

Bus 13 – Max Height

- 1) The extent to which the extra HEIGHT of the proposed BUILDING will:
 - adversely affect the character and visual amenity of the surrounding area;
 - have an overbearing effect on SITES within the RESIDENTIAL ENVIRONMENT AREA;
 - adversely affect OUTSTANDING and REGIONALLY SIGNIFICANT LANDSCAPES;
 - intrude into and/or block an URBAN VIEWSHAFT (see section 3 of the planning maps); and
 - adversely affect the natural character of the coastal environment or PRIORITY WATERBODIES.
- 2) The extent to which SITE layout, separation distances, topography, planting or setbacks can mitigate the adverse effects of extra HEIGHT.
- 3) Where the site is located in AIRPORT FLIGHT PATH SURFACE 1 (APFPS1 - refer to section 3 of the planning maps), the extent to which the additional HEIGHT of the proposed BUILDING will adversely affect the safe and efficient movement of aircraft in the vicinity of New Plymouth Airport.
- 4) Any adverse visual effects on the New Plymouth entrance corridors.
- 5) Whether the BUILDING is necessary for the operation of an EMERGENCY SERVICE and what alternative locations are available.
- 6) Where the use of a SITE is for RENEWABLE ELECTRICITY GENERATION ACTIVITIES, the alternative locations and methods that have been considered to avoid, remedy or mitigate any adverse effects, recognising: - the practical constraints associated with RENEWABLE ELECTRICITY GENERATION ACTIVITIES; and - the environmental benefits of RENEWABLE ELECTRICITY GENERATION ACTIVITIES.

Bus 19 – Landscaping of Road Boundary

- 1) The adverse effects of reduced, alternative or no planting on the streetscape of the area.
- 2) Any adverse visual effects on the New Plymouth entrance corridors.
- 3) Alternative methods used to soften the appearance of the BUILDING from the ROAD and enhance the streetscape.
- 4) The extent to which existing topography, planting and SITE design can mitigate the adverse visual effects resulting from reduced, alternative or no planting.
- 5) Where the use of a SITE is for RENEWABLE ELECTRICITY GENERATION ACTIVITIES, the alternative locations and methods that have been considered to avoid, remedy or mitigate any adverse effects, recognising: - the practical constraints associated with RENEWABLE ELECTRICITY GENERATION ACTIVITIES; and - the environmental benefits of RENEWABLE ELECTRICITY GENERATION ACTIVITIES.

Bus 87, 88 and 91 – Traffic and Transport

- 1) Whether the VEHICLE ACCESS POINT is sufficiently removed from an intersection having regard to traffic volumes on the roads, the 85th percentile speed of VEHICLES on ROADS and any other factors that will prevent congestion and confusion between VEHICLES turning at the VEHICLE ACCESS POINT or at the intersection.
- 2) Whether there is a need to separate entry and exit points in order to reduce potential traffic confusion or congestion.
- 3) Whether the physical form of the ROAD will minimise the adverse effects of inappropriate access manoeuvres, for example whether the ROAD offers good visibility, the presence of solid median to stop right hand turns, or a flush median to assist right hand turns.

- 4) Whether particular mitigation measures such as an acceleration or deceleration lane are required due to the volume of and speed of VEHICLES on the ROAD.
- 5) Any cumulative effects of extra VEHICLE ACCESS POINTS on the function of the ROAD BOUNDARY in terms of its position in the ROADING HEIRARCHY.
- 6) Whether the speed environment on the ROAD, as determined by the 85th percentile speed data, is such that the sight distance standards in the plan can be safely reduced.
- 7) The types of VEHICLES serving the SITE, their intensity, the time of day the SITE is frequented and the likely anticipated VEHICLE generation.
- 8) Whether parking provided on a separate SITE is compatible with the surrounding land uses.
- 9) Whether it can be demonstrated that a less than normal incidence of traffic generation and associated parking, LOADING or STANDING SPACES will be required by the proposal.
- 10) Whether it is physically practicable to provide the required parking, LOADING, STANDING, QUEUING and/or MANOEUVRING SPACES in the SITE in terms of existing location of the BUILDINGS, DEFINED RETAIL FRONTAGE, and access to the ROAD, or topography.
- 11) Whether the parking, LOADING, STANDING, QUEUING and/or MANOEUVRING SPACES will be required for use outside of peak traffic, cyclist or pedestrian flows.
- 12) Whether the design, grade or formation of the alternative construction of parking, LOADING or STANDING SPACE, or DRIVEWAY will assist in managing any actual or potential adverse effects that arise.
- 13) The adverse effects of using parking, LOADING or STANDING SPACES for manoeuvring and/or QUEUING SPACE.
- 14) Whether a significant adverse visual or nuisance effect on the character and amenity of the surrounding area will occur as a result of not providing the required parking, LOADING, STANDING, QUEUING and/or MANOEUVRING SPACE or access in the required manner.
- 15) The adverse effects on the safety of people, both on and off the SITE, due to not providing the required parking, LOADING, STANDING, QUEUING or MANOEUVRING SPACE, VEHICLE ACCESS POINT or DRIVEWAY and/or inappropriate design or construction of these.
- 16) The extent to which the safety and efficiency of the ROAD TRANSPORTATION NETWORK would be adversely affected by parking, loading, manoeuvring and/or queuing VEHICLES due to inappropriate design or construction.
- 17) Whether the protection and reuse of a Category A heritage BUILDING or item mitigates the adverse effects of reduced number of parking, LOADING and/or STANDING SPACES and the provision or reduction of QUEUING and/or MANOEUVRING SPACES.
- 18) Where the use of a SITE is for RENEWABLE ELECTRICITY GENERATION ACTIVITIES, the alternative locations and methods that have been considered to avoid, remedy or mitigate any adverse effects, recognising: - the practical constraints associated with RENEWABLE ELECTRICITY GENERATION ACTIVITIES; and - the environmental benefits of RENEWABLE ELECTRICITY GENERATION ACTIVITIES.

OL63 and 71 – Viewshafts

- 1) The extent of intrusion of the additional HEIGHT of the STRUCTURE into the viewshaft, and the elements of the view affected (see section 3 of the planning maps).
- 2) The extent to which the core of the view is impinged upon by the additional HEIGHT of the STRUCTURE (refer to “view details” in section 3 of the planning maps).
- 3) Whether the STRUCTURE results in the removal of existing intrusions or increases the quality of the view.
- 4) Whether the additional HEIGHT of the STRUCTURE will frame the view.
- 5) The proximity of the STRUCTURE to the inside edge of the viewshaft.

