



SECTION 12: INDUSTRIAL ZONE

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12. INDUSTRIAL ZONE

12.1 Introduction

Palmerston North City accommodates a wide range of industries. These have largely established within the Palmerston North urban area around the North Island Main Trunk Railway line (NIMTR) and also in a number of small pockets adjacent to the central business area and along the river, for example Joseph and Church Streets, and Roxburgh Crescent.

Established industry outside the Palmerston North urban area has largely developed in Ashhurst, for example Mulgrave and Custom Streets, or, in a small number of cases within the rural area. These industries have generally evolved in response to local demands, for example service stations or workshops servicing local communities, or are the product of larger urban industrial areas being unsuited to the accommodation of such industries, in particular those industries with an odour component.

A range of non-industrial activities have traditionally been allowed within the city's industrial areas. These include a range of semi-industrial hardware and building supply retailers, community and leisure facilities, and convenience and support services for industrial area workers such as lunch bars and creches. A small number of residential activities are also located within this area. Industry has a vital role in the economic well-being of communities.

Since 2000 there has been a general decline in manufacturing employment in Palmerston North, which has been off-set by employment growth in the logistics and supply chain sector, including wholesale trade, transport, postal, warehousing and non-store retailing. Employment growth in the industrial sector has been concentrated in Milson and Kelvin Grove, reflecting the expansion and development of new distribution centres in the North East Industrial Zone and Kelvin Grove.

Industry is only likely to develop and remain within the city when a favourable economic climate prevails. Adequate land and infrastructure also needs to exist for the establishment and development of that industry. Both established and developing industrial areas and their supporting infrastructure therefore represent a significant community resource in terms of the investment in industrial land, buildings and infrastructure, and the actual and potential economic and social benefits that could result from this investment.

The primary function of the Industrial Zone is to recognise established and developing industrial areas within the city and to enable these areas to be utilised for a wide range of industrial activities. Additionally the city's Industrial Zone has a subsidiary function in providing for supplementary activities essential to the operation of industry (for example industrial services and convenience shops for workers) and other non-industrial activities, such as community and leisure facilities and semi-industrial retailers, including building suppliers and home renovation firms, which cannot be as readily accommodated, for economic and operational reasons, within other zones.

Given the proximity of a large portion of the industrial area to residential areas, and an extensive interface between these areas, it will be necessary to control the effects of industrial land use and development to ensure that an appropriate level of amenity protection is afforded to adjacent residential areas.

In 2008 the Midhurst Street Industrial Areas (as shown in Structure Plan 7.4) was specifically developed to meet the demand for small to medium sized industrial sites in the City (also refer to the Subdivision Section). Development within the Midhurst Street Industrial Area is

managed by reference to Structure Plan 12.1 and 7.4 to achieve the desired environmental results and the integrated provision of infrastructure.

Major dairy manufacturing and processing activities are located at the Longburn Dairy Manufacturing Site and the Braeburn Industrial Area where they are supported by strategic transport infrastructure. The activities occupy a single site straddling Reserve Road. The Braeburn Industrial Area provides additional land for the future expansion of Fonterra Co-Operative Group's (Fonterra) existing site at Longburn. The purpose of the area is to primarily provide for dairy related industrial activities to support the on-going operational and growth needs of Fonterra. It is envisaged that the Braeburn Industrial Area will remain in the single ownership of Fonterra and is not for the purpose of meeting the wider industrial land needs of the City. In this regard, subdivision has been made a non-complying activity. Planning provisions have been developed to provide for a narrowed range of activities for area. The use of a comprehensive development plan seeks to ensure comprehensive and coordinated site planning of the Braeburn Industrial Area is considered before development is approved. The restricted discretionary classification of development recognises the greenfields nature of the area and the importance of ensuring planning for services is considered at the earliest stage of development. Infrastructure provision is to be privately provided and maintained and will be to a standard that meets the operational requirements of the dairy related industrial activities.

NOTE TO PLAN USERS

This part of the Plan should be read in conjunction with Section 14 Hazardous Substances.

12.2 Resource Management Issues

The following resource management issues have been identified in the Industrial Zone:

1. The need to enable a wide and diverse range of industrial activities, and recognise the changing needs of industry.
2. The effects, including cumulative effects, of Industrial Zone retail and office development on the established physical resources in industrial areas and the viability of the City's business areas.
3. The inefficient use and development of the physical resources in the Industrial Zone by non-industrial activities.
4. The impact of activities and new building development on the character and amenity of the Industrial Zone and adjoining residential, rural and recreation areas and arterial roads.
5. Reverse sensitivity issues associated with noise sensitive activities such as residential dwellings and offices establishing within industrial areas.
6. The need for safe, accessible and convenient access to industrial sites and activities while maintaining a safe and efficient roading network.
7. The need for new developments within the Industrial Zone to be in general accordance with any relevant structure plan or comprehensive development plan to ensure achievement of the desired environmental results and the integrated provision of infrastructure.
8. The potential for aircraft to undershoot or overshoot the Palmerston North Airport runway

Explanation

As described in the introductory section, the Industrial Zone within Palmerston North accommodates

a wide range of industrial and non-industrial activities. Recent industrial trends in Palmerston North suggest a declining manufacturing sector and growing logistics and supply chain sector. The controls around development within the City's industrial areas need to enable and provide for these growth trends while managing associated environmental effects.

It is important that the City's industrial areas are able to accommodate a wide and diverse range of industrial activities. Enabling a broad range of activities promotes the efficient use of physical resources that flows from the co-location of complementary activities. This approach also provides flexibility for the market to respond to an increasingly dynamic and globalised market-place.

The development and expansion of activities within the City's 'Industrial Zone' raises several issues which require attention within this plan.

The effects of retail and office development not associated with industrial activities have been identified as an issue for a number of reasons. If no controls are put in place, the lower cost of industrial land, and its visibility from arterial roads, is likely to encourage the unplanned dispersal of retailing and office activities into the industrial area.

This would raise two concerns. Firstly, it would quickly lead to the inefficient use and further development of the physical resources, particularly buildings and infrastructure which have already been developed within the business areas to meet the needs of business activities. Secondly, it would displace industrial activities which would then have to try to establish in areas, such as the rural area, where their potential adverse environmental effects would be much harder to control. Cumulative effects of office and retail development within the Industrial Zone arise when successive consents over time are applied for and granted within the Industrial Zone.

Additionally, retail and office dispersal into the industrial area is likely to bring with it demands for higher amenity standards, particularly with regard to provision for pedestrians and parking. This would lead to an inefficient allocation of resources into these areas, as these facilities already exist within the business areas and would once again contribute to displacing industries the activities of which created adverse effects on the new "higher quality" amenities.

Many of the City's industrial areas are in close proximity to established and developing residential areas. These areas are particularly sensitive to a range of effects commonly associated with industrial activity including the effects of building height, form and design, and the effects of activities such as noise, light, hours of operation and traffic generation. Hence it is necessary that activity effects are addressed when providing for these activities and in assessing those activities which require a consent by the Plan.

Poor visual amenity within the City's industrial areas is seen as an issue, given that it affects the quality of environment for workers, within these areas, and neighbours and the appearance of these areas for those who pass through them. The management of adverse amenity effects is particularly important on those sites with frontage to the City's arterial road network. Because these roads serve as the main entry points for Inter-Regional traffic, and accommodate the highest traffic volumes, they are critically important to the City. Managing the effects of new buildings, alterations to buildings, and industrial activities, particularly on visual amenity, through controls on bulk, setback, landscaping and access is important for these roads.

Other non-industrial activities such as residential activities also have the potential to affect the operation and viability of the City's industrial areas because of potential reverse sensitivity effects. This is therefore raised as an issue. While the provision for residential accommodation within industrial areas provides for "start-up" premises for smaller industrial businesses, residential activities can displace industrial activities and create reverse sensitivity effects. The provision of residential accommodation within the City's industrial areas therefore needs to be carefully managed and assessed on a case-by-case basis.

The Midhurst Street Industrial Area and the Braeburn Industrial Area are located in close proximity to existing rural, residential and recreation areas. The Braeburn Industrial Area also directly faces State Highway a main entrance into the City. Specific planning provisions, including structure plans, and comprehensive development plans, have therefore been developed to manage the potential interface effects of industrial development in the Midhurst Street Industrial Area and the Braeburn Industrial Area. Being Greenfield industrial areas, the respective structure plans and comprehensive development plan also ensure the integrated provision of infrastructure is provided at the earliest stage of development.

Nuisance effects such as dust and odour can be an issue in the Industrial Zone. These effects can be caused by discharges from industries in the Zone or by wind-blown dirt from unsealed yards. Every discharge to air from an industrial or trade premise requires a discharge permit from the Manawatu-Wanganui Regional Council unless the discharge is expressly provided for by Rule 14-12 of the One Plan. Compliance with the conditions of rules of this District Plan does not exempt any person from compliance with requirements in the One Plan.

12.3 Objectives and Policies

Within the broad framework of the City View objectives in Section 2, the following specific objectives and policies apply to the Industrial Zone:

OBJECTIVE 1

To enable a range of activities that efficiently use the physical resources of the Industrial Zone.

POLICIES

- 1.1 To enable the continued growth, development and redevelopment of industry within the Industrial Zone.
- 1.2 To provide for a wide range of activities within the Industrial Zone subject to meeting performance standards.
- 1.3 To enable activities which are compatible with, or complementary, or ancillary to industrial activities to establish within the Industrial Zone.
- 1.4 To require development to be in general accordance with any relevant Structure Plan to ensure an integrated and sustainable pattern of development.

Explanation

Palmerston North City contains several established industrial areas. Collectively they represent a substantial community investment in land, buildings and infrastructure for industrial purposes. Provided that this investment is adequately managed it should continue to assist in providing for, and securing, economic and social well-being within the city through facilitating the ongoing development of industry.

By identifying existing industrial areas and ensuring the Plan enables industry to develop and expand within these areas it is anticipated that this will promote the more effective and efficient use of existing industrial land and infrastructure.

As well as promoting the continued use of existing and established industrial resources, defining where industry can establish within the city provides certainty to existing and prospective residential homeowners and commercial operators, concerned with the location of industry within the city. The identification of industrial areas also enables industrial operators to plan the development, redevelopment or expansion of industry with confidence and certainty.

Part of providing for the effective use of land and associated infrastructure within industrial areas, is to enable a range of non-industrial activities, which have a functional role in supporting and servicing industry, to establish within these areas. This ensures that industrial areas are adequately supported and serviced by activities which assist in attracting industry to these areas and which provide for the general convenience of workers.

Industrial areas also contain a range of buildings and sites ideally suited, in terms of size and cost, to the establishment of a range of non-industrial activities, such as recreational leisure and community facilities, car sales yards and building materials supply centres. These activities are generally accepted by the Council and community as appropriate activities within the city's Industrial Zone and are generally compatible with industrial activities.

The Industrial Zone provides for a relatively unrestricted range of permitted activities, subject to specific performance standards to control environmental effects. Performance standards for parking,

access, loading, lighting, signs, noise, outdoor storage and hazardous substances focus on controlling adverse effects associated with the operation of activities. Performance standards for the construction, alteration and addition to buildings focus on actively managing building scale, form and quality where a site is nearby a residential area or is fronting an arterial road.

Development within the Midhurst Street Industrial Area is managed by reference to Structure Plan 7.4 which includes an identified local roading network and planted buffer areas. Identifying these future infrastructure corridors and planted buffer areas will help to ensure that they are protected from future development and that their primary function is not compromised.

The Longburn Dairy Manufacturing Site and the Braeburn Industrial Area includes major dairy manufacturing and processing activities being undertaken on an extensive site and being supported by private infrastructure. The sites straddle Reserve Road and are adjacent to the NIMTR which is directly connected to on-site processing activities. The objective and policy framework aims to enable the continued efficient use of these sites and associated infrastructure for regionally significant economic activity.

OBJECTIVE 2

The development and growth of industry within the Industrial zone is not unduly impeded or compromised by the effects of incompatible land uses.

POLICIES

- 2.1 To avoid the use of industrial zoned land for residential purposes.
- 2.2 To restrict retail and office development within the Industrial Zone, to ensure the efficient use and development of the physical resources of the Industrial Zone.
- 2.3 To require buildings to be used for office development and noise sensitive activities such as residential activities, to comply with sound insulation and ventilation performance standards to mitigate neighbouring industrial noise and protect the activities against Palmerston North Airport noise.

Explanation

Residential, retail and office activities have a role to play within the industrial area, however it must be appreciated that:

The City's industrial areas do not provide or maintain the level of residential amenity found within the city's residential areas. Residential activities are therefore discouraged from establishing within the Industrial Zone;

The City's industrial areas have been specifically provided for and developed to accommodate industry, and represent a significant community investment in land and infrastructure for industrial purposes;

Existing industrial areas do not provide the level of pedestrian, retail and office amenity (i.e. covered walkways) commensurate with established business areas. Given the city's focus on reinforcing the vitality of its existing business areas through streetscape improvement projects, and the cost attached to such projects, it is undesirable that similar works be considered within industrial areas in other than a limited manner;

The City has established business areas where substantial investment has occurred to accommodate office and retail activities and generally satisfy the amenity and functional requirements of these activities (for example pedestrian access and covered walkways, streetscaping, and large public and private car parks). Cumulative retail and office development within industrial areas could undermine established business areas, and community investment within these areas; and

Retail and office development within industrial areas could also have a detrimental effect on the efficient and effective functioning of industrial area and city-wide roading networks. Roading networks within and around industrial areas have not been designed with retail and office related traffic activity in mind. Hence the effects of traffic from these activities may detrimentally affect industrial site access and the effective functioning of some industrial operations.

In light of this, Council considers it important to restrict retail, office and residential activities from establishing within the city's Industrial Zone. This will ensure that existing and potential industries are

not impeded, or compromised, by future retail, office or residential activity related demands, expectations or effects. This approach will also ensure that the availability of industrial land is not compromised.

Controlling office and retail development within the City's Industrial Zone will also reinforce the retail hierarchy established within the City's business zones. This approach is consistent with City View objectives and the Business Zone objectives, as it contributes to the efficient and effective use of the city's existing business area resource.

Noise sensitive activities are discouraged from the Industrial Zone where high levels of noise can be generated on neighbouring industrial sites on a potentially unrestricted basis. The maximum practicable noise insulation performance standards are provided to buildings used by offices and noise sensitive activities to provide mitigation against neighbouring noise. The maximum noise insulation standards will also protect noise sensitive activities and offices in the Industrial Zone against allowable noise from Palmerston North Airport. This will mitigate the reverse sensitivity issues that might arise from complaints about airport noise.

OBJECTIVE 3

Activities and development maintain or enhance the amenity values of those areas at the interface with the Industrial Zone.

POLICIES

- 3.1 To manage the adverse environmental effects of Industrial Zone activities on those areas at the interface with the Industrial Zone.
- 3.2 To manage adverse amenity effects of building mass and height on industrial sites adjoining a site in the Residential, Institutional, Recreation or Conservation and Amenity Zones, or sites that front arterial roads.
- 3.3 To require high quality frontage landscaping that contributes to the amenity and streetscape on industrial sites that are opposite a site in the Residential, Institutional, Recreation or Conservation and Amenity Zones, or sites that front arterial roads.
- 3.4 To control the construction of fences at the frontage of industrial sites opposite a site in the Residential, Institutional, Recreation or Conservation and Amenity Zones, or fronting arterial roads so that amenity is not detracted from.
- 3.5 To ensure that activities in the Industrial Zone that are adjacent or opposite a site in the Residential, Institutional, Recreation or Conservation and Amenity Zones, or front arterial roads, have sufficient on-site parking to meet the needs of employees and customers so that overspill parking does not adversely affect surrounding land use activities.

Explanation

The City's industrial areas have, for various reasons, developed in close proximity to established and developing residential areas and in places also border recreation areas. In some situations, residential and industrial activities directly about each other or are only separated by a road, right-of-way, access strip or shared access strip.

The environments envisaged within the City's residential, rural, and recreational areas differ markedly from that which is provided for within the Industrial Zone. By comparison these areas are very sensitive to the effects of industrial noise and buildings and it is therefore essential to ensure that adequate safeguards are put in place to manage the effects of industrial activities and avoid, remedy or mitigate any adverse effects that these may have on residential and recreational amenity values.

The historical pattern of industrial development within the city has resulted in a significant number of industries locating adjacent to either a Major Arterial or Minor Arterial road. These roads are also used by a large volume of residential, rural and recreational users. Industrial activities located on arterial roads are more visible than those located elsewhere in industrial areas and tend to rely more on passing traffic for their commercial success. The maintenance of visual amenity on arterial roads therefore contributes to the viability and vitality of these industrial areas.

The amenity of industrial sites is dependent on a number of factors, including: the architectural quality of

the building or buildings; frontage landscaping; fencing; signage; and carparking. Where industrial sites are adjacent to or opposite residential or recreational areas, or front an arterial road, each of these factors is even more important. Simple, utilitarian building and landscaping treatments may be acceptable within the heart of the Industrial Zone, but less acceptable in more visible parts of the Industrial Zone.

Security fencing or fencing at the front of industrial sites can adversely affect amenity, particularly when this fencing is poorly maintained or contains elements such as barbed wire or razor wire. While fencing may be required for some activities, it should be assessed on a case-by-case basis to ensure that it does not detract from the amenity and streetscape of opposite or adjoining sites.

The safe and efficient operation of the road network depends in part on the availability of convenient and safe parking, loading and manoeuvring facilities and access points. Land use activities are required to provide parking and loading facilities on site to meet the reasonable requirements for staff, customers and visitors.

OBJECTIVE 4

Activities and development maintain or enhance visual amenity and public safety within the Industrial Zone.

POLICY

- 4.1 To require any activity or building development within the Industrial Zone to contribute to the visual enhancement and amenity of the industrial area.
- 4.2 To ensure the design of new buildings and any addition or alteration of existing buildings reduces the actual and potential threats to personal safety and security.

Explanation

Given the community's desire to enhance the amenity value of urban areas it is important that industry makes a positive contribution to visual amenity within industrial areas, particularly where these areas abut an arterial road. Visual amenity at the interface will need to be managed through building design, form and scale, with adverse effects mitigated through landscape planting.

Provision for the visual enhancement of industrial areas will improve the work environments of these areas and enable industry to make a small but significant contribution to the attractiveness of the city as a whole.

Urban design measures can minimise or reduce threats to personal safety and security. Certain design features such as potential for informal supervision of public space from within buildings and good lighting will contribute to a sense of safety and actual safety. Eliminating areas which might be used for concealment or entrapment also reduces the opportunity for crime to occur.

OBJECTIVE 5

To enable development of dairy related industrial activities within the Braeburn Industrial Area to occur in a coordinated and integrated manner, ensuring planning for services is considered at the earliest stage of development, while ensuring that adverse effects on other activities in the vicinity are avoided, remedied or mitigated.

POLICIES

- 5.1 To enable the establishment of dairy related industrial activities, including manufacturing, processing, storage and distribution activities, within the Braeburn Industrial Area.
- 5.2 To avoid the establishment of industrial activity that is not a dairy related industrial activity or is not ancillary to a dairy related industrial activity in the Braeburn Industrial Area.
- 5.3 To require as a matter of priority at the time of the first development that planning for water, wastewater and stormwater services is considered for the entire development of

the Braeburn Industrial Area.

- 5.4 The Braeburn Industrial Area provides for the development and operation of dairy related industrial activities while mitigating impacts on the safe and efficient operation of the road network, particularly on State Highway 56.
- 5.5 A Comprehensive Development Plan shall be used to enable comprehensive, integrated and coordinated site planning and development of the whole Braeburn Industrial Area.
- 5.6 To manage the environmental effects of activities and development within the Braeburn Industrial Area on surrounding rural and residential areas.

Explanation

The Braeburn Industrial Area (BIA) provides additional land for the future expansion of Fonterra Co-Operative Group's (Fonterra) site at Longburn. Dairy related industrial activities include dairy processing, manufacturing, warehousing, cold storage, transport and logistics. It is important that:

- *Development of the BIA occurs in a coordinated manner;*
- *The potential for integrating infrastructure provision with the existing Longburn site is considered; and*
- *That potential environmental effects on nearby rural and residential areas are appropriately managed.*

Any staged development needs to consider how service provision will facilitate future development and capacity requirements for the BIA over time.

OBJECTIVE 6

To minimise the risk to people and property from aircraft undershooting or overshooting the runway at the Palmerston North Airport.

POLICIES

- 6.1 To avoid any buildings or activities in the Runway End Protection Area which result in the mass assembly of people.

Explanation

The Runway End Protection Areas are where aviation accidents are most likely to occur. Avoiding new buildings and activities involving the mass assembly of people reduces the risk of damage to property and loss of life.

12.4 Rules: Permitted Activities

R12.4.1 Permitted Activities

Any Activity Except For:

- Those specified as Restricted Discretionary Activities, Discretionary Activities or Non-Complying Activities

Is a Permitted Activity, provided that the following performance standards are complied with:

NOTE TO PLAN USERS

Permitted Activities shall also comply with the requirements of R12.8.1 Noise. Any industrial activity that is not a dairy related industrial activity or is not ancillary to a dairy related industrial activity in the Braeburn Industrial Area is a non-complying activity under R12.8.1(v).

Performance Standards

(a) Lighting

Compliance with R11.6.1.1 (a) (vi).

Explanation

The illumination of industrial sites, particularly at the residential interface, can affect residential amenity where excessive light spill occurs. The Plan seeks to manage the negative effects of exterior lighting on residential activities at the interface with the Industrial Zone by avoiding light spill, glare and other potentially obtrusive effects of exterior lighting.

(b) Parking, Loading and Access

- i. Compliance with the following performance standards of R20.4.2:
 - 20.4.2(a) Vehicle Access;
 - 20.4.2(b)(i) Parking Spaces for People with Disabilities;
 - 20.4.2(d) Formation of Parking Spaces;
 - 20.4.2(e) and (f) Loading Space Provision and Design;
 - 20.4.2(g) Cycle Parking Provision and Design;
 - 20.4.2(h) Cycle Parking End of trip Facilities.
- ii. All parking areas and loading facilities associated with activities at the Longburn Dairy Manufacturing Site or the Braeburn Industrial Area must be provided for within site boundaries, but may be met on each site separately, or combined
- iii. Compliance with R20.4.2(c) Car Park Landscape Design, provided that for sites that do not front an arterial road or adjoin a site in the Residential, Institutional, Recreation or Conservation and Amenity Zones, the minimum width of the planting area may be reduced to 1 metre and the total area per tree may be reduced to 1m².

(c) Outdoor Storage

- i. Any outdoor storage area, excluding motor vehicle sales yards, situated on a site which:
 - adjoins or directly faces across a road, right-of-way, access strip or service lane a site in the Residential, Institutional, Recreation or Conservation and Amenity Zones; or
 - fronts an arterial road
 shall comply with landscape amenity street frontage requirements in R11.9.1.2(i).
- ii. The outdoor storage of free-standing products, goods or materials, excluding motor vehicles within motor vehicle sales yards, shall comply with R12.4.3(a) and (b).
- iii. Nothing in (i) shall limit the provision of a gate or entry point to a site.

Explanation

The outdoor storage of products, goods or materials on industrial sites adjoining or facing residential areas can have an adverse visual effect on the amenity of residential areas. Controls on the outdoor storage of products, goods and materials will help maintain the visual amenity of residential areas by ensuring that adequate screening landscaping is provided and that the product, good or material is not visually dominant.

(d) Fencing

- i. Any fence facing the road frontage must be located behind the landscaping strip.

- ii. Any front fence on a site fronting an arterial road, or adjacent to or fronting a site in the Residential, Institutional, Recreation or Conservation and Amenity Zones must not contain barbed wire, razor wire or fabric netting.
- iii. All fences must be maintained at all times.

(e) Signs

Compliance with R6.1.5.

(f) Hazardous Facilities

Compliance with the provisions of Section 14 Hazardous Substances.

(g) Ancillary Retail and Office Activity

NOTE TO PLAN USERS

For non-ancillary retail and office activities refer to Non-Complying R12.8.1.

- i. Ancillary Retail Activity
 - No more than 200m² or 15%, whichever is the smaller, of the gross floor area of the premises used by any activity shall be used as merchandising area for ancillary retailing purposes.
- ii. Ancillary Office Activity
 - No more than 20% of the gross floor area of the premises used by any activity shall be used for an ancillary office activity.

Except where -

- The activity predominantly utilises open yard space rather than enclosed premises, in which case sole use of a building is for ancillary office purposes, the gross floor area of ancillary office activity shall not exceed 5% site coverage.

Noise Insulation and Ventilation

- Compliance with R12.8.1(b) and (c).
- This Rule does not apply to:
 - Site offices such as separate prefabricated portable buildings;
 - Offices that are ancillary to the main industrial activity provided they occupy less than 10% of the gross floor area of the building; and
 - Site offices associated with temporary construction works.

iii. Interpretation

For the purpose of sub-rules (i) - (ii):

- "Ancillary retailing" means the retailing only of goods substantially manufactured, assembled, repaired, renovated or restored on the site or premises.
- "Ancillary office activity" means office activity directly related to the operation of the predominant activity in the premises and includes the gross floor area of office workspace, office equipment and office storage space.
- "The premises" means the enclosed gross floor area (excluding yard and parking space) occupied by the predominant activity, including any space

devoted to ancillary office or ancillary retailing activities, whether in one building, part of a building, or in more than one building.

- iv. The following activities are provided for as Permitted Activities, subject to compliance with relevant Performance Standards, except that Performance Standards (i) - (ii) do not apply to:
- Hire Centres;
 - Prepared Food and Beverage Outlets, including licensed bars and restaurants, and dairies of less than 100m² total gross floor area;
 - Licensed taverns of less than 200m² total gross floor area;
 - Automotive & Marine Suppliers;
 - Service Stations;
 - Floor Covering Showrooms;
 - Building Suppliers;
 - Auction Rooms;
 - Farming & Agricultural Supplier;
 - Garden & Patio Suppliers; or
 - Office Product Suppliers.

Explanation

The above provisions recognise the role of retail and office activities as integral ancillary activities in the operation of some industries (such as factory shops) and those retail activities which have a legitimate place, either by community expectation or function (for example Building Improvement Centres), within the Industrial Zone. It also remains consistent with the Plan's objectives of efficiently utilising existing industrial resources for industrial purposes; containing retail and office activity within identified business areas; and efficiently using and developing existing business resources, by restricting the size of retail and office activity which can establish within the Industrial Zone as ancillary activities.

Acoustic insulation is required for noise sensitive activities in buildings within the Industrial Zone to mitigate the potential adverse effects on such uses and to avoid potential for constraint that such uses can place on typical industrial activities. The ventilation requirement for offices is to ensure noise attenuation is not compromised if compliance with the requirements of the Building Code (G4) for natural ventilation is achieved by installing openable windows. The required airflow level is based on the minimum standard for habitable spaces set out in NZS 4303.

(h) Servicing and Loading Hours

Compliance with R11.9.1.1(g).

This rule does not apply to the Toyota New Zealand National Customer Service Centre located at Roberts Line, being Lot 1 DP 42126 or the Longburn Dairy Manufacturing Site on SH56, being Lot 1 DP 85957, Lot 2 DP 426930 and Lot 1 DP 426930.

Nothing in this rule shall exempt any activity from the requirements of Performance Standard 12.4.1(b) and Noise R12.8.1.

Explanation

Where residentially zoned properties come into close contact with industrial areas these properties can be adversely affected by night-time delivery, distribution and loading activities, for example, from idling vehicles or the opening and closing of doors.

By controlling operating hours at the direct residential interface, it should be possible to reduce the disturbance to close residential neighbours.

(i) Midhurst Street Industrial Area

The following additional performance standards apply in the Midhurst Street Industrial Area and replace other performance standards where they directly conflict.

i. Maximum Lot Area

The maximum site area of each lot shall be 7500m² except for access, utilities, reserves, or a balance lot.

ii. Access

All access other than for temporary construction activities shall be from Kelvin Grove Road.

iii. Lighting

Any artificial lighting shall be shielded from the approach and take off paths to and from Palmerston North Airport.

NOTE TO PLAN USERS

Lighting shall not be installed which may cause confusion with lights for navigation purposes associated with the safe operation of aircraft utilising Palmerston North Airport. Upward facing lighting must be carefully placed and designed, particularly in relation to those sites located within the Airport Take-Off and Approach Surfaces identified in Figures 20.7 and 20.8.

iv. Outdoor Storage

There shall be no outdoor storage of organic products or organic waste. For the purpose of this rule, "organic products or organic waste" means any uncovered perishable material that is likely to attract birdlife.

Also refer to Section 6 regarding Earthworks Rules for the Midhurst Street Industrial Area.

NOTE TO PLAN USERS

Also refer to:

R23.6.2(i) – Radiofrequency Field Exposure

R20.5.2 – Restricted Discretionary Activities – Drive Through Facilities.

(j) Railway Road Industrial Enclave

The following additional performance standards apply in the Railway Road Industrial Enclave and replace other performance standards where they directly conflict:

i. Lighting

Any artificial lighting in the Railway Road Industrial Enclave shall be shielded from the approach and take off paths to and from Palmerston North Airport.

ii. Outdoor Storage

There shall be no outdoor storage of organic products or organic waste in the Railway Road Industrial Enclave. For the purpose of this rule, "organic product or organic waste" means any uncovered perishable material that is likely to attract birdlife.

iii. Frontage Planting

Any site fronting Railway Road shall provide a 5m wide planting strip located at the street frontage, this will include one specimen tree for every 7m of site frontage and is to be implemented in accordance with R11.9.1.2(i) Trees, Suitable Landscape Works and Process.

NOTE TO PLAN USERS

Lighting shall not be installed which may cause confusion with lights for navigation purposes associated with the safe operation of aircraft utilising Palmerston North Airport. Upward facing lighting must be carefully placed and designed, particularly in relation to those sites located within the Airport Take-Off and Approach Surfaces identified in Figures 13.1 and 13.2.

Also refer to Section 6 regarding Earthworks Rules for the Railway Road Industrial Enclave

R12.4.2 Braeburn Industrial Area

- (i) Any dairy related industrial activity is permitted in the Braeburn Industrial Area.
- (ii) Any activity ancillary to a dairy related industrial activity is permitted in the Braeburn Industrial Area.

Performance Standards

- (a) Any activity must comply with R12.4.1 (a), (b), (d), (e), (f), (g), (h), and (i).

Explanation

The Braeburn Industrial Area provides additional land for the future expansion of Fonterra Co-Operative Group's (Fonterra) existing site at Longburn. The purpose of the area is to primarily provide for dairy related industrial activities to support the on-going operational and growth needs of Fonterra. However, activities associated with or ancillary to dairy related industrial activities are appropriate within the Braeburn Industrial Area.

An appropriate ancillary activity may include, for example, a storage and transport depot where Fonterra is the primary contract underpinning the business location in the area, but a secondary contract is in place to store and distribute non-dairy related products. This would enable the business to remain commercially viable during Fonterra's non-peak production times but remain available to service its core client when needed. Note that an industrial activity that is not ancillary to a dairy related industrial activity is a non-comply activity in the Braeburn Industrial Area.

R12.4.3 Construction, Alteration of and Addition to Buildings and Structures

The construction, external alteration of, and addition to buildings and structures is a Permitted Activity provided that the following Performance Standards are complied with:

(a) Maximum Building Height

Any buildings or structures shall comply, in terms of maximum height with R13.4.7.1.

(b) Height of any building on a site which adjoins a site in a Residential Zone

Any building or structure on a site adjoining a site in a Residential Zone must comply with R10.6.1.1(a) and (b) except that the 9m maximum height limit does not apply beyond 20 metres from all residential boundaries.

Explanation

The Industrial Zone performance standards set a maximum height for any buildings or structures within the Zone to prevent penetration of the Airport Protection Surfaces as set out in R13.4.7.1. The standards also establish the size and height at which a building may have adverse visual effects which, in accordance with the design objectives and policies for the Zone, should be assessed as a restricted discretionary activity.

The purpose of the recession plane provision is to ensure that the standard of amenity on the boundary is sufficient to ensure the protection of neighbouring residential amenity. The recession plane will ensure the dimensions, setback and spacing of industrial buildings adjoining residential zoned sites relate positively to the building forms typical of a residential neighbourhood.

(c) Road Setback

- i. On sites fronting onto any Major Arterial or Minor Arterial Road, any building or structure, excluding signs, shall be set back no less than 8 metres from the road frontage.
- ii. On all other sites any building or structure, excluding signs, shall be set back no less than 3 metres from any road frontage.

Explanation

The road setback standard ensures that more uniform site presentation occurs along roadways where the industrial/residential interface is broken by sporadic industrial development.

Within established or developing industrial areas the road set back standard will also maintain consistency in existing building development patterns and provide an area for visual amenity planting.

(d) Landscape Amenity

- i. Any site fronting onto any arterial road, or visible from a site in the Residential, Institutional, Recreation or Conservation and Amenity Zones, must comply with R11.9.1.2(i)i.
- ii. Any site fronting a Collector or Local Road not visible from a site in the Residential, Institutional, Recreation or Conservation and Amenity Zones must comply with R11.9.1.2(i)i, except that:
 - the width of the planting strip may be reduced to 1m width; and
 - the total area of landscape works will not be less than the frontage length multiplied by 1 metre and will be located at the street frontage,
- iii. Any site adjoining a site in the Residential Zone must comply with R11.9.1.2(i)i and ii.
- iv. Any outdoor storage area or development in the Longburn Dairy Manufacturing Site adjoining a site in the Residential Zone must be screened from view by either a close boarded fence of not less than 1.8 metres in height, or dense planting of vegetation capable of providing a screen of at least 1.8m in height.

(e) Loading

Compliance with R20.4.2(e) and (f) Loading Space Provision and Design.

(f) Access

Compliance with R20.4.2(a) Vehicle Access.

(g) Parking

- i. Compliance with Rules:
 - 20.4.2(b)(i) Parking Spaces for People with Disabilities;
 - 20.4.2(d) Formation of Parking Spaces;
 - 20.4.2(g) Cycle Parking Provision and Design
 - 20.4.2(h) Cycle Parking End of Trip Facilities
- ii. Compliance with the R12.4.1(b)(ii).

Explanation

The industrial area attracts a wide range of vehicles, including large articulated lorries which require large areas in which to turn and to manoeuvre. It is important that sufficient area is provided on site to meet access, loading and parking requirements to avoid adverse effects being experienced

in the Zone itself, or in adjacent residential areas.

(h) Midhurst Street Industrial Area

The following additional performance standards apply in the Midhurst Street Industrial Area and replace other performance standards where they directly conflict:

i. Structure Plan

The provision of services shall be in accordance with the Midhurst Street Industrial Area Structure Plan or shall be located in a public road vested in the Council.

ii. Maximum Lot Area

The maximum site area of the lot on which a building is to be constructed shall be 7500m².

iii. Access

Access to the lot (other than for temporary construction activities) must be by formed public road connecting directly on to Kelvin Grove Road. The access road must be existing and formed in accordance with a subdivision consent granted by the Palmerston North City Council. Midhurst Street shall not be used for any form of access other than temporary construction activities.

iv. Airport Protection

The application does not involve a site or sites that incorporate in whole or in part land within the 65Ldn contour unless the activity, building or structure, other than fencing, is expressly authorised by a resource consent under R12.8.1.

v. Glare

The roofs of buildings within the 60 Ldn contour shown on the Plan Maps shall have a painted matt finish and shall not have roof glazing.

vi. Landscape Amenity

R11.9.1.2(i) and R20.4.2(c) do not apply within the Midhurst Street Industrial Area. Any street frontage planting shall provide at least one tree per every 7 metres of site frontage. Landscaping works shall not include species capable of growing in excess of 5 metres in height. Any tree planting on the frontage shall be planted in an area with a minimum width of 2 metres and with a total area of not less than 4m².

NOTE TO PLAN USERS

Please check with the Regional Council for any additional requirements contained in the One Plan, in particular the rules that relate to discharges to air and effects on the Palmerston North Airport.

Also refer to Section 6 regarding Earthworks Rules for the Midhurst Industrial Area.

(i) Railway Road Industrial Enclave

The following additional performance standards apply in the Railway Road Industrial Enclave and replace other performance standards where they directly conflict:

i. Glare

The roofs of buildings shall have a matt finish and shall not have roof glazing.

(j) Braeburn Industrial Area: Minor Alterations and Additions to Buildings and Structures

NOTE TO PLAN USERS

Please check with the Regional Council for any additional requirements contained in the One Plan, in particular the rules that relate to discharges to air and effects on the Palmerston North Airport.

Also refer to Section 6 regarding Earthworks Rules for the Railway Road Industrial Enclave.

- (i) Alterations and additions to existing buildings and structures approved under R12.6.5 within the Braeburn Industrial Area:
 - (a) Must not exceed 500m² gross floor area or footprint, or a height of 12 metres.
 - (b) The alteration or addition must comply with all performance standards in R12.4.1 and R12.4.3.
- (ii) Alterations and additions to existing buildings and structures in the neighbouring Industrial Zone that extend into the Braeburn Industrial Area:
 - (a) Must not, for that part of the alteration or addition located within the Braeburn Industrial Area, exceed 500m² gross floor area or footprint, or a height of 12 metres.
 - (b) That part of the alteration or addition located within the Braeburn Industrial Area must comply with all performance standards in R12.4.1 and R12.4.3.

Explanation

It is not considered an efficient or effective resource management approach to trigger land use consent for minor alterations or additions to existing buildings within the Braeburn Industrial Area. The Council does not wish to discourage or hinder the continued operation or investment in existing industrial activities within the area. In this regard, the permitted activity development envelope provides for minor alterations and additions that will facilitate the efficient and effective use and development of the area.

NOTE TO PLAN USERS

If the building or structure does not comply with R12.4.1 and or R12.4.3 then the application will be assessed under R12.6.1 or R12.6.5.

Please check with the Regional Council for any additional requirements contained in the One Plan, in particular the rules that relate to discharges to air and effects on the Palmerston North Airport.

Also refer to Section 6 regarding Earthworks Rules for the Railway Road Industrial Enclave.

R12.4.4 Roads

Roads are a Permitted Activity.

R12.4.5 Temporary Military Training Activities in the Braeburn Industrial Area

Temporary Military Training Activities are a Permitted Activity, provided the following Performance Standards are complied with:

Performance Standards

- (a) Compliance with R9.5.8(a), (b), (c) and (d)(i)-(iii)
- (b) Sound emissions from any other activity sources not described in R9.5.8(d)(i)-(iii), shall comply with R12.8.1 Noise

12.5 Rules: Restricted Discretionary Activities

R12.5.1 Activities which do not Comply with the Performance Standards for Permitted or Controlled Activities

Activities which do not comply with the Performance Standards for Permitted Activities (in R12.4.1) or Controlled Activities (in R12.5.1) in relation to:

- (a) Lighting
- (b) Loading and Access (other than in the Midhurst Street Industrial Area)
- (c) Vehicle and Cycle Parking
- (d) Car Park Landscape Design
- (e) Outdoor Storage (other than in the Midhurst Street Industrial Area)
- (f) Fencing
- (g) Retail and Office
 - i. Ancillary Retail Activity - where ancillary retail activity does not exceed 17.25% or 230m², whichever is the lesser, of the gross floor area of the premises for merchandising area;
 - ii. Ancillary Office Activity – where ancillary office activity does not exceed 23% of the total gross floor area of the premises.
- (h) Servicing and Loading Hours

are Restricted Discretionary Activities with regard to:

- Design and appearance
- The safe and efficient operation of the roading network
- The effects, including cumulative effects, of ancillary retail and office development on the Industrial and Business Zones
- Effects on adjoining residential areas
- The provision of car parking.

In determining whether to grant consent and what conditions to impose, if any, Council will, in addition to the City View objectives in Section 2 and the Industrial Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

(a) Lighting

The assessment criteria contained in R11.6.2.1(a) iii and iv.

(b) Loading and Access

- i. The extent to which the standards for loading and access can be varied without endangering public safety and affecting the safe and efficient operation of the roading network.
- ii. Whether suitable alternative provision for loading and access can be made.
- iii. The extent to which failure to meet the required loading and access requirements will cause adverse effects on the ambience and amenity values of affected areas,

in particular residential areas.

- iv. Whether the proposed activities will generate a demand for loading facilities.

(c) Vehicle and Cycle Parking

- i. The extent to which failure to provide the required number of on-site carparks will result in adverse effects on the safe and efficient operation of the roading network.
- ii. The extent to which other uses on the site or on adjoining sites provide opportunities for shared carparking, providing that a legal agreement binds the alternative parking site to the development.
- iii. The extent to which appropriate off-site carparking is available in the locality and is readily accessible to meet the predicted parking requirements.
- iv. The extent to which failure to provide the required number of on-site carparks will result in adverse effects on the ambience and amenity values of affected areas, in particular residential areas.
- v. The degree to which the carparking layout is functional, safe, convenient and accessible from building entrances.
- vi. The extent to which it can be demonstrated that the total parking demand generated by the proposed development is less than the number of spaces required.
- vii. The extent to which opportunities for people to use active and non-vehicular modes of transport are provided.

Explanation

Various activities catered for within the Zone are likely to have different operational requirements where servicing and loading activities and car parking is concerned. Provisions within the Plan have reasonably considered the range of uses likely to utilise industrial zoned sites, but in some cases it may not be possible to provide for parking and loading or access in the manner prescribed. In this case it must be demonstrated that any adverse effects which might arise will be addressed.

There is an expectation that on-site carparking will be utilised in advance of on-street carparking. To encourage the use of on-site carparking, the parking layout needs to be arranged in a way that is functional, safe, convenient and accessible from building entrances.

(d) Car Park Landscape Design

The assessment criteria contained in R11.9.3.1 (e).

(e) Outdoor Storage

- i. The extent to which the existence of any topographic or other physical feature makes compliance impracticable.
- ii. The extent to which outdoor storage areas are sited and designed so that visual amenity and the quality of streetscape in public or residential areas is maintained.
- iii. The extent to which outdoor storage areas are sited and designed so that the visual amenity of
Napier Road and any adjoining sites zoned Rural or Residential are maintained.
- iv. The extent to which outdoor storage areas are sited and designed to allow for the unfettered operation of access, parking, loading and manoeuvring areas for vehicles.

Explanation

Outdoor storage standards have been developed to protect the visual amenity of adjacent rural, recreational, and residential areas. However, particular site characteristics could reduce the

practicality of or need for these requirements. Council is prepared to consider such cases where it is satisfied that neighbours will not be adversely affected and where it considers that the site presentation will not adversely affect visual amenity and the quality of streetscape.

(f) Fencing

- i. The extent to which fencing is integrated with hard and soft landscaping elements and screened by planting.
- ii. The quality of the fencing and the choice of materials used.
- iii. The extent to which the fence is designed so that visual amenity and the quality of the streetscape in public and residential areas are maintained or enhanced.

Explanation

Security fencing at the frontage can be problematic. In many instances, it is of poor quality or poorly maintained. This is not a major issue within an Industrial Zone, but is problematic facing arterial roads, and sites in the Residential, Institutional, Recreation and Conservation and Amenity Zones. While security fencing may be appropriate and necessary in some instances, it must be carefully designed. Given their detrimental effects on residential amenity and the streetscape, the use of close boarded fences, or utilitarian wire fences facing residential frontages, sites in the Institutional, Recreation or Conservation and Amenity Zones, and arterial roads is to be avoided.

(g) Ancillary Retail and Ancillary Office Activities

- i. The extent to which any proposed ancillary retail and office activities will affect the efficient and effective operation of the Industrial Zone and the amenity values of any residentially zoned land.
- ii. The extent to which the additional ancillary retail or office area is essential to the operation of the predominant industrial activity on the site.
- iii. Whether the establishment of the additional office or retail activity will undermine the integrity of the Business Zones or lead to a dispersal of retail and office activity.
- iv. The extent to which the activity undermines the overarching business zone objective and policies.
- v. The extent to which the breach of permitted thresholds is reflective of:
 - i. Any physical constraints such as roof heights, structural pillars and shape of the existing building;
 - ii. The nature and spatial requirements of the products that are to be displayed in the retail merchandising area; and
 - iii. The space that is required for staff amenities due to staff numbers.

Explanation

The Plan primarily provides for the development and growth of industrial activities in the Industrial Zone, but recognises that retail and office activity has an important ancillary function in the operation of some industries. Council is prepared to consider industrial site retail and office activity requirements which exceed the stated standards where it is satisfied that it is necessary and will not adversely affect the integrity and effective operation of the city's industrial and business areas, neighbours, nearby residential areas and the roading network.

(h) Servicing and Loading Hours

- i. The extent to which the adverse effects of noise and general disturbance created by the activity on any adjoining or adjacent residentially zoned land can be effectively mitigated.
- ii. The extent to which the disturbance to residentially zoned properties from the

movement of vehicles to and from the site and within the site itself can be effectively mitigated.

- iii. The extent to which the limit on operating hours ensures that any disturbance to residentially zoned properties can be effectively mitigated.

Explanation

Movements on Industrial Zone land which occur outside the specified hours have the potential to cause considerable disturbance to adjoining residential areas. Where the operational requirements of an activity require late night or early morning services, a careful assessment must be made to ensure any adverse effects can be mitigated.

R12.5.2 The Construction, External Alteration or Addition to a Building which does not comply with the Performance Standards for Permitted or Controlled Activities

The construction, external alteration or addition to a building which does not comply with the Performance Standards for Permitted or Controlled Activities in relation to:

- (a) Landscape amenity (other than in the Midhurst Street Industrial Area)
- (b) Parking, Loading and Access (other than in the Midhurst Street Industrial Area)

are Restricted Discretionary Activities with regard to:

- Scale relation to existing smaller neighbours
- Landscape amenity
- Design and appearance
- Effects on adjoining residential areas
- The safe and efficient operation of the roading network
- Provision of opportunities for people to use active and non-vehicular modes of transport
- Visual amenity

In determining whether to grant consent and what conditions to impose, if any, Council will, in addition to the City View objectives in Section 2 and the Industrial Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

(a) Building Height and Road Set back

- i. Whether the design and appearance of any building or structure is in character with and complementary to the character of the area and the ambience and amenity values of any adjoining residential zone land.
- ii. To ensure a coherent architectural treatment of the frontages of large buildings that front arterial roads.
- iii. The extent to which the modulation of building form helps to achieve a scale transition to immediately adjacent residential buildings.
- iv. The extent to which any topographic, or other physical feature of the site makes compliance impracticable or inappropriate.
- v. The extent to which sunlight and daylight is maintained over neighbourhood dwellings and important outdoor areas related to these.
- vi. Whether effects associated with overlooking lead to an actual or perceived loss of

privacy for outdoor areas or dwellings on adjoining sites.

Explanation

Building height and siting standards reasonably provide for the intensive use of most industrial sites. However, Council recognises that there are instances where these standards may not adequately provide for some activities and is therefore prepared to consider such circumstances where it is satisfied that neighbours and nearby residential, rural and recreational areas and roadside amenity will not be adversely affected.

Coherent architectural treatment of frontages means that the frontage is designed as a whole. Coherence will depend on the underlying composition, theme and/or visual order of the façade and relate to attributes including:

- *The alignments of building forms and façade elements;*
- *Placement and proportions of windows and other openings;*
- *Selection and combinations of materials and colours; and*
- *The form and materials used to give appropriate visual interest and/or depth to the façade.*

(b) Landscape Amenity

- i. The extent to which any existing topographic or other physical feature of the site makes compliance impracticable.
- ii. The extent to which landscaping within the boundary setback is necessary to maintain residential amenity or to reduce the visual impact of the building.
- iii. The extent to which alternative provision of on-site amenity and landscaping maintains and enhances the amenity of the wider streetscape and residential areas.
- iv. The extent to which growing conditions are provided that will ensure the successful establishment, growth and on-going viability of landscaping.

Explanation

Landscaping provisions within the Plan are intended to protect residential and recreational area amenity and enhance roadside amenity within industrial areas. Council recognises that there may be other means of achieving similar amenity results and situations where the prescribed standards may be inappropriate. Alternatives will be considered where it can be demonstrated that neighbours are not adversely affected and where roadside amenity is maintained or enhanced.

Parking, Loading and Access

The assessment criteria contained in R12.5.1(b) and (c).

R12.5.3 Crematoria

Crematoria are a Restricted Discretionary Activity with regard to:

- i. Effects on the cultural and social wellbeing of the proximate community
- ii. Effects of noise, hours of operation and other environmental disturbance on amenity for the surrounding community
- iii. Design and appearance of any buildings or structures in relation to the amenity for the surrounding community
- iv. The effects of traffic on the safe and efficient operation of the roading network and the provision of efficient and effective parking and access.

Explanation

Crematoria have the potential to adversely affect the amenity values of both adjoining and adjacent properties. Council recognises that there are appropriate locations for the siting of

crematoria but these need to be in such a location that does not adversely affect the amenity values of the surrounding community.

R12.5.4 Railway Road Industrial Enclave – Activities with Access from Railway Road and/or Non-Compliance with Frontage Planting R12.4.1(i)(iii)

Any activity requiring access from Railway Road and or not complying with R12.4.1(k)(iii) is a Restricted Discretionary activity.

In determining whether to grant consent and what conditions to impose, if any, Council will, in addition to City View objectives in Section 2 and Industrial Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

- i. The extent to which the proposed access provides for the safe and efficient operation of the road network.
- ii. The extent to which alternative provision of on-site amenity and landscaping maintains and enhances the amenity of the wider streetscape, being an important city entrance road.
- iii. The extent to which growing conditions are provided that will ensure the successful establishment, growth and on-going viability of landscaping.

R12.5.5 Braeburn Industrial Area – Construction, External Alteration or Addition to Buildings and Structures

The construction, external alteration or addition to buildings and structures is a Restricted Discretionary Activity in regard to:

- Layout, design and scale
- Visual amenity
- Effects on surrounding residential and rural areas
- Safe and efficient operation of the road network
- Availability of Infrastructure services
- Natural hazards
- Earthworks
- Stormwater Management

Performance Standards:

- (a) Development under R12.6.5 must provide (as part of the resource consent application) a whole of site Comprehensive Development Plan that indicates the design, layout and servicing of the Braeburn Industrial Area. The Comprehensive Development Plan must consider and address the following:
 - (i) The proposed arrangement of circulation routes and connectivity with adjoining industrial land.
 - (ii) Indication of the intended buildings or structures and their location.
 - (iii) Indication of the bulk and general location of large scale buildings and structures intended to provide for these activities.

- (iv) Proposed access points for buildings and structures.
 - (v) The location of any stormwater detention area.
 - (vi) Location and type of on-site buffer landscaping.
 - (vii) Location and type of on-site planting of varyingly spaced specimen trees capable of growing to 15 metres or more in height on the southern boundary.
 - (viii) Location of internal landscape design areas.
 - (ix) Availability of infrastructural servicing provision, including how the proposed infrastructure (roading, water including for firefighting purposes, wastewater, and stormwater) will provide for future staged development of the Braeburn Industrial Area. For guidance see Methods at 7.4.
 - (x) A site and context analysis which identifies important existing conditions on and around the site. This will include:
 - A context plan, describing the development context of Longburn, neighbouring sites and the adjacent existing industrial area as a whole. This will show the location and arrangement of nearby lots, activities, buildings, and internal roads (if any) and will identify characteristic landscape features and the direction and location from which development may be prominent in public view.
 - A site plan including contours and any important landscape features.
 - (xi) An indicative staging plan.
 - (xii) An urban design statement to explain how the proposed Comprehensive Development Plan relates to the site, its surroundings, and how it provides for an efficient industrial area and amenity outcomes commensurate with the intended use of the area. The urban design statement shall include a design rationale which provides the reasoning for the intended approach and describes how the relevant issues identified have been responded to.
 - (xiii) A traffic impact assessment.
 - (xiv) A statement describing whether approval is required from external agencies, including the Manawatu-Wanganui Regional Council and or the New Zealand Transport Agency, and what progress has been made in securing any required approvals where relevant.
- (b) A Comprehensive Development Plan approved as part of a consent application under R12.6.5 removes the need for subsequent applications under R12.6.5 to comply Comprehensive Development Plan performance standard 12.6.5(a).
- (c) Activities under this rule must comply with all relevant Permitted Activity Performance Standards prescribed in R12.4.2(a), (b), (d), (e), (f), (g), (h) and (i), and R12.8.1.

Explanation

A Comprehensive Development Plan is required to ensure comprehensive and coordinated site planning of the Braeburn Industrial Area is considered before development is approved. When rezoning large areas of land for greenfield industrial development it is important that over time staged development works towards achieving an integrated and well planned industrial area. It is also important that methods for achieving the integrated provision of infrastructure and managing natural hazards for the whole of the Braeburn Industrial Area are considered at the earliest stage of development.

The extent of documentation required will be that necessary to describe the planning and design intention and demonstrate that the relevant matters are addressed by the Comprehensive Development Plan. There is no one optimal way of scoping and presenting the information in a

Comprehensive Development Plan. Confirmation of the relevant issues and precise information requirements should be discussed with the Council's consents team early in the Comprehensive Development Plan formulation process.

Determination Clause:

In determining whether to grant consent and what conditions to impose, if any, Council will, in addition to City View objectives in Section 2 and Industrial Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria:

- (a) Comprehensive Development Plan
- (i) The extent to which the general location and distribution of activities and building bulk achieve a coordinated and efficient industrial facility and mitigate any potential visual dominance due to the scale and proximity of buildings and structures as seen from SH56.
 - (ii) The extent to which the Comprehensive Development Plan provides a setback from SH56 so that large buildings and structures are not dominant as seen from SH56.
 - (iii) The extent which the Comprehensive Development Plan allows the location of large outdoor natural elements such as ponds or open visual space to contribute to the set back from SH56.
 - (iv) The extent to which the Comprehensive Development Plan provides for a comprehensively planned, coherent and integrated industrial area that ensures:
 - A coherent layout that connects logically and efficiently to the adjoining Industrial Zone.
 - Infrastructure can be provided sufficient to ensure the entire Braeburn Industrial Area can be appropriately connected and serviced in a way that enables future staged development.
 - The efficient provision for activities on the site, and the avoidance or mitigation of effects on surrounding rural and residential sites
 - (v) The extent to which the landscaping treatment for the Braeburn Industrial Area avoids or mitigates any actual or potential adverse visual effects on surrounding rural or residential properties, the Longburn township, and provides a high quality frontage to SH56.
 - (vi) The extent to which landscaping has been integrated into the design and layout of the Braeburn Industrial Area.
 - (vii) The extent to which any potential adverse effects of the proposed layout of the Braeburn Industrial Area on the safe and efficient operation of the road network can be effectively mitigated, particularly with respect to State Highway 56.
 - (viii) The extent to which natural hazard risks are identified and the effects are avoided or mitigated.
 - (ix) The extent to which flood avoidance or mitigation and stormwater management is provided to ensure the protection of development in a 0.5% Annual Exceedence Probability flood event.
 - (x) The extent to which the proposed stormwater approach will accommodate 100% of the additional volume of stormwater generated from development, in comparison to the pre-development land use, for

- The 1% AEP event of 72 hour duration; and
- Inclusive if the median prediction of the impacts of climate change to 2090.

Explanation

If not appropriately managed, stormwater from the Braeburn Industrial Area has the potential to exacerbate flooding in the Taonui Basin. For this reason, there is a requirement to accommodate all the additional volume of stormwater generated by development in this Zone so as to keep to pre-development stormwater volumes. The event that must be considered when evaluating stormwater detention methods is the 1% AEP (1 in 100 year) event of 72 hour duration, being the critical design event for the Taonui Basin.

Construction, External Alteration or Addition to Buildings and Structures

- (b) Layout, Design and Scale
- (i) The extent to which the development is in general accordance with an approved Comprehensive Development Plan.
 - (ii) Whether the planning, bulk and form of building and structures, and the layout of the associated site are in general accordance with an approved Comprehensive Development Plan.
 - (iii) The extent to which the development layout provides for comprehensive and coordinated site planning in general accordance with an approved Comprehensive Development Plan, considering both efficient provision for activities on site and avoiding effects on surrounding rural and residential sites.
 - (iv) The extent to which the proposed development connects logically and efficiently to adjoining Industrial Zone land, and whether planned development integrates with adjoining industrial activities.
 - (v) The extent to which deviations from the CDP will result in an alternative coordinated, coherent and high quality outcome that will satisfy its objectives to an equal or greater extent.
- (c) Visual Amenity
- (i) The extent to which the development provides on-site landscape design that avoids or mitigates any actual or potential adverse visual effects on surrounding rural or residential properties, and the Longburn township.
 - (ii) The extent to which on-site landscape design establishes an attractive appearance and establishes conditions of visual interest and amenity within the development and the wider area.
 - (iii) To extent to which growing conditions are provided that will ensure the successful establishment, growth and on-going viability of landscape design.
- (d) Buildings and Structures: External Design and Appearance
- (i) The extent to which consideration of operational and functional requirements informs the scale, form, design and appearance of any building or structure, and this consideration is integrated in a way that achieves a suitably high quality outcome.
 - (ii) The extent to which buildings and structures are located to avoid and / or designed to any potential domination of surrounding rural, residential and state highways with highly visible large blank walls.
 - (iii) The extent to which external building materials avoid glare, particularly in relation to road users and nearby rural and residential dwellings.

- (iv) The extent to which any building or structure creates shading beyond the Zone boundary.
- (v) The extent to which any component of a building or structure that visibly extends above others and is prominent in external views is formed or modelled to address potential visual dominance, and to contribute positively and coherently to articulation of the skyline.

Explanation

Buildings in the Braeburn Industrial Area are likely to be large scale, and for industrial operations. Therefore, they will not relate readily to residential or rural character except by contrast. In this case they should be of high design quality in their own right, particularly where elevated or otherwise potentially prominent in view. This requires consideration of the composition and modelling of form and facades, recognising that these are likely to be relatively simple industrial buildings and structures, even if housing sophisticated processes, and they are likely to be viewed, if at all, from long range. The Braeburn Industrial Area is visible from SH56 which is a one of four main entry roads into the City. Attention should be given to the design of those parts of buildings that will be visible from SH56 and surrounding rural and residential sites.

(e) Infrastructure Services

- (i) Whether proposed infrastructure (roading, water, wastewater and stormwater) will facilitate future staged development and capacity requirements of the Braeburn Industrial Area.
- (ii) The extent to which innovative and or low-impact stormwater design is integrated where appropriate and geo-technically feasible.

Explanation

The restricted discretionary classification recognises the greenfields nature of the Braeburn Industrial Area and the importance of ensuring that planning for the provision of infrastructure occurs at the earliest stage of the development process.

(f) Safe and Efficient Operation of the Road Network

- (i) Whether any adverse effects of the development on the safe and efficient operation of the road network can be effectively mitigated, particularly with respect to State Highway 56.
- (ii) The ability of the site to accommodate the additional traffic that will be generated by the development through efficient and effective parking, access and loading provision.
- (iii) The extent to which the car parking layout is functional, safe and convenient, having regard to the operational, functional and regulatory requirements affecting dairy manufacturing sites.
- (iv) The extent to which parking provision is sufficient to meet parking demand generated by staff and visitors, this may be provided for in the Braeburn Industrial Area or within the neighbouring Longburn Dairy Manufacturing Site.

(g) Natural Hazards

- (i) The extent to which natural hazard risks are identified and the effects are avoided or mitigated.
- (ii) The extent to which the proposed development provides for appropriate means of collection and disposal of stormwater likely to be generated following development of the site, including how the proposed stormwater response will provide for future staged development of the entire Braeburn Industrial Area.

(h) Earth Works

(a) With regard to earthwork activities, the potential adverse effects on:

- Landscape and visual impacts
- Effects on adjoining properties including amenity values
- Impacts on flood plains and flood flows
- Increase in hazard risk and effects on land stability
- Effects of erosion and sedimentation
- Effects on overland flood paths

NOTES TO PLAN USERS

1. If the activity does not comply with R12.4.1 then the relevant assessment under R12.6.1 will apply.
2. Advice should be sought from the Manawatu-Wanganui Regional Council in relation to any additional resource consents that are required for the proposed development.
3. Any development must comply with the Environmental Standard for Assessing and Managing Contaminants in Soil.
4. It is expected that only one Comprehensive Development Plan (CDP) should need to be developed for the Braeburn Industrial Area. While subsequent development is required to give effect to the CDP, assessment criteria provide for deviations from the CDP that will result in an alternative coordinated, coherent and high quality outcome that will satisfy its objectives to an equal or greater extent.

R12.5.6 Non-Notification – Braeburn Industrial Area

(a) Any activity in R12.6.5 must not be publicly notified.

(b) Any activity in R12.6.5 must not be limited notified.

R12.5.7 Temporary Military Training Activities which do not Comply with Permitted Activity Standards

Temporary Military Training Activities which do not comply with the Permitted Performance Standards of R12.4.5 are a Restricted Discretionary Activity, with regards to:

- Duration
- Time of Day
- Noise level at the notional boundary of any site containing a noise sensitive activity: and
- Any noise management and mitigation measures proposed.

Determination Clause

In determining whether to grant consent and what conditions if any to impose, Council will, in addition to the City View objectives in Section 2 and the Industrial Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

- (a) The extent to which the effects of noise, including the peak sound levels resulting from impulsive noise, impacts on noise sensitive activities.
- (b) The extent to which the noise management measures will avoid, remedy or mitigate the likely noise impacts.
- (c) Whether a consultation programme is available for communication with occupiers and

owners of affected sites, prior to the military training activities commencing, with such consultation including notice of the event, methods for following up complaints received during and after the event, and the process of liaison with Council.

Explanation

The New Zealand Defence Force (NZDF) may need to carry out military training activities that do not meet the performance standards for permitted activities. In this case, it is important to ensure that any adverse effects of military training activities on the environment are avoided, remedied or mitigated. The restricted Discretionary Activity status provides Council with the opportunity to assess the proposed activities and the either grant or decline consent

12.6 Rules: Discretionary Activities

R12.6.1 Dwellings

The construction of a Dwelling is a Discretionary Activity.

Dwellings under R12.6.1 must comply with the following performance standards:

Performance Standards

- a. The dwelling must not constitute the sole use of an industrial site.
- b. The dwelling is ancillary to an industrial activity on that site.
 - i. Where the dwelling is incorporated within a building used by another activity, a living court of not less than 30m² with a minimum dimension of 3 metres must be provided. This living court shall be situated immediately adjacent to the dwelling's main living area and may incorporate a deck, patio, or terrace and be provided in two or more separate areas; or
 - ii. Where the dwelling is not incorporated within a building used by another activity, the dwelling shall comply with R10.6.1.1 (e).
- c. The dwelling complies with Noise R12.8.1 (b) and (c).

In determining whether to grant consent and what conditions to impose, if any, Council will, in addition to the City View objectives in Section 2 and the Industrial Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

- i. The degree to which sound insulation measures are successful in achieving an acceptable level of residential amenity.
- ii. Whether the design of the building and its placement on the site provides an acceptable level of residential amenity, access to daylight and ventilation.
- iii. The impact of any dwelling on the ability of existing and future industrial activities to operate or establish in the Industrial Zone without undue constraint.

R12.6.2 Ancillary Retail and Office Activities

The following are Discretionary Activities:

- a. Ancillary Retail Activity - where the ancillary retail activity uses between 17.25% and 22.5% or between 230m² and 300m², whichever is the lesser, of the gross floor area of the premises for merchandising area.
- b. Ancillary Office Activity – where the ancillary office activity uses between 23% and 30% of the gross floor area of the premises.

In determining whether to grant consent and what conditions to impose, if any, Council will, in addition to the City View objectives in Section 2 and the Industrial Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

In relation to ancillary retailing:

- i. Whether there are particular reasons why the retail activity cannot locate within a Business Zone.
- ii. Whether the proposed retail activity, if granted, would result in the extension of a nearby Business Zone.
- iii. Whether the consent, if granted, would result in cumulative effects on the Business Zones and the creation of a “retail destination” within the Industrial Zone, by virtue of other existing or approved retail activities in the vicinity.
- iv. The extent to which the proposed ancillary retail activity could have reverse sensitivity implications for the Industrial Zone.

In relation to ancillary offices:

- v. The extent to which the nature of the predominant industrial activity requires a greater level of administrative support.

In relation to both ancillary retailing and offices:

- vi. The extent to which the consent, if granted, would contradict or undermine the potential achievement of the Objectives and Policies for the Industrial Zone, having regard to cumulative and precedent effects.
- vii. The extent to which the proposed activity does not undermine the overarching Objective and Policies of the Business Zones.

12.7 Rules: Non-Complying Activities

R12.7.1 Non-Complying Activities

The following are non-complying activities:

- i. Any activity not provided for as a Permitted Activity, Controlled Activity, Restricted Discretionary Activity or Discretionary Activity within the Industrial Zone shall be a Non-Complying Activity.
- ii. The planting or growing of any vegetation in excess of 5 metres high in the Midhurst Street Industrial Area.
- iii. In the Midhurst Street Industrial Area any activity, building or structure, whether permanent or temporary, other than the construction of a fence within the 65Ldn noise contour.
- iv. Non-ancillary retail and office activities in the Industrial Zone.
- v. Industrial activity that is not a dairy related industrial activity or is not ancillary to a dairy related industrial activity in the Braeburn Industrial Area.

In relation to (ii) and (iii) above:

In determining whether to grant consent and what conditions, if any, to impose, the Council will, in addition to City View objectives in Section 2 and the objective and policies for the Midhurst Street Industrial Area in Section 7, assess any application in terms of the following further policy:

- To demonstrate that any activity is able to adequately avoid, remedy or mitigate any

adverse effects on the safety of people, aircraft, property and the operational capability of the Palmerston North Airport.

Non-Notification

- i. No such application shall be notified.
- ii. Written consent will only be required from the Palmerston North Airport Limited.

R12.7.2 Any Activity in the Midhurst Street Industrial Area that does not Comply with R12.4.1(i)(i)-(iv) and R12.4.3(h)(i) to (iv) is a non-complying Activity

In determining whether to grant consent and what conditions, if any, to impose, the Council will, in addition to City View objectives in Section 2 and the objective and policies for the Midhurst Street Industrial Area in Section 7, assess any application in terms of the following assessment criteria:

Assessment Criteria

- i. The extent to which the development conforms with the Midhurst Street Industrial Area Structure Plan.
- ii. The extent to which the development provides services within public service corridors or can be conveniently accessed by the Palmerston North City Council.
- iii. Whether the development provides for a coherent and integrated internal roading network and roading services sufficient to ensure the entire Midhurst Street Industrial Area is appropriately serviced, including provision for connectivity to other land.
- iv. The extent to which the development provides for appropriate means of collection and disposal of stormwater likely to be generated following development of the entire Midhurst Street Industrial Area.
- v. The extent to which the potential adverse effects on the operation of the Palmerston North Airport can be effectively mitigated.
- vi. The extent to which the development provides for the retention of the ephemeral stream as an open swale and is designed and planted to improve biological processes and local amenity.
- vii. The extent to which the development adequately maintains and enhances local amenity, provides for pedestrian access, street tree planting, amenity planting at the entrance from Kelvin Grove Road and provides amenity planting adjacent to the Linklater Block as shown in the Midhurst Street Industrial Area Structure Plan.
- viii. The extent to which the development provides for works and services to provide an intersection at the access point with Kelvin Grove Road as well as improvements to Kelvin Grove Road necessary to ensure traffic safety and efficiency is not adversely affected as a result of development of the entire Midhurst Street Industrial Area. Access arrangements must take into account the requirements of R20.4.2(a) and R12.4.3(h)(iii).

Explanation

The District Plan provisions for the Midhurst Street Industrial Area rely on a combination of both land-use and subdivision provisions. Land use in the absence of subdivision has the potential to compromise the potential for the Midhurst Street Industrial Area to develop in an integrated manner that specifically provides for small to medium sized industrial activities. The above rule is intended to capture the construction of buildings where subdivision has not occurred in advance of development within the Midhurst Street Industrial Area.

R12.7.3 Activities in the Runway End Protection Areas

The activities listed in R13.4.4.3 are Non-Complying Activities in the Runway End Protection Areas

Explanation

Runway End Protection Areas (REPAs) are provided at the end of each runway strip. These areas are required to be free of obstructions or activities which could interfere with aeronautical navigational aids. They are also areas in which statistically there are greater chances of aircraft related accidents. It is therefore desirable that the public's exposure to such risks be reduced by limiting the range of activities permitted in the REPAs.

The rule regulates the total number of people who may assemble on each site (including all buildings on each site) within the REPA – the rule controls only the assembly of people within the part of a building that is within the boundaries of the REPA.

Site and building design, combined with other measures (such as clear and well enforced signage) within the REPA are available methods to prevent the assembly of ten or more people.

12.8 Rules: Noise

R12.8.1 Noise

(a) Noise from any activity shall not exceed the following limits at any point within any residential, institutional, fringe business or rural zoned land:

7:00am – 7:00pm	55 dB L_{Aeq} (15 mins)	
7:00pm – 10:00pm	50 dB L_{Aeq} (15 mins)	
10:00pm – 7:00am	45 dB L_{Aeq} (15 mins)	
Night-time L_{max} 10:00pm – 7:00am		75 dBA L_{max}

For further information refer to Section 6 Noise.

Explanation

Industrial activities can adversely affect other adjacent activities through the emission of sound from machinery, engineering processes and site servicing and loading activities. The Industrial Zone is intended to accommodate these 'noisier' activities with little restriction on sound emission. However, a large portion of the city's industrial area is in close proximity to noise sensitive residential and rural areas, and to a lesser extent business areas and could adversely affect these areas in the absence of appropriate sound emission controls.

This performance standard is intended to protect institutional, fringe business, rural and residential areas. The limits are equal to those envisaged by the guidelines in New Zealand NZ6802:2008 as being the "Guideline residential upper noise limits."

This performance standard will afford a degree of protection to both industrial operators and residential, institutional and rural property owners by:

- i. establishing a tolerated noise environment within residential, rural and institutional areas; and
- ii. providing certainty for industrial operators by establishing a noise environment both within and outside of the industrial areas that generally accommodates existing activities and provides for their redevelopment and the establishment of similar activities.

(aa) R12.8.1 shall not apply to land on the upper terrace within the Napier Road Residential Extension Area.

(b) Noise Insulation

Any habitable room used by a noise sensitive activity and or any office activity in a building within the Industrial Zone shall be protected from noise arising from outside the building by ensuring the external sound insulation level achieves the following minimum performance standard:

$$D_{nT,w} + C_{tr} > 35 \text{ dB}$$

Compliance with this performance standard shall be achieved by ensuring habitable rooms and or offices are designed and constructed in a manner that accords with an acoustic design certificate signed by a suitably qualified acoustic engineer stating the design as proposed will achieve compliance with the above performance standard.

(c) Ventilation

Where bedrooms and sleeping areas with openable windows are proposed, a positive supplementary source of fresh air ducted from outside is required at the time of fit-out. For the purposes of this requirement, a bedroom is any room intended to be used for sleeping. The supplementary source of air is to achieve a minimum of 7.5 litres per second per person.

Office activities shall be provided with mechanical ventilation to comply with the Building Code (G4) at the same time as achieving the required external sound insulation level.

Explanation

Acoustic insulation is required for noise sensitive activities in buildings within the Industrial Zone to mitigate the potential adverse effects on such uses and to avoid potential for constraint that such uses can place on typical industrial activities. The ventilation requirement for bedrooms is to ensure noise attenuation is not compromised if compliance with the requirements of the Building Code (G4) for natural ventilation is achieved by installing openable windows. The required airflow level is based on the minimum standard for habitable spaces set out in NZS 4303.