback.</li> <li>2. The extent to which landscaping or screening within the setback mitigates the visual dominance of buildings.</li> <li>3. The scale and height of buildings within the reduced setback and their impact on the visual outlook of residents and users on the adjoining residential, rural, or open space and recreation zones.</li> <li>4. The extent to which buildings in the setback enable better use of the site and improve the level of amenity along more sensitive boundaries elsewhere on the site.</li> <li>5. The proposed use of the setback, the visual and other effects of this use and whether a reduced setback and the use of that setback achieves a better amenity outcome for residential neighbours.</li> </ol>

<p><b>INZ-MCD4</b></p>	<p><b>Internal boundary landscaping</b></p> <ol style="list-style-type: none"> <li>1. The extent of visual effects of outdoor storage and car parking areas, or buildings (taking account of their scale and appearance), as a result of reduced landscaping.</li> <li>2. The extent to which the site is visible from adjoining sites in residential zones, rural zones, or open space and recreation zones and the likely consequences of any reduction in landscaping or screening on the amenity and privacy of those sites.</li> <li>3. The extent to which there are any compensating factors for reduced landscaping or screening, including the nature or scale of planting proposed, the location of parking areas, manoeuvring areas or storage areas, or the location of ancillary offices/wholesale display of goods/showrooms.</li> </ol>
<p><b>INZ-MCD5</b></p>	<p><b>Road boundary setback</b></p> <ol style="list-style-type: none"> <li>1. The effect of a building's reduced setback on amenity and visual streetscape values, especially where the frontage is to a strategic road, arterial road or collector road that has a gateway function to a township.</li> <li>2. The extent to which the reduced setback of the building is opposite any residential, rural, or open space and recreation zones and the effects of a reduced setback on the amenity values and outlook of those zones.</li> <li>3. The extent to which the building presents a visually attractive frontage to the street through the inclusion of glazing, ancillary offices, and showrooms in the front façade.</li> <li>4. The extent to which the visual effects of a reduced setback are mitigated through site frontage landscaping, the width of the road corridor, and the character of existing building setbacks in the wider streetscape.</li> </ol>
<p><b>INZ-MCD6</b></p>	<p><b>Road boundary landscaping</b></p> <ol style="list-style-type: none"> <li>1. The extent to which reduced landscaping results in adverse effects on amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road that has a gateway function to a township.</li> <li>2. The extent to which the reduced landscaping is opposite any residential or open space and recreation zones and the effects of any reduction in landscaping on the amenity values and outlook of those zones.</li> <li>3. The extent to which the visual effects of reduced landscaping are mitigated through the location of ancillary offices, showrooms, the display of trade supplier or yard-based goods for sale, along the site frontage.</li> </ol>
<p><b>INZ-MCD7</b></p>	<p><b>Location of ancillary offices and retailing</b></p> <ol style="list-style-type: none"> <li>1. The extent to which locating ancillary offices or ancillary retail activity where they do not face the street results in adverse effects on amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road that has a gateway function to a township.</li> <li>2. The extent to which the frontage is opposite Residential Zones or Open Space and Recreation Zones and the effects of not locating offices or showrooms that face the street on the amenity values and outlook of those zones.</li> <li>3. The extent to which there are any site-specific or functional requirements that make locating ancillary offices and showrooms facing the street impractical.</li> </ol>
<p><b>INZ-MCD8</b></p>	<p><b>Outdoor storage</b></p> <ol style="list-style-type: none"> <li>1. The extent of visual impacts on the adjoining environment.</li> <li>2. The extent to which site constraints and/or the functional requirements of the activity necessitate the location of storage within the setback.</li> <li>3. The extent of the effects on amenity values generated by the type and volume of materials to be stored.</li> <li>4. The extent to which any proposed landscaping or screening mitigates amenity effects of the outdoor storage.</li> </ol>

	<p>5. <u>The extent to which pedestrian and cycle safety considerations would justify reduced screening.</u><sup>1</sup></p>
<b>INZ-MCD9</b>	<p><b>Rail boundary setback</b></p> <p>1. The extent to which the reduced setback will compromise the efficient functioning of the rail network, including rail corridor access and maintenance.</p>
<b>INZ-MCD10</b>	<p><b>Food and beverage</b></p> <p>1. The extent to which the activity creates adverse effects on any nearby residential unit in terms of traffic and nuisance effects.</p> <p>2. The extent to which the activity provides goods and services to workers and residents from outside the zone and creates commercial distribution effects undermining any local or town centre.</p>
<b>INZ-MCD11</b>	<p><b>Waste disposal</b></p> <p>1. The extent to which the area is affected by flood risk;</p> <p>2. The extent to which the amenity and natural character of waterways are adversely affected;</p> <p>3. The extent to which the amenity values of public roads or dwellings on adjoining sites are adversely affected; and</p> <p>4. The extent of any adverse effects on wahi taonga and mahinga kai.</p>
<b><u>INZ-MCD12</u></b>	<p><b><u>Height</u></b></p> <p>1. <u>The extent to which the increased height would compromise the amenity values of nearby non-industrial properties including overshadowing, loss of privacy and adverse dominance and character effects arising from scale;</u></p> <p>2. <u>The extent to which any adverse effects of increased height are mitigated through increased separation distances between the building and adjoining sites, the provision of landscaping, screening or any other methods;</u></p> <p>3. <u>The extent to which there are alternative practical options for meeting the functional requirements of the building or structure in a compliant manner.</u><sup>2</sup></p>
<b><u>INZ-MCD13</u></b>	<p><b><u>New Waste Management Facilities or Composting Facilities</u></b><sup>3</sup></p> <p><u>The extent to which any proposed new waste management facility or composting facility has a bird strike risk management plan prepared by a suitably qualified and experienced ecologist with experience in bird strike issues to demonstrate the activity will be designed, operated and managed to minimise the attraction of bird species (such as black-backed gulls) that may pose a bird strike risk to aircraft.</u><sup>4</sup></p>

<sup>1</sup> Waimakariri District Council [367.29] and [367.30]. Industrial Zones s42A report.

<sup>2</sup> Daiken [145.59]. Industrial Zones s42A report.

<sup>3</sup> Recommendation from Airport Noise Contours and Bird Strike Reply Report: CIAL [254.148]

<sup>4</sup> Based on a Planning Joint Witness Statement relating to Bird Strike Risk dated 21 March 2024