

RM number: RM250102
Date: 20 February 2026
Applicant: McDonald's Restaurants
Agent: Barker & Associates
Address: Level 2, 60 Cuba Street
Te Area, Wellington
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Our reference:RM250102

APPROVAL OF RESOURCE CONSENT FOR THE CONVERSION OF AND ADDITION TO AN EXISTING RETAIL BUILDING INTO A MCDONALD'S DRIVE-THROUGH ONLY RESTAURANT AT 814 HIGH STREET, BOULCOTT (LOT 1 DP 75233)

Council granted consent for the following reasons:

- Adverse traffic effects have been mitigated through changes to the original design including internal parking layout changes, widening of the High Street and Park Avenue access, widening of the drive through to accommodate all vehicle types and the installation of a median strip along the High Street frontage. These changes will ensure road users can safely and efficiently access the application site and mitigate any potential congestion and queueing as a result of the McDonald's operation.
- Whilst the proposal will breach the relevant noise standards for the area due to its location adjacent to a residential, it has been concluded that the operation noise levels will be below the existing ambient noise levels generated by High Street at all times of operation.
- The signage breach by the menu boards located within the drive through is considered to be technical in nature, with the interpretation of the movement rule (14B 2.1.5 (a)) normally being applied to digital billboards. Given the use and location of the menu boards, any potential effects will be contained within the application site.
- The external renovations to the existing building and 32m² addition to match the McDonald's branding are considered to visually improve and enhance the existing character of the application site. The inclusion of landscaping will mitigate character and amenity effects as a result of the changes to the building.
- The proposal is considered to be mostly consistent with the objectives and policies of the Operative and Proposed District Plan and for reasons outlined in 7 of this report the is considered to be supportable.
- Council considers the proposal to be consistent with section 106A of the Resource Management Act 1991.
- Conditions imposed on the consent under section 108 of the Resource Management Act 1991 will control, mitigate and remedy the environmental effects caused by the McDonald's.
- Council has given due regard to the New Zealand Coastal Policy Statement, any national, regional or proposed regional policy statement and any other regulations in reaching its decision.
- The proposal is consistent with the purposes and principles of Part II of the Resource Management Act 1991.

Signage & Lighting

Numerous external signs are proposed in the McDonald's branding, as well as a series of directional signage to help direct people through the drive through process and entry/exit points of the site. The proposed signs will be a mix of free standing and attached to the building signage.

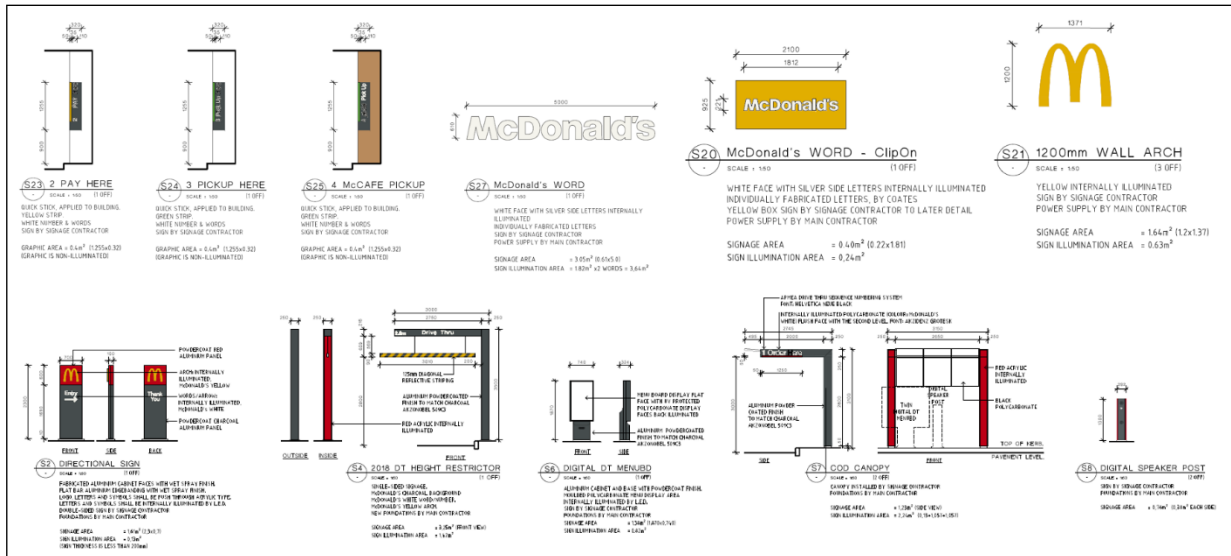


Figure 3 Variations of proposed signage at the McDonald's.



Figure 4 Rendering of the lighting of the restaurant at nighttime.

The proposed menu boards will transition between 4 presale boards depending on the time of day and promotions on at the time, the applicant has provided the following examples¹ for the transition time between each sale board.

Time of Day	Sale Board	Length of Display
Breakfast	Big Brekkie Burger	10 seconds
	McCafe Quality	17 seconds

¹ Noting these are examples and will change depending on the promotions/menu run by McDonalds.

	Hunger Buster	10 seconds
	Loyalty	12 seconds
Lunch. Afternoon Tea, Dinner + Late Nigh	McCrispy	14 seconds
	Catch of the Day	10 seconds
	Doubles	15 seconds
	Loyalty	12 seconds
Overnight	Mac Attack	10 seconds
	Catch of the Day	10 seconds
	Doubles	15 seconds
	Loyalty	12 seconds

Lighting throughout the site is proposed (as seen in Figure 4), this includes safety lighting in the parking area, lighting of the proposed signage and aesthetic lighting of the building.

Parking, Access and Loading

It is noted the current parking, access and loading area (seen in Figure 2) has since changed from what was originally provided for as part of the applicant's assessment of environmental effects. This is due to concerns raised during the s92(2) stage of the consent (which are addressed further below). The finalised layout has the following characteristics:

- The site will continue to utilise the existing vehicle access points from Park Avenue and High Street, with the following details:

Park Avenue

- The Park Avenue access will use the existing two-way entry and exit point, but it is proposed to widen this access point to allow for easier manoeuvring in and out of the site noting the close proximity to the drive through entrance.

High Street

- The High Street access is proposed to be changed to a two-way entry and exit (it is currently exit only) point and will be widened to allow for two-way vehicle entrance. The widening of this will require the removal of an existing public onstreet parking space along High Street.
- A pedestrian crossing is proposed to be located between the exit point of the drive through and High Street exit point.
- A median is proposed to be installed along the High Street entry point to allow for safer access to the site.
- The applicant is proposing 10 parking spaces, being:
 - 7 general parking spaces
 - 1 accessible parking space
 - 1 McDelivery/UberEats/Door Dash/Delivery Easy parking space
 - 1 grill order parking space

- The proposed drive through layout can accommodate 8 stacked cars at a time (as seen in Figure 2). The site is estimated to generate an average of 1700 vehicle trips² per day (~134 vehicle trips an hour at the busiest trading hour).
- The applicant has confirmed that all servicing and loading will occur at the rear of the restaurant, with an estimated main delivery occurring 2 – 3 times a week, whilst various smaller deliveries will occur twice weekly. These services be done between 7am and 10pm, and outside of the peak hours for the facility.

Landscaping

The proposed landscaping (as seen in Figure 5 below) will involve the following:

- It is proposed to retain the existing Gingko Biloba Tree along the southern boundary of the application site by the proposed drive through.
- Along the curve of the drive through (corner of High Street & Park Avenue) will be low-height Hebe Wiri Prince and Lomandra Tanika plantings and the existing hedge along the High Street frontage will remain.³
- More Lomandra Tanika will be planted along the northeastern boundary of the application site (east of the two-way access point off High Street).
- The existing tree and grass to the east where the loading area and remote corral is proposed will be retained.

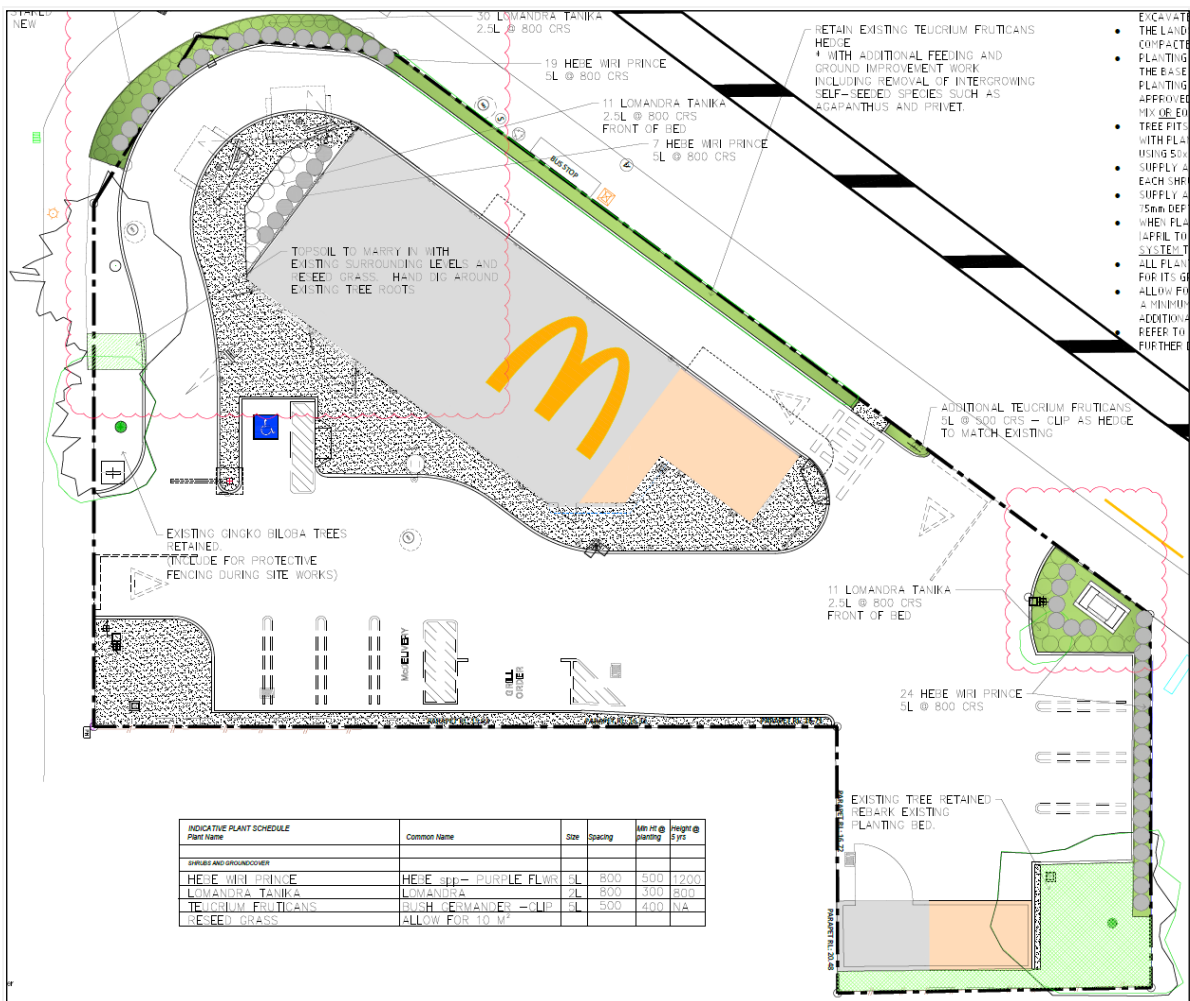


Figure 5 Proposed landscaping plans (these plans are facing east).

² Vehicle movement refers to the generation of all traffic movements, meaning movement into the site and movement out of the site equals two vehicles movements.

³ The landscaping plan may change based on the requirement to widen the drive through to allow for 95th percentile vehicles to fit.

Earthworks

Around 15 – 20m³ of earthworks are proposed with a maximum depth of 0.7m. These works are required to prep the building pad and foundations for the proposed extension. This is a permitted activity and hence will not be discussed further throughout this decision report.

Infrastructure

- Wastewater

The proposal will retain and utilise the existing wastewater connections on the application site. The infrastructure report confirms that there is an existing wastewater structure on the north side of the building which is thought to be a grease trap. This will be retained and utilised as possible with maintenance occurring as required.

- Stormwater

There is no proposed increase to impervious surfaces, as the drive through and parking area will remain as is. There are three existing private catchpits on the site which collect stormwater runoff from the site. The applicant is proposing to install Enviropods (if not already present) within the catchpits to trap any gross pollutants. The proposal will retain and utilise these existing stormwater connections for the site and Wellington Water Ltd (WWL) advice has confirmed that downstream stormwater network has sufficient capacity for any runoff from the proposal.

- Water Supply

The proposal will retain and utilise the existing water supply connections that supplies the existing building on site. The nearest fire hydrant is located ~18m from the site and is considered to have capacity to meet the firefighting requirements.

- Telecommunications and Power

The proposal will retain and utilise the existing power and telecommunication service connections on site.

Proffered Consent Conditions

The applicant has proffered the following consent conditions:

1. A Construction Traffic Management Plan (CTMP) is proposed as a condition of consent prior to the work commencing on site.
2. Pursuant to s128 of the RMA the conditions of this consent may be reviewed by the Resource Consents and Compliance Manager (at the consent holders' cost) at three months, six months and then annually for the first three years of the drive-through restaurant activity operating. The purpose of the review is to deal with any adverse effect on the environment which may arise or potentially arise from the exercise of this consent, (in particular but not limited to adverse safety effects arising from the vehicle ingress/egress at the High Street boundary of the site). Should any issues be identified the consent holder shall submit a mitigation plan to the satisfaction of the Manager, Resource Consents within three months of the report. The agreed mitigation plan shall then be implemented by the consent holder at their cost within three months of the mitigation plan being agreed.
3. All external mechanical plant shall be designed to achieve a noise level of 40 dB L10 at any point within the site boundary of a nearby site. This could be demonstrated by the provision of a report prepared by a suitably qualified acoustic engineer.

4. Refuse / service vehicle operation to be limited to the daytime hours of the District Plan (0700 – 2200 hours).
5. A Construction Noise and Vibration Management Plan to be prepared in accordance with NZS 6803:1999 and implemented prior to construction works taking place.

2. SITE DESCRIPTION

The application site is located at 814 High Street in Boulcott, is legally described as Lot 1 Deposited Plan 75233, and is comprised in the Record of Title (RT) WN42B/594. There are no interests on the RT that will affect the processing this application or that will be affected by the consent should it be granted. The application site is irregular in shape with a curved boundary along the south-west boundary and a total area of 1388m². The site contains the King Kiwi fish & chip building, although this is no longer operational. When operational, the King Kiwi restaurant had the hours of operation of 11am – 9pm.

The application site is a corner site, located at the intersection of High Street and Park Avenue. Under the District Plan, this section of High Street is listed as an Arterial Route and Park Avenue is listed as a Primary Collector. The site is located 100m from the High/Daysh/Fairway Drive roundabout, noting Fairway Drive is an Arterial Route which connects High Street to Western Hutt Road (State Highway 2). Arterial routes are characterised as “a road predominantly carrying through traffic from one region to another, and intra-regionally forming principal avenues of travel for traffic movement⁴.”



Figure 6 Application site as viewed from HCC GIS mapping. The Flood Inundation overlay can be seen as the blue dashed overlay along southern boundary.

Under the Operative District Plan (ODP), the application site is zoned Suburban Mixed Use and is subject to the Flood Inundation Natural Hazard Overlay affecting a small portion of the southern boundary (as seen in Figure 5). The site also includes the 22m Specific Height Overlay.

⁴ As defined by NZTA Traffic Control Devices Manual

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan (PDP); this is the result of a full review of the Operative District Plan (ODP) which came into force in 2005. As per the Proposed District Plan, the application site is intended to be zoned Local Centre Zone and will have the following overlays:

- Low Flood Hazard
- Active Street Frontage – Active Frontage B
- Active Street Frontage – Active Frontage C

It is noted that none of the rules relative to the zoning or overlays within the Proposed District Plan have legal effect at the time of processing this application.

The landscape character of the existing surrounding environment consists of an established suburban mixed-use area to the north, east and south, including several takeaway/local restaurants and a petrol station (Z Energy). To the north-west is a well-established residential area with dwellings and accessory buildings on sites of varying sizes. A Metlink bus stop is located directly adjacent to the payment point of the driveway.

There is an existing live resource consent for the application site, under RM210421. This is a land use consent for 6 residential dwellings and earthworks. The consent has a lapse date of 17 November 2026. Council records indicate that no work has been undertaken with regard to giving effect to this consent. As such, noting there is less than 1 year left to implement this consent, and that the site ownership transferred from Wei Qiu Luo and Xiao Qiong Zhou (owner at time RM210421 was lodged/approved) to McDonald's Restaurants (New Zealand) Limited (owner at time this consent RM250102 is being processed), I do not consider RM210421 is likely to be implemented. As such this does not form part of the consented/existing environment.

Site Visit – November 2025



Figure 7 Entrance to the application site via Park Avenue.



Figure 8 Entrance to the existing drive through and the existing façade.



Figure 9 Existing parking area and building façade, with the proposed addition to the right.



Figure 10 Proposed/existing servicing area.



Figure 11 Location of the proposed addition to the left and the existing drive through area.



Figure 12 The application site as viewed from High Street, with the access point seen to the left.



Figure 13 The existing access for High Street with the car park proposed to be removed.



Figure 14 The existing drive through which is proposed to be widened to allow for better manoeuvring.

3. RELEVANT PLANNING RULES AND REGULATIONS

Operative District Plan

The District Plan is the appropriate planning instrument with which to assess the proposal. The proposal must be assessed against the rules relating to the Suburban Mixed Use Activity Area, which this proposal falls within, and the following Chapters of the OPD:

- Chapter 5E – Suburban Mixed Use
- Chapter 14A – Transport
- Chapter 14B – Signs
- Chapter 14C – Noise
- Chapter 14H – Natural Hazards
- Chapter 14I – Earthworks

Chapter 5E – Suburban Mixed Use Activity Area

For the purpose of the assessment below “*sites adjoining a Residential Activity Area*” is interpreted as sharing a direct common boundary with the application site. Whilst it is noted that sites within the High Density Residential Activity Area are located near the application site, these properties are separated by the road reserve or do not share a direct boundary. Therefore, they are not considered to be adjoining sites for the purposes of the assessment below

Rule/Condition	Compliance
Rule 5E 4.1 – Permitted Activities	
5E 4.1.1 (a) Offices, Commercial Services, Retail and Entertainment Facilities are permitted activities if: <ol style="list-style-type: none"> i. The gross floor area of the activity does not exceed 500m². ii. For sites adjoining a Residential Activity Area: <ol style="list-style-type: none"> a. Servicing hours are limited to 7.00am to 10.00pm. b. All outdoor storage and servicing areas are screened so they are not visible from adjoining residential sites. 	Complies – The gross floor area of the building will be 212m ² . The applicant has confirmed that the servicing hours for the proposal will be between 7am – 10pm. No residential sites adjoin the application site.

5E 4.1.9 (a)	<p>Activities are permitted activities if:</p> <ul style="list-style-type: none"> i. Artificial light does not result in added illuminance in excess of 8 lux measured at the window of any dwelling. ii. Light spill is avoided beyond the boundary of the site. 	<p>Complies – The lighting plans provided by the applicant (Appendix 5) shows that the maximum artificial light still on the adjoining residential dwellings will have a max 0.6 lux. As such, light spill is also avoided beyond the boundary of the site.</p>
5E 4.1.10	The removal of vegetation (whether indigenous or exotic) is a permitted activity.	<p>Complies – The proposal includes removal of some vegetation along the northern boundary.</p>
5E 4.2 – Development Standards		
5E 4.2.1 (a)	<p>Construction or alteration of a building is a permitted activity if:</p> <ul style="list-style-type: none"> i. The building is within a specific height control overlay shown on the District Plan map and does not exceed the maximum height shown for that overlay, or ii. In any other case, the building does not exceed a maximum height of 12m. 	<p>Complies – The application site is within the 22m specific height control overlay. The proposed building will have a maximum height of 5.4m.</p>
5E 4.2.2 (a)	<p>Construction or alteration of a building is a permitted activity if the following recession plane requirements are being met:</p> <ul style="list-style-type: none"> i. For sites adjoining a Residential Activity Area the recession plane requirements of the adjoining Residential Activity Area shall be complied with at the shared boundary. <p>No recession planes are required from road boundaries, boundaries within the Suburban Mixed Use Activity Area and existing or proposed internal boundaries within a site.</p>	<p>Complies – No recession plans are required from road boundaries (northern & western front boundaries) or from boundaries within the Suburban Mixed Use Activity Area (eastern side & southern rear boundaries).</p>
5E 4.2.3 (a)	<p>Construction or alteration of a building is a permitted activity if the following yard requirements are being met:</p> <ul style="list-style-type: none"> i. For sites adjoining a residential activity area the building is not located within the following yard setbacks: <ul style="list-style-type: none"> a. Side yards: 1m along the shared side boundary b. Rear yards: 1m along the shared side boundary <p>No yard requirements apply along road boundaries, boundaries within the Suburban Mixed Use Activity Area and existing or proposed internal boundaries within a site.</p>	<p>Complies – No yard requirements are required from road boundaries (northern & western front boundaries) or from boundaries within the Suburban Mixed Use Activity Area (eastern side & southern rear boundaries).</p>
5E 4.2.4 (a)	<p>Construction or alteration of a building is a permitted activity if:</p> <ul style="list-style-type: none"> i. Each residential unit has an outdoor living space that: <ul style="list-style-type: none"> a. Has a minimum area of 10m². b. Has a minimum dimension of 2m. c. Has direct access from the dwelling to which it relates. 	<p>N/A – There are no proposed residential units as part of the application.</p>
5E 4.2.5 (a)	<p>Construction or alteration of a building is a permitted activity if the following requirements are being met:</p> <ul style="list-style-type: none"> i. All buildings are built to the front boundary of the site. ii. Any parts of a building fronting a pedestrian footpath have a verandah. iii. At least 50% of the ground floor frontage of a building are display windows. 	<p>Does not comply – The existing building was consented and then lawfully established in 1991 under BP57091-15 (prior to the establishment of the ODP). It is considered that existing use rights in regard to the location of the existing building can be applied in regard to (i) and (ii) as there are no proposed changes to the physical location of the building. It is therefore considered that only the proposed addition breaches the requirements under (i) and (ii). Whilst existing use rights have been applied to the location of the existing, the applicant is proposed a change to the exterior of the existing building and adding an addition, changing the glazing of the existing building. With the inclusion of the addition and exterior changes the ground floor will have 33.2% of glazing via display windows and therefore breaches (iii).</p>

5E 4.2.6 (a)	Provision for car parking on a site is permitted if: <ol style="list-style-type: none"> i. Any parking areas are located within, under, at the rear or at the side of buildings. ii. No parking areas are located between the frontage of buildings and the street. iii. For sites adjoining a Residential Activity Area all parking areas must be screened so they are not visible from the adjoining residential site(s). 	Complies – Whilst the provided carparks along the northeast boundary of the site will be visible to the adjacent residential properties to the west of the site, these properties do not adjoin the application site.
5E 4.2.7 (a)	Construction or alteration of a building is a permitted activity if: <ol style="list-style-type: none"> i. All outdoor storage and servicing areas are screened so they are not visible from a road or public space. ii. All outdoor storage and servicing areas are screened so they are not visible from adjoining residential sites. 	Complies – Storage for the site will be internal, and all servicing areas are screen from the road by the proposed extension and existing building.
5E 4.2.8 (a)	The demolition of a building is a permitted activity.	N/A – No demolition is proposed.
5E 4.2.9 (a)	Construction of a roofed building, excluding accessory buildings or additions to an existing building, is a permitted activity if: <ol style="list-style-type: none"> i. A rainwater tank is provided for the building that collects all rainwater from the roof of the building. The rainwater tank must have the following volume: <ol style="list-style-type: none"> a. Roof area of 100m² or less - 2,000 litre capacity. b. Roof area of 100m² to 200m² - 3,000 litre capacity. c. Roof area of more than 200m² - 5,000 litre capacity. 	N/A – Additions to an existing building are excluded from the requirement for stormwater tanks to be provided on the site.

Therefore, resource consent is required as a Restricted Discretionary Activity under Rule 5E 4.2.5 (b) due to the non-compliance with Rule 5E 4.2.5 (a).

Chapter 14A – Transport

Rule 14A 5.1(a) provides for activities as a permitted activity if it:

- (i) Complies with the standards listed in Appendix Transport 1; and
- (ii) Does not exceed the high trip generator thresholds specified in Appendix Transport 2.

It is important to note that the high trip generator threshold for retail activities (which is defined as including ‘takeaway food premises’) is having more than 1,000m² gross floor area. Therefore, as the proposal has a 212m² area, it is not classified as a high trip generator under Appendix Transport 2.

Therefore, an assessment against these appendices is provided below:

Rule/Condition	Compliance
Chapter 14A – General Rules – Transport	
14A 5.1 (a) (i) Transport 1 – Standard 1 <ol style="list-style-type: none"> (a) Road Classifications – Roads are classified under the One Network Road Classification described in Table 1-1 and are listed in Appendix Transport 3. Any road not listed in Appendix Transport 3 is defined as an Access Road. Any change to Appendix Transport 3 to add or reclassify a road requires a Plan Change. (b) Engineer Standards – All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure (c) Service Lanes, Private Ways, Pedestrian Accessways and Walkways – Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404. 	Complies – No new roads are proposed. No new service lands, private ways, pedestrian accessways and/or walkways are proposed.

<p>14A 5.1 (a) (i)</p>	<p>Transport 1 – Standard 2</p> <p>(a) Vehicle Access</p> <p>i. No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage.</p> <p>ii. There must be a separation distance of at least 1 metre between crossings measured at the kerb/carriageway edge.</p> <p>iii. Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.</p> <p>iv. Where a vehicle access serves three or more dwellings, it must have a minimum width of 4 metres to allow for fire service vehicles.</p> <p>(b) Separation Distance from Intersections</p> <p>i. The distance between new vehicle accesses and all intersections must be at least:</p> <ul style="list-style-type: none"> • National or Regional: 30m • Arterial or Primary Collector: 20m • Secondary Collector: 15m • Access Road: 10m <p>(c) Manoeuvring area</p> <p>Sufficient area must be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes.</p>	<p>Does not comply –</p> <p>The proposal will have two separate vehicle crossings. However, they will not exceed 50% of the road frontage and are separated by more than 1m. The proposal therefore complies with (i) and (ii).</p> <p>Vehicles crossing onto Park Avenue will have approximately 34m sight distance towards High Street when 45m is required. This is a breach of the minimum sight distances as per Section 3.2.4 of AS/NZS 2890.1:2004 and therefore does not comply with (iii).</p> <p>(iv) Does not apply as the vehicle access is not serving three or more dwellings.</p> <p>As noted in section 2 above, High Street is listed as an Arterial Route and Park Avenue is listed as a Primary Collector. The existing vehicle crossing via Park Avenue is located 35m from the Park Avenue and High Street intersection. The proposed widened vehicle crossing via High Street is located 40m and therefore complies with (b).</p> <p>Onsite manoeuvring can occur for all car parking spaces and for the truck required to service the site such that the proposal complies with (c).</p>
<p>14A 5.1 (a) (i)</p>	<p>Transport 1 – Standard 4</p> <p>(a) Deleted</p> <p>(b) Off-street Car Parking for People with Disabilities</p> <p>i. Off-street car parking for people with disabilities must be provided in accordance with Section 5 of NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities.</p> <p>(c) Deleted</p> <p>(d) Car Parking Design Standards</p> <p>i. Car parking spaces and facilities must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.</p> <p>(e) Cycle Parking and End of Trip Facility Requirements</p> <p>i. For 6 – 10 staff members, 1 cycle park and 1 shower must be provided.</p>	<p>Does not comply –</p> <p>The proposal includes 10 complying on site carparking spaces with one being formed to meet the standards for accessible parking. This complies with (b).</p> <p>Whilst the original parking spaces did not comply with (d)(i), the changes to the internal layout of the carpark included complying parking spaces in accordance with section 2.4 of /NZS 2890.1:200</p> <p>The proposal includes 1 cycle park but will not provide the 1 required shower for the proposal and therefore does not comply with (e).</p>
<p>14A 5.1 (a) (i)</p>	<p>Transport 1 – Standard 5</p> <p>(a) Loading and Unloading Requirements for Non-Residential Activities</p> <p>a. For non-residential activities the number of loading spaces to be provided on-site for buildings with a gross floor area up to 500m², there is no requirement for the number of spaces.</p> <p>(b) Design Requirements</p> <p>a. Loading facilities must be designed, constructed and maintained in accordance with AS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities, based on the minimum vehicle design to be provided on-site for buildings with a gross floor area up to 500m², there is no requirement for the minimum design vehicle.</p>	<p>Complies –</p> <p>The proposal is not required to comply with (a) as the gross floor area is less than 500m².</p> <p>The proposal has shown that it can accommodate a large rigid truck as per the tracking plans provided by the applicant however compliance is not required as the gross floor area is less than 500m².</p>
<p>14A 5.1 (a) (ii)</p>	<p>Transport 2 – High Trip Generator</p> <p>All retail activities more than 1,000m² in ground floor area.</p>	<p>Complies –</p> <p>The proposal will have a GFA of 212m² and therefore is not assessed as a High Trip Generator</p>

Therefore, the proposal requires resource consent under Rule 14A 5.1(b) as a Restricted Discretionary Activity. This due to a non-compliance with the following standards in Appendix Transport 1:

- Standard 2(a) – Sightlines and visibility towards High Street from the Park Avenue driveway;
- Standard 4(e) – No showers being provided on-site.

Chapter 14B – Signs

For the purpose of the assessment below the District Plan does not define ‘constant illumination’ nor ‘movement’ for the purposes of determining compliance with permitted activity conditions 14B 2.1.5 (d) and (e) which outlines the rules for signage in Commercial Activity Areas that are not within 50m of the State Highway and is not visible from the State Highway.

a. Illumination

In respect of the term ‘constant illumination’, it could be interpreted that due to the digital signs featuring transitional advertising content, it may not be constantly illuminated. To decide upon this matter, I have adopted the position taken by the hearing panel to RM220088 (publicly notified consent for a digital sign at 47 The Esplanade, Petone), that being (bold text added, for emphasis):

*“Tangential to this point, there was some discussion at the hearing as to whether a digital billboard would ever be able to achieve controlled activity status given the wording of Clause 14B 2.1.5 in the plan, which requires that any illuminated signs **‘shall be lit by constant illumination, and shall not flash.’**”*

*To the extent that our view may or may not be useful for future consideration of this compliance matter by others, we consider that the applicant’s case is well made that **digital signs of this nature can be said to satisfy the above clause.** This is owing to the fact that the **signs are lit by a constant light source**, even during the 0.5 second cross-dissolve between images. It was not contested that the signs do not flash, and we further note that **Clause 14B 2.1.5 expressly anticipates that complying signs may be illuminated ‘from within.’**⁵*

b. Movement

The permitted activity standard prescribes that ‘no sign shall have any parts which are moving’, however that this shall not preclude ‘any sign with a variable message’. The hearing panel for RM220088 (aforementioned) did not go to any length to discuss the provision of ‘movement’ and what that encapsulates. I do note that the District Plan provisions for signage were drafted sometime before digital signage was popular and of any consideration in terms of district plan provisions. This is with the exception of ‘variable message’ signage hence their exclusion from the term ‘movement’ in the commercial zones. Typically, variable message signs are those found on motorways or roadworks for motorists by way of information, they do not include advertisements or images and are typically basic linear text displays with a singular colour.

The nature of digital signs tend to be for the purpose of commercial advertisement and that of capturing attention, they include images and text and are not necessarily intended to provide a message or information in the interest of public good. Given that the images and transitions are not strictly plain text messages I do not consider that they are comparable to ‘variable messages’ nor do I think it is appropriate to consider the transitions/phasing to be excluded from being classed as ‘movement’ given the variation in potential changes between different images, text and colour.

⁵ Paragraphs 4.7 and 4.9, Notice of Decision by Independent Hearings Panel, 19 August 2024

Rule/Condition		Compliance
Chapter 14B – Signs – Permitted Activities in Commercial Activity Areas		
14B 2.1.5 (a)	Location: i. No sign shall be painted onto the roof of any building.	Complies – No sign will be painted on the roof of the proposed building.
14B 2.1.5 (b)	Maximum Height: i. The maximum height of any sign attached to a building may not project above the highest point of the highest building on the site by more than 20%. ii. The maximum height of free standing signs shall be 8m.	Complies – The proposed signs attached to the building will not project above the highest point of the building. The maximum height the proposed signs and ancillary structures is 3.5m.
14B 2.1.5 (c)	Maximum Face Area: i. Where any sign is painted on or attached in any way to the exterior of a building, the maximum face area of all signs visible in any one direction shall not exceed 30% of the area of that wall. ii. Where a sign is erected within the Avalon Business Activity Area the maximum face area of all signs erected at the main entrance to the site shall not exceed 3m ² . iii. The maximum face area of free standing signs shall be 20m ² .	Complies – The maximum face area of all signs visible in one direction shall not exceed more than 30% of the area of that wall. All signs have less than 20m ² face area, ranging from 0.4m ² to 3.25m ² . The site will have a total sign face area of 16.93m ² .
14B 2.1.5 (d)	Illumination: i. If a sign is to be lit, they shall be lit by constant illumination, and shall not flash. Such signs may be lit by directional illumination or lit from within. ii. Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of any dwelling house within a residential, recreation or rural activity area, Community Iwi Activity Area 1 - Marae, or Community Health Activity Area. iii. All measures shall be taken to ensure there is no unreasonable light spill beyond the boundary of the site.	Complies – As per the above interpretation of "Illumination", the digital sign is considered to be lit from within and therefore constantly illuminated. The applicant has provided a lighting plan assessment which confirms light shall not result in added illuminance in excess of 8 lux when measured at the window of any dwelling within a residential area.
14B 2.1.5 (e)	Movement: i. No sign shall have any parts which are moving. This shall not preclude however any sign with a variable message, suspended signs or flags. ii. No sign shall be inflated by any means.	Does not comply – As per the above interpretation of "Movement", the digital menu boards are considered to not comply as transitional menu boards signs are proposed.
14B 2.1.5 (f)	Temporary Signs: i. Electioneering signs shall not be displayed more than 42 days before the election, or 2 days after the election. ii. Any other temporary sign shall not be displayed more than 3 months prior to the purpose or event, and shall be removed within 2 days of the completion of the purpose or event for which the sign was erected.	N/A – The proposed signs will be permanent and not related to electioneering.

Therefore, the proposal requires consent as a Discretionary Activity as set out in Rule 14B 2.4.1 (a).

Chapter 14C – Noise

As part of the application, the applicant has provided a noise assessment report which has been used to determine compliance with the relevant noise standards.

Rule/Condition		Compliance
Chapter 14C – Noise		
14C 2.1.3 (a)	Suburban Mixed Use Activity Area – All activities must not exceed the conditions as specified measured anywhere within a residential activity area; i. Maximum 60dBA – 7.00am - 10.00pm (Sun 9am - 4pm) ii. Maximum 45dBA – 10.00pm - 7.00am	Does not comply – The proposal will exceed the permitted standards by a maximum of 11dB at nighttime. Daytime noise levels are modelled to be compliant.

Therefore, the proposal requires consent as a Discretionary activity as set out in Rule 14C 2.2 (a).

Chapter 14H – Natural Hazards

As mentioned in section 2 above, the application site has sections of the Flood Inundation natural hazard overlays. Therefore, an assessment against these natural hazard rules are provided below:

Rule/Condition		Compliance
Chapter 14H – Natural Hazards		
14H 2.3.1 (a)	New retail activities that are within the Inundation Area of the Flood Hazard Overlay are permitted activities where: <ol style="list-style-type: none"> i. The finished floor levels of the building for the Potentially Hazard Sensitive Activity are located above the 1% Flood Annual Exceedance Probability Level, including an allowance for freeboard, where the finished floor level is to the bottom of the floor joists or the base of the concrete floor slab. 	Complies – Whilst the application site has a small area of the flood inundation area over the southeast boundary, the building will not be located within this overlay.

Chapter 14I – Earthworks

As the proposal will require some earthworks for the building platform for the addition, an assessment against the earthworks rules are provided below:

Rule/Condition		Compliance
Chapter 14I – Earthworks		
14I 2.1.1 (a)	Ground Level – The natural ground level may not be altered by more than 1.2m, measured vertically.	Complies – A maximum 20m ³ of earthworks are proposed to help create the foundations required for the extension to the building.
14I 2.1.1 (b)	Quantity – Maximum volume of 50m ³ (solid measure) per site.	Complies – The proposed earthworks will have a maximum depth of 0.7m.

Overall Activity Status

Due to the integrated nature of the proposal, I consider it is appropriate to bundle the application into the more onerous activity status. Therefore, the consent will be assessed as a **Discretionary** activity under the Operative District Plan

Proposed District Plan

On the 6th of February 2025, HCC notified the PDP; this is the result of a full review of the ODP which first became operative in 2003. Since this date changes to the RMA was amended to require a 'plan stop' to a number of existing council plan changes and plan reviews. However, HCC has been granted an exemption to this, following the withdrawal of provisions relating to heritage, Sites and Areas of Significance to Māori, and natural environment features. This means that the PDP remains a relevant consideration for resource consent applications in regard to notable trees. No provisions within the PDP have legal effect with respect to the application site whereby there are no relevant rules that require consideration.

National Environmental Standards (NES)

The application site is not listed as contaminated on the Greater Wellington Regional Council's Selected Land Use Register (SLUR). Given the prior activities of the site does not contain an activity listed in the Hazardous Activities and Industries List by the Ministry for the Environment, it is considered that it is not captured as a 'piece of land' by the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS) and

therefore the NES-CS does not apply. It is considered that the proposal does not require assessment under any National Environmental Standards.

4. PERMITTED BASELINE

The permitted baseline test has been defined by case law as comprising non-fanciful (credible) activities that would be permitted as of right by the plan in question.

A permitted baseline establishes what activities can be undertaken on a site as of a right in accordance with relevant provisions of the District Plan, without the need for resource consent. The permitted baseline allows a consent authority to disregard environmental effects that are the same as could arise from a permitted activity.

The permitted baseline would include a fast-food drive through restaurant of less than 1,000m², built to the front boundary of the application site with a verandah which complies with the relevant transport, signage and noise requirements. Given the layout of the application site being a corner site and the difficulty to provided appropriate frontage as require by District Plan, it is considered to be fanciful for a drive through restaurant to be built to two front boundaries and include a drive through lane, which also complies with the noise and traffic standards at the application site.. However, it should be noted this is specific to drive through restaurant specifically and that activities such as offices, commercial services, retail and entertainment facilities no more than 500m² in size and built up to both street frontages is considered non-fanciful providing all relevant rules of the District Plan are complied with. Of particular relevance is that offices and retail activities of this size are not high trip generators, are not required to provide a loading space on-site. As such, it is considered that there is a credible permitted baseline for an activity with a comparable (or greater) floor area on this site.

5. RECEIVING ENVIRONMENT

The receiving environment is the environment beyond the site upon which a proposed activity might have effects. This includes the future state of the environment upon which effects will occur, including:

- the environment as it might be modified by the utilisation of rights to carry out permitted activities; and
- the environment as it might be modified by implementing resource consents that have been granted at the time a particular application is considered, where it appears likely that those resource consents will be implemented.

I consider that in relation to this application, at the time of making this decision the receiving environment does not consist of any unimplemented resource consents of note Further, the receiving environment could comprise of up to three dwellings per allotment for properties in the High Density Residential Activity Area subject to meeting the applicable conditions of the District Plan. The Suburban Mixed Use Activity Area could contain a variety of activities such as offices, commercial services, retail and entertainment facilities subject to meeting the conditions of the District Plan as a permitted activity.

Where relevant the receiving environment will be considered in this decision.

6. NOTIFICATION ASSESSMENT

Council must assess any resource consent application under section 95 of the Resource Management Act 1991 to determine whether a resource consent application should be notified. The Resource Management Act 1991 details a four-step process that must be followed, and triggers or precludes notification of applications in certain circumstances. The sections below follow the four-step process for public notification (under section 95A) and limited notification (under section 95E).

6.1 - PUBLIC NOTIFICATION STEPS – SECTION 95A

Pursuant to section 95A of the Resource Management Act, this section follows the 4-step process to determine if public notification is required.

Step 1 - Public notification is mandatory in certain circumstances

Public notification is mandatory in certain circumstances.

Has the applicant requested public notification?	No
Is public notification required under s95C?	No
Is the application made jointly with an application to exchange recreation reserve land under s15AA of the Reserves Act?	No

Public notification is not mandatory under step 1.

Step 2 - Public notification is precluded in certain circumstances

If public notification is not required under step 1 it may be precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding public notification?	No
Is the application for one or more of the following (but no other) activities? <ul style="list-style-type: none">▪ A controlled activity▪ A boundary activity with a restricted discretionary, discretionary or non-complying activity status	No

Public notification is not precluded under step 2.

Step 3 - Public notification is required in certain circumstances

If public notification is not precluded under step 2, public notification may be required in certain circumstances.

Is any activity in the application subject to a rule in a Plan or National Environmental Standard that requires public notification?	No
Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?	No (see assessment below)

Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?

Public notification is required under step 3 if the activity will have or is likely to have adverse effects on the environment that are more than minor.

In considering if the adverse effects on the environment are more than minor, the effects on persons who own or occupy the land in, on, or over which the activity will occur; or any land adjacent to that land must be disregarded. I have therefore disregarded the effects on the persons who own or occupy properties at 1/1, 2/1, 2A, 4, 6, 8 & 11 Park Avenue and 812, 834, 849, 851, 853, 853A, 855, 857,859 and 861 High Street in making an assessment under s95D.

The relevant environmental effects relating to the proposal are:

- Character and amenity effects
- Infrastructure and servicing effects
- Construction effects
- Transport effects
- Signage effects
- Noise effects

These effects are assessed below.

Character and Amenity Effects

Noting that an activity of this scale is permitted in the Suburban Mixed Use Activity Area subject to meeting the relevant rules and conditions of the District Plan, the nature of the non-compliances relating to the location of the building, glazing, transport, noise and signage may have effects on the character and amenity of the environment. It is therefore appropriate to consider these effects, in the context of the site and receiving environment. This assessment speaks more broadly to character and amenity effects whereas transport, signage and noise effects will be assessed individually under their respective headings below.

The proposal involves the conversion and addition to an existing fast-food restaurant building within an immediately surrounding area already characterised by suburban mixed use activities. It is acknowledged that the Suburban Mixed Use chapter requires buildings to be built to the front boundary of the application site with verandahs provided and 50% glazing. The location of the existing building and layout of the application site, the applicant is unable to comply with the required frontage requirements unless they were to demolish the existing building and redevelop the site. It is considered that as the existing building was lawfully established in ~1991, Council’s assessment is focused on the effects of the 32m² addition breaching the frontage requirements. However, given there are numerous changes to the external façade of the existing building, it is considered the glazing breach from both the existing building and addition can be taken into account.

As such, the applicant notes the following in their assessment about the addition and external alterations:

“The existing building is single-storey and modest in scale. The proposal is considered to result in a built form that is compatible with the existing and anticipated streetscape character. The building presents a low-profile, contemporary design that incorporates a mix of materials,

including timber-toned cladding to break up the facades and provides an interesting building exterior appearance, consistent with the McDonald's branding.

The orientation of the building and the extent of glazing along the southwestern elevation provide visual engagement with the street and contribute to a positive interface with the pedestrian environment. The drive-through layout is existing and is appropriately screened through a combination of landscaping, which mitigates potential adverse visual effects from vehicle movements and queuing."

There are elements of the above assessment that is generally agreed with. Notably that the building is low-profile, contemporary in design and incorporates a mix of materials to provide interest in the exterior of the building and will improve the appearance of the building. While I agree that once the addition is completed it will blend in with the existing building on site, this is not anticipated by the District Plan given the requirements around frontage and glazing. However, it is considered that the established character is largely being retained with visual improvements and associated landscape to mitigate the character and amenity effects of the changes to the building and breach of the frontage and glazing requirements.

The proposed design will provide an improvement to the existing site amenity (as seen in Figure 7 – 14). Additionally, landscaping forms part of the proposal which will contribute to the positive street front. The proposed landscaping plan will continue to maintain the existing landscaping, whilst also planting new low-height plants around the two access points to visually break up/soften the access points and integrate the more vehicle dominant areas – such as the driveway – with the anticipated character of the suburban mixed-use area.

The change to a 24/7 restaurant in comparison to the previous opening hours of King Kiwi – being 11am to 9pm – will be a shift from the prior activity within the application site, with an expected increase in the activity occurring on site, especially during the later hours (between 10pm and 6am). It should be noted that the proposal is located on High Street which is listed as an Arterial Route under the OPD, which is characterised as being a roads used for principal traffic movements between regions.

Additionally, the neighbouring 'Z' petrol station to the northeast of the application site currently operates as a 24/7 service station. It is considered that whilst the change to a 24/7 restaurant will be a shift in the existing character of the application site, it is not considered to be incompatible with the existing character of the wider environment when the existing 24/7 'Z' station and nature of High Street is taken into account. Further, the hours of operation are not specifically limited restricted in the Suburban Mixed Use Activity Area except for hours of servicing adjoining residential properties which does not apply to this proposal. Acknowledging that the site is in close proximity to residentially zoned and utilised properties, the site's zoning provides for a variety of suburban scale mixed use activities such as the proposed activity.

The northwest boundary of the application site adjoins residential properties, which are considered to be more sensitive to potential character and amenity effects. However, they are excluded from consideration of effects on the environment under s95D.

Overall, I consider that the character and amenity effects on the environment will be less than minor.

Infrastructure and Servicing Effects

Infrastructure servicing for the proposed conversion and extension has been assessed for the applicant by Eighty6 Civil Engineering and Council's development engineering team. The infrastructure report provided by Eighty6 Civil Engineering notes the following:

- *The existing stormwater management system on the site is appropriately designed to meet the environmental and Lower Hutt City Council requirements. The inclusion of Enviropods ensures effective water quality treatment.*
- *The existing wastewater reticulation will be retained and reused for the proposed development.*
- *The existing public wastewater network has sufficient capacity for the proposed development.*
- *The existing public water supply is considered sufficient to service the site with a potable supply.*
- *Distance to the nearest fire hydrant is less than the recommended fire hydrant spacing of 135m and anticipated that the firefighting requirements has been met.*
- *The existing power and comms utilities at the site frontage shall be used to service the new restaurant.*

Council's development engineers Nikau Fiso and Phil Rhodes have reviewed the proposal and the provided infrastructure report. They have accepted the findings of the report whereby there is sufficient capacity for the proposal and the development can be serviced based on the existing infrastructure.

It is therefore considered that all infrastructure and servicing effects as a result of the proposal will be less than minor.

Construction Effects

It is considered that all effects associated with the construction of the addition and required changes to the site layout, including noise, vibration and vehicle movements, will be temporary in nature. The applicant has proffered a condition of consent requiring a Construction Traffic Management Plan (CTMP), which will further detail site-specific measures to avoid adverse traffic and general construction effects for the site with specific clauses around:

- Outlining the traffic management activity, including timing, key activities and anticipated traffic levels.
- Potential traffic management measures requisite to manage and minimise effects on road corridor users.
- Information on measures to ensure pedestrian, cyclists and residents safety is ensured.
- Communication strategies to road corridor users and nearby residents.
- The procedure to manage any complaints that come in during the construction phase.

The District Plan allows for some additional noise during such time in accordance with NZS 6803P "Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work". Any potential construction effects are likely to be short in duration and temporary in nature, with effects being limited to the construction phase of the proposal. The applicant has confirmed the construction stage will be undertaken in compliance with the above noise standards.

It is therefore considered that all construction effects related to the proposal will be less than minor.

Transport Effects

The proposal is considered to result in a distinct shift in traffic character of the existing environment, which was most recently an in-person fish and chip takeaway, with a drive through line for pickup of phone orders only. In comparison the proposed McDonald's will be predominantly drive through services, with no in person seating provided. This shift will lead to an increased number of users entering and exiting the application site, with an estimated 1700 vehicle movements⁶ per day. At peak trading times – 6pm to 7pm – the applicant estimates 134 vehicle movements.

Given this shift, I sought technical advice to aid in my assessment of potential transport effects on the receiving environment from the following persons:

- The applicant's Traffic Engineer: Todd Langwell (who provided the original integrated transport assessment and aided the applicant's response to Councils s92(1) and further requests for information).
- Council's consultant Traffic Engineer: Harriet Fraser (whose assessment focussed on matters relating to District Plan non-compliances, internal site design, and road network impacts such as a congestion and queuing) who provided Council with a draft transport review. Ms Fraser was unable to finalise her draft report due to sickness and Council then engaged Mark Georgeson from Stantec to continue the transport assessment.
- Council's second consultant Traffic Engineer: Mark Georgeson from Stantec (whose assessment focuses on the District Plan non-compliances and suggested changes provided by the applicant based on Ms Fraser's comments).
- Council's internal Transport Engineer Marian Radu and internal Transport Engineering Manager Evandro Sherer (whose assessments focussed on proposed changes to Council assets within the road reserve, including removal of street parking and road design)
- Greater Wellington Regional Council's Principal Traffic Modeller: John Pell (whose assessment focused on the SIDRA modelling and potential queueing effects)

Acknowledging the proposal will result in a shift in traffic character and will create additional vehicle movements in the environment, it is not identified as a High Trip Generator in the Operative District Plan. Nevertheless, as a Discretionary Activity the transport effects of the proposal as a whole are relevant to Council's consideration. Accordingly, the key transport effects are considered to be:

- Safe access to and from the site
- Queuing effects, impact on the roading network and pedestrian safety
- The layout of the site
- Sight distances and end of trip facilities (cycle parks and showers)
- Servicing of the activity including loading and unloading

⁶ Vehicle movement refers to the generation of all traffic movements, meaning movement into the site and movement out of the site equals two vehicles movements.

While not a High Trip Generator, it is appropriate to discuss traffic generation as a result of the proposed use given the drive-through element and the site's location on High Street. These effects are considered below.

The below assessment is broadly structured based on the timeline in which the application processing took place, noting that Ms Fraser provided her initial draft report to Council before being able to finalise. It is not usual practice for an expert to not finalise their report and for Council to utilise a draft report for assessment. However, for all intents and purposes the report was final noting it was in draft form for Council officer review. When Ms Fraser was unable to continue providing advice on the application, Council then engaged Mark Georgeson.

Safe access to and from the site

In respect to the impacts from the proposal on the **Park Avenue access point** and the **internal layout**, Ms Fraser noted the following:

- *The width of the Park Avenue driveway. Vehicles entering the drive through from Park Avenue or exiting Space 3 towards Park Avenue prevent two-way flow to and from Park Avenue with a risk of queuing on the street;*
- *Single lane section of traffic circulation route within the site. The internal circulation route alongside the Grill Order space and the Online pick-up space, a length of around 15m will operate as a single lane two-way circulation route. This will impede the efficient movement of vehicles through the site and in particular during busy times of activity on the site;*

Queuing effects, impacts on roading network and pedestrian safety

In respect to the impacts from the proposal on the **High Street access point** including **potential impacts on queuing** and **potential impact on pedestrian safety**, Ms Fraser noted the following:

- *The number of conflicts at the High Street driveway and the cumulative effect in terms of road safety and efficient flow of vehicles to and from the site. This includes:*
 - *internal pedestrian movements between parked vehicles and the building;*
 - *external pedestrian movements along the High Street footpath across the driveway;*
 - *vehicles exiting the drive through and turning towards either High Street or through the site to Park Avenue;*
 - *two-way vehicle movements to and from High Street with drivers needing to focus on gaps in the traffic and pedestrians on the footpath and not necessarily focused on the environment immediately within the site; and*
 - *vehicles turning to and from on-site carpark spaces.*
- *Pedestrian safety and amenity at the High Street driveway. A vehicle approaching the High Street driveway from the drive through exit will be almost parallel to the High Street footpath as it starts to cross the footpath. This will result in poor visibility to a pedestrian approaching the vehicle crossing from the south. An exiting vehicle will then fully obstruct the footpath until there is a gap in the High Street traffic flow;*
- *Risk of exiting vehicles blocking the drive through exit. The drive through exit would be blocked by either a vehicle exiting the drive through waiting to turn onto High Street or a vehicle exiting the carpark towards High Street. This is likely to be a regular occurrence at peak times. The modelling shows an average delay of 26 seconds to exit onto High*

Street at peak times. This delay gets added to the time vehicles are in the drive through lane and will affect the capacity of the drive through lane. If the capacity is exceeded, there is a risk of queuing onto Park Avenue and congestion within the site;

- *Interaction with the adjacent service station driveway. The service station is also a high trip generator with frequent vehicle movements to and from the site along with peak periods of activity coinciding with the proposed McDonalds activity. Vehicles exiting the driveways will be competing for the same gaps in the High Street traffic flow;*

Sight distances and end of trip facilities

Regarding **sightlines** and the **lack of onsite showers for staff onsite**, Ms Fraser also noted that *“due to the proximity of the driveway to the intersection, the sight distance towards High Street from the Park Avenue driveway cannot be improved. I note that there are already no stopping markings along this frontage. I agree with the supporting matters included in Section 5.1 of the ITA regarding the historic crash record, the speed environment and associated reduction in safe sight distances.*

Given that it is only at peak times that the staffing level is likely to trigger the threshold for providing a shower for cyclists, along with the excellent access to public transport, I am comfortable with a shower not being included.”

I concur with Ms Fraser’s comments around the sightline breach from Park Avenue looking towards High Street and the lack of end trip facilities on the site.

The layout of the site

In respect to the impacts from the proposed **drive through layout**, Ms Fraser noted the following:

- *Vehicles larger than an 85th percentile car using the drive through. Based on the 85th percentile swept path provided, I consider that vehicles larger than this are unlikely to be able to be accommodated through the drive through lane. This is unacceptable given the likelihood of larger vehicles wanting to use the facility, the inability to advise drivers which vehicles can and cannot use the drive through and the congestion and safety effects of vehicle blocking the drive through lane;*

Ms Fraser concluded within her draft traffic review that she had **ongoing concerns regarding the potential traffic effects of the proposal and was not able to support it from a transport perspective**. Unfortunately, Ms Fraser became ill after providing the above comments and could no longer advise on the application.

Due to Ms Fraser being unavailable, Council engaged a second opinion from consultant Traffic Engineer Mark Georgeson from Stantec.

During this time, the applicant undertook numerous modifications to the site design in order to address some of Ms Fraser’s concerns, specifically:

- In regard to concerns around the **Park Avenue access point**, the applicant has widened the PA access point from 5.5m to 6.1m to allow for better manoeuvring area. The applicant also removed parking space #3 to allow for a ~5.8m buffer to allow for a better two-way flow.

- In regard to concerns around the **internal layout**, the applicant has relocated the accessible carpark to be adjacent to the building and the McDelivery space to the previously located accessible carpark (adjacent to the Grill Order parking space). Additionally, the applicant has removed 3 parking spaces for a total of 10 parking spaces. This change to the internal layout was intended to mitigate the concerns of internal congestion.
- In regard to the concern around the **drive through layout**, the applicant has widened the drive through layout from ~3m to ~3.6m, with Mr Georgeson confirming the tracking curves provided allow a 95 percentile car to manoeuvre the drive through.
- In regard to the concern around the **impacts on pedestrian safety**, due to the applicant's modifications to the internal layout and removal of three parking spaces, more pedestrian space is provided around the existing building to allow safer internal pedestrian movements between parked vehicles and the building.
- Additionally, in regard to the concern around the **impacts on pedestrian safety**, the applicant has introduced a pedestrian crossing and give way line at the exit of the drive through to further allow pedestrian to enter and exit the site in a safe manner.
- Mr. Georgeson agreed with Ms Fraser noting that the **sightlines** do not present a traffic issue and that **onsite showers** do not need to be included as part of the proposal.

Mr Georgeson noted the following based on these changes *“together with the combined on-site improvements included in the same plan, our view is that the traffic situation and traffic effects of the proposal can be judged as being anticipated by the District Plan in this location and can be considered acceptable.”* Council therefore accepted that the above modifications addressed and mitigated a number of the concerns Ms Fraser raised; however, it was considered that further changes needed to occur to address the concerns around the **High Street access point** including **potential impacts on queuing**. Whilst it is noted that Mr Georgeson took the approach to focus his assessment to the effects generated by the standards not being met, Council finds it appropriate to discuss traffic generation (and therefore potential impact on queueing) given the increased vehicle trips to the site due to the drive-through element, the proximity to an important roundabout which connects to an arterial route and primary collector and the Discretionary activity status of the consent. It was Council's opinion that the above-mentioned changes did not wholly resolve these.

Further conversations were held with the applicant in order to resolve the concerns raised by Ms Fraser around the **High Street access point** including **potential impacts on queuing**.

Based on these conversations, the final design incorporates a flush median along the High Street frontage based on the comments from Ms Fraser *“the lack of a flush median along the High Street frontage to the site means that vehicles turning right into the site risk disrupting through traffic flows towards the adjacent roundabout”*.

The introduction of the median will additionally mitigate Ms Fraser's concerns around drivers entering and exiting the site *“needing to focus on gaps in the traffic and pedestrians on the footpath and not necessarily focused on the environment immediately within the site”* by allowing users turning right when exiting the site a safe area to wait before merging into oncoming traffic during peak times.

Many of the concerns raised by Ms Fraser around the **internal layout, High Street & Park Avenue access point** and **drive through layout** have the potential to create cumulative queueing effects which may create adverse effects on the environment due to the increase of vehicle movements (1700 a day) generated by the activity compared to the existing site (noting King Kiwi has been closed since late 2025). Ms Fraser noted around the users of the drive through exit being *“blocked by either a vehicle exiting the drive through waiting to turn onto High Street or a vehicle exiting the carpark towards High Street. This is likely to be a regular occurrence at peak times. The modelling shows an average delay of 26 seconds to exit onto High Street at peak times. This delay gets added to the time vehicles are in the drive through lane and will affect the capacity of the drive through lane.”* Updated SIDRA⁷ modelling undertaken by Todd Langwell and provided to Council on 28 October 2025 which includes the flush median, shows this average delay of 26 seconds to exit onto High Street decreasing to around 5.9 seconds based on the current proposal.

Expanding on the average delay noted by Ms Fraser, this data came from SIDRA modelling provided by the applicant. The original site layout showed an average delay for users exiting the site via High Street being 26 seconds, this correlates to a Level of Service (LOS) of D. Noting right turns out of the High Street exit had an average delay of 35.7 seconds (with a LOS of E) and left turns had an average delay of 10.1 seconds (with a LOS of B). Given the LOS of E for all right turns out of the High Street exit, Council raised concerns with the applicant which contributed to the incorporation of the flush median into the design of the site. The applicant reran the SIDRA modelling to include the flush median, this demonstrated a reduction of the average overall delay for users exiting the site via High Street to 5.9 seconds with a LOS of A. Right turns out of the High Street exit had an average delay of 15.5 seconds and a LOS of C, whilst left turns had an average delay of 5.6 seconds and a LOS of A.

Given the concerns from Ms Fraser and the change in the SIDRA modelling outcomes, further advice was sought from GRWC’s Principal Traffic Modeller John Pell to assess the assessment of queueing effects provided by the applicant’s Traffic Engineer Todd Langwell. Mr Pell undertook an assessment of the provided SIDRA modelling and a sensitivity test to test the likelihood of queueing on the site; he noted the following:

- In regard to the SIDRA modelling parameters provided by the applicant, Mr Pell noted *“All model parameters appear to be the SIDRA defaults. Without any other site information to calibrate to this is generally a fair assumption.”*
- In regard to the peak traffic modelling, Mr Pell noted *“The default peak flow factor of 0.95 over a 30min analysis period is one we would generally adjust based on count data if available. This is effectively saying that the worst 30 minutes of the peak hour is only 5% higher than the rest of the hour. Generally, we would model the worst 15 minutes to be conservative.”* He then conducted a sensitivity test based on this assumption which he noted *“I’ve done a sensitivity test using a peak flow factor of 0.8 over 15 minutes (so the worst 15 minutes is 20% higher than the hour average). This test shows a similarly low likelihood of queuing on the network as the applicants results”.*
- Mr Pell also undertook a sensitivity test to see if the increased site traffic could also generate potentially queueing onto High Street and within the site, he noted the

⁷ SIDRA is a lane-based congestion modelling tool. A SIDRA model provides a Level of Service (LOS), which is a way to quantify the average delay experience by drivers on a scale of A to F. A LOS A represents the best operating conditions for drivers at an access point, whilst a LOS F represents the worst possible operating conditions for drivers at an access point.

“sensitivity test increasing the site traffic still shows a low likelihood of queuing both on High Street and back onto the site.”

- Mr Pell further test the vehicle cruising and approach speeds, noting *“they (the applicant) had left them as the default of 60km/h. I've tested this as 50km/h for High Street through traffic and 20km/h for the turns in and out of the proposed site. As with the other tests, this also shows there is a low likelihood of queuing.”*

As mentioned above, the modifications to the High Street access (including the instalment of a flush median) by the applicant reduced the average delay for users exiting High Street from 26 seconds (with a LOS of D) to an average delay of 5.9 seconds (with a LOS of A). The changes in the SIDRA modelling outcomes were corroborated by the assessment undertaken by Mr Pell, who concluded *“I'm satisfied with their conclusion. There appears to be a low likelihood of vehicle queues forming to negatively impact the traffic network. This is mitigated further by the proposal to add a flush median to High Street for any queues that do form”*

Based on the above assessment and comments from Mr Pell, I am satisfied that **queueing and traffic generation** can be contained and managed on site as a result of the modifications to the site design and inclusion of a flush median by the applicant. A s128 review condition was proffered by the applicant so Council can require further mitigation if operation monitoring shows unexpected safety or congestion effects which Mr Georgeson noted support for.

The installation of the proposed flush median and removal of the kerbside parking space to achieve the widening of the High Street entrance will need to be considered by HCC transport and elected councillors via a separate 'Transport Resolution' process outside the resource consent process. The applicant has been informed of this obligation to secure this secondary approval prior to commencement of the site operation. I have obtained indicative support from Council's transport engineering manager Evandro Scherer for the proposed flush median and loss of a kerbside park. Mr Scherer noted a few design changes will be required to the median, to which the applicant has confirmed can be undertaken and will be dealt with during this separate process. This indicative support provides assurance that the site design as submitted can be given effect to, following the subsequent Transport Resolution process.

I also wish to acknowledge that Ms Fraser had the following concerns around information regarding **background traffic growth** for the area:

- *The assessment has not included consideration of ongoing traffic growth in this area. The site is at a confluence of arterial roads, High Street and Fairway Drive, residential growth from infill or intensification or other development within a wide catchment will result in ongoing traffic growth in this location. Increased traffic flows on High Street will result in increased delays for turning traffic and an increased likelihood of queues from the roundabout reaching back across the High Street driveway;*

Ms Fraser requested this information to be provided as part of her s92(1) request. After internal discussions with Council's Transport Data Analyst, it was concluded that the existing data held on file by Council's transport team was not accurate enough to be relied upon within the consent process. In any respect Mr Georgeson noted *“it would be more typical to consider traffic growth for the likes of residential subdivisions that are developed in stages over time, where traffic additions would be incremental over e.g 5, 10 etc.. years, depending on scale. In the instance*

of this McDonald's proposal, traffic additions would occur in their entirety at opening, such that it would be more normal to consider impacts at that time rather than over a number of future years. I might also add that an outcome of the Riverlink project will be reduced congestion on SH2 and Melling Link, which in turn is expected to lead to some traffic diverting away from urban streets like High Street, such that its future traffic conditions may be different to current conditions" which I concur with.

Servicing and loading and unloading

The applicant has confirmed that servicing of the site will be undertaken during non-peak trading hours and within the hours of 7am – 10pm as permitted by the District Plan. The application site will be able to accommodate the vehicles required for the servicing, loading and unloading of goods for the McDonald's. Additionally, as part of the s92(1), it was confirmed by Ms. Fraser that *"the swept paths for a 12.6m rigid truck can be accommodated without crossing into the opposite traffic lane on High Street but paths shown using both lanes on each of the driveways."*

Overall, I assess the transport effects will be no more than minor on the environment.

Signage Effects

The proposed digital menu boards will create a breach with the District Plan as they transition between each menu board with a total dwell time per board being 10 – 17 seconds. The signs will be located within the drive through area where drivers will order from. Whilst it is noted that the digital signs will be partially visible from the wider environment when viewed from Park Avenue, they comply with relevant noise, lighting and built form requirements of the District Plan. The digital signs are considered to be compatible with the proposed building form of the proposed McDonalds and are ancillary to the proposed activity on site. Overall, the signage will have less than minor effects on the environment.

Noise Effects

The applicant has confirmed that the proposal will breach the night-time noise standards for the Suburban Mixed Use Activity Area by 9 – 11 dB L10 which is largely generated by vehicles entering and using the drive through in the evenings when noise limits are lower. Given the exceedance of noise standards from the proposal, I sought technical advice from the following persons:

- Council's internal Environmental Health Manager Dean Bentley (whose assessment recommended getting the application peer reviewed by an acoustic engineer and focused on the effects of the adjacent residential properties mentioned above); and
- Council's consultant Acoustic Engineer: Robin Chen (whose assessment focused on the effects generated on the wider environment and the above-mentioned properties).

Within his assessment, Mr Bentley noted that the predicted operational noise levels seem to be accurate, noting *"the AR refers to exceedances of the night-time noise limit of up to 11dBA at some residential properties. These are attributed to customer vehicle movements on site."* In regard to the applicant's assessment of the ambient noise levels, he notes the following:

- *the measured ambient noise levels (graphs) show that background levels may reduce to below 40dBA L90 (and up to below 33dBA after midnight. Therefore the current night time limit of 45dBA is deemed appropriate for the area.*
- *noise concerns are from vehicle movements on site (already confirmed as exceeding the noise limit), potential for the Lmax to be exceeded by vehicle doors slamming, and*

also the L10 limit by people congregating in the carpark, and potentially playing the vehicle's stereo, or conversing loudly, shouting, laughing etc, late at night and in the early hours of the morning.

- *special audible characteristics - these have not been factored in or applied the predicted noise levels/assessment, however doors slamming (and stereo noise) has the potential to be impulsive (or tonal).*

Mr Bentley went on to make the following recommendations:

1. *Limit the whole activity to the hours of 6.00am to 12.00 midnight each day.*
2. *Screen the drive through with appropriate acoustic shielding/fencing - it is understood that this may require encroaching into the public space by a small degree. This should provide for a reduction of 8-10dBA, thus allowing for noise emissions into residential properties to be reasonable.*
3. *Develop a suitable noise management plan, taking into account all potential noise sources and showing controls or mitigation measures to remedy any adverse effects of unreasonable noise. E.g - managing people/customers in the carpark to deter shouting, loud music and other loud noises. A contact number at McD's for complaints should be included and the NMP communicated to nearby and potentially affected residents - these include 839 to 867 High Street; 2, 3 and 6/10 Park Avenue; 1 and 2/13 Derwent Lee Grove.*
4. *It is recommended that the occupiers of 839 to 867 High Street; 2, 3 and 6/10 Park Avenue; 1 and 2/13 Derwent Lee Grove are consulted due to noise concerns.*
5. *It may also be beneficial to have this proposal (and my comments/recommendations) peer reviewed by an independent consultant.*

In regard to Mr Bentley's recommendations 1 & 2 around the hours of activity and the introduction with a acoustics shielding/fence – it was noted in conversations with the applicants agents that whilst an acoustic fence was looked into, it was considered to not be viable as it would obstruct users ability to successfully manoeuvre within the drive through and could have adverse urban design and visual amenity effects given it would then need to be located within the road reserve and pedestrian pathway.

Given the recommendations from Mr. Bentley, I sought technical advice from Council's consultant Acoustic Engineer – Robin Chen, who specifically noted on Mr Bentley's points 1 & 2 *"with regard to the Noise Management Plan (NMP) comment. We agree that antisocial behaviour (loud music, shouting etc) associated with drive-through operation may disrupt amenity at nearby sites during the night-time period. As suggested by HCC, a NMP could be prepared for the establishment, outlining complaints procedures and best practice noise mitigation measures to be observed by McDonald's staff to discourage anti-social behaviour. If HCC are comfortable that noise associated with anti-social behaviour can be managed with an NMP as above, we don't see a particular need to restrict night-time operation (point 1) or construct a fence around the drive-through (point 2)."*

Whilst I acknowledge that a NMP is an appropriate anti-social behaviour mitigation measure, it is important to note that the noise effects assessment is related only to the activity undertaken by McDonalds with the non-compliance generated by typical drive through activities during the evenings.

In regard to **noise created by the proposal vs the existing ambient noise**, Mr Chen noted the following:

- *Although there are considerable exceedances of the DP noise limits, and at some sites exceedance of the 45 dB LAeq sleep protection guideline, the assessment notes that predicted operational noise levels remain below ambient noise levels at all times, which based on the noise survey is correct. Additionally, the noise sources being assessed (e.g., vehicles in the drive-through) are similar in character to the existing ambient environment, which is predominantly composed of vehicle noise on High Street, meaning noise from the proposed activity is less likely to be noticeable and intrusive.*
- *It is not an uncommon approach to support higher levels of noise when it can be demonstrated that the noise source is likely to be barely noticeable within the existing ambient environment, especially for sources like vehicle noise when this occurs close to busy roads. Overall, SLR consider adverse noise effects associated with the operation of the proposed McDonalds restaurant to be acceptable. The use of the 'acceptable' term does not very clearly quantify the quantum of effects. In this case, given the ambient noise context, we expect that adverse effects will be minimal.*

In regard to point 3 made by Mr Bentley, I acknowledge that noise concerns around people “congregating in the carpark, and potentially playing the vehicle's stereo, or conversing loudly, shouting, laughing etc, late at night and in the early hours of the morning” and “doors slamming (and stereo noise) has the potential to be impulsive (or tonal” are reasonable concerns. Whilst I acknowledge that these behaviours do have the potential to create noise concerns, the noise effects assessment is related only to the activity undertaken by McDonalds with the non-compliance generated by typical drive through activities during the evenings. The Suburban Mixed Use Activity Area are does not have any restrictions around the hours of operation for retail activities (only the hours of servicing), noting a 24/7 petrol station is already in operation directly adjacent to the proposed McDonalds.

In regard to point 4 raised by Mr Bentley, the residential sites 849, 851, 853, 857 and 859 High Street are excluded from consideration of effects on the environment under s95D and effects on these properties will be address in section 6.2 below.

In regard to impacts from **construction noise**, Mr Chen noted the following:

- *The report does not discuss construction noise. However, based on the setback distances involved we expect that it will be realistic for construction noise and vibration effects to be minimised provided that a Construction Noise and Vibration Management Plan is prepared, outlining best practice methodologies and mitigation measures to reduce effects as far as practical. This is consistent with DP Rule 14C 2.1(f) which outlines that “All construction, demolition, and maintenance work shall comply with NZS 6803P “Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work”. We note that there is an updated construction noise standard (NZS 6803:1999) which supersedes NZS 6803P:1984 which we expect is more appropriate to reference.*

Mr Chen concluded *that adverse noise effects associated with the proposal **will be minimal*** and recommended the following mitigation measures:

- *All external mechanical plant shall be designed to achieve a noise level of 40 dB L10 at any point within the site boundary of a nearby site. This could be demonstrated by the provision of a report prepared by a suitably qualified acoustic engineer.*
- *Refuse / service vehicle operation to be limited to the daytime hours of the District Plan (0700 – 2200 hours).*
- *A Construction Noise and Vibration Management Plan to be prepared in accordance with NZS 6803:1999 and implemented prior to construction works taking place.*

As noted in section 1 of this report, the applicant has proffered conditions of consent that achieve the above outcomes (and therefore form part of the proposal for the purposes of Council’s notification decision).

When taking into account the assessment provided by Mr Chen – a suitably qualified Acoustic Engineer and Mr Bentely – Councils internal Environment Health Manager, I concur that the existing ambient noise generated by High Street will continue to be above the noise levels generated by the proposal. Additionally, noting that both noise levels are generated by a similar activity, being vehicle movements further reducing potential effects when compared to the potential noise generated by a different activity at the same level.

Overall, I assess that noise effects will be less than minor.

Conclusion

Overall, all effects from this proposal, including when considered cumulatively, are no more than minor. Public notification is not required under step 3.

Step 4 – Public notification is required in special circumstances

If public notification is not required under step 3 it may still be warranted where there are special circumstances.

Do special circumstances exist that warrant public notification?	No
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Special circumstances have been defined as circumstances that are unusual or exceptional, but may be less than extraordinary or unique. The proposal relates to the conversion of an existing fast-food restaurant into a McDonalds, with an addition. While there are several non-compliances with the Operative District Plan, the discretionary activity status of the proposal allows for a full assessment of all potential effects (as determined by Council). The District Plan is considered to provide clear policy direction given that retail activities are provided for in this zone, and assessment matters relevant to the proposal, and it is considered that public notification will not reveal any new information relevant to determination.

On this basis, it is not considered necessary to publicly notify the application due to special circumstances.

Conclusion

Public notification is not required.

6.2 - LIMITED NOTIFICATION STEPS - SECTION 95B

As determined in section 6.1, public notification is not required. Pursuant to section 95B of the Resource Management Act, a 4-step process must therefore be followed to determine if limited notification is required.

Step 1 – Certain affected groups/persons must be notified

Limited notification is mandatory for certain groups/persons.

Are there affected customary rights groups?	No
Are there affected customary marine title groups (for accommodated activities)?	No
Is the proposal on or adjacent to, or may affect, land that is subject to a statutory acknowledgement and whether the person to whom the statutory acknowledgement is made affected under section 95E?	No

Limited notification is not required under step 1.

Step 2 – Limited notification is precluded in certain circumstances

Limited notification to any other persons not referenced in step 1 is precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding limited notification?	No
Is the application for the following, but no other activity: <ul style="list-style-type: none"> ▪ A controlled activity (other than a subdivision) under the District Plan 	No

Limited notification is not precluded under step 2.

Step 3 – Certain other persons must be notified

If limited notification is not precluded under step 2, limited notification is required for any persons found affected under s95E.

Are any of the following persons 'affected' under s95E? <ul style="list-style-type: none"> ▪ For 'boundary activities' an owner of an allotment with an 'infringed boundary' 	No
For all other activities, are there any affected persons in accordance with s95E?	No (see below assessment)

In accordance with s95E are there any affected persons?

Section 95E(3)(a) stipulates that those individuals who give written approval to a proposal cannot be considered to be an affected person/s. No persons have given written approval.

In accordance with section 95E, I have considered whether the proposal could adversely affect any persons below.

Persons at 849, 851, 853, 853A, 855, 857, 859 and 861 High Street

These properties are located to the northwest of the application site and will have a direct view of the proposed conversion and operation of the McDonald's and are separated from the

boundary of the application site by ~20m of legal road reserve. The environment between the two sites is highly vehicle-oriented, with High Street being an Arterial Route with an average of 18,100 vehicle movements a day⁸.

In regard to potential **traffic effects**, it is considered that the modifications undertaken to the proposals layout and the introduction of a flush median (which has been endorsed by HCC Transport Manager Evandro Sherer) directly adjacent to these properties will collectively reduce potential conflict points from users entering and exiting the site and will alleviate the potential for queueing along High Street to occur. Whilst it is acknowledged that the proposal is estimated to generate ~850 trips (1700 vehicle movements per day) to the application site, given the Arterial nature of High Street it is considered that the additional traffic generated can be absorbed by the area. Furthermore, the assessment undertaken by Mr Pell (which I concur with) confirmed that *“there appears to be a low likelihood of vehicle queues forming to negatively impact the traffic network. This is mitigated further by the proposal to add a flush median to High Street for any queues that do form.”* Overall, it is considered that potential traffic effects on the above properties will be less than minor.

In regard to potential **visual amenity effects** it is acknowledged that the above properties are more sensitive to visual amenity effects. It is considered that the proposal is consistent in scale and design with the existing established character of the application site, with the proposed *“building presents a low-profile, contemporary design that incorporates a mix of materials, including timber-toned cladding to break up the facades and provides an interesting building exterior appearance, consistent with the McDonald’s branding.”* Additionally, the proposal will comply with the lighting requirements for the area and will contribute to the overall street illumination of High Street, rather than producing discernible glare or visual intrusion. It is considered that potential visual amenity effects on the above properties will be less than minor.

It is also important to take into account the potential **character effects** as a result of the McDonald’s operating on a 24/7 basis. As noted above, the proposal is located along High Street which is already classified as an Arterial Route with a steady flow of traffic moving past these above properties even between the hours of 10pm – 6am. Additionally, the neighbouring ‘Z’ petrol station to the northeast of the application site currently operates as a 24/7 service station. It is considered that whilst the change to a 24/7 restaurant will be a shift in the existing character of the application site, it is not considered to be incompatible with the existing character of the wider environment, therefore any potential **character effects** on these persons are considered to be less than minor.

As noted in s95D above, the applicant has confirmed that the proposal will breach the night-time noise standards for the suburban mixed-use area by 9 – 11 dB L10 at the residential sites 849, 851, 853, 857 and 859 High Street. There in regard to potential **noise effects**, I sought technical advice from the following persons:

- Council’s internal Environment Health manager Dean Bentley (whose assessment recommended getting the application peer reviewed by an acoustic engineer and focused on the effects of the adjacent residential properties mentioned above); and

⁸Traffic counts were taken adjacent to Lincoln Avenue on High Street ~100m from the application site between 15 August 2024 and 21 August 2024. Data was provided by Councils Transport Data Analyst.

- Council's consultant Acoustic Engineer: Robin Chen (whose assessment focused on the effects generated on the wider environment and the above-mentioned properties).

As mentioned in s6.1 above, Mr Bentley noted the following *"It is recommended that the occupiers of 839 to 867 High Street; 2, 3 and 6/10 Park Avenue; 1 and 2/13 Derwent Lee Grove are consulted due to noise concerns."* Based on this commentary, Council engaged Mr Chen for technical advice as a qualified acoustic engineer to peer review the acoustic assessment prepared by SLR Consulting Ltd. In regard to the above properties, Mr Chen noted the following:

The Planning Report notes that although DP noise limit exceedances are predicted, operational noise levels do not exceed the sleep protection threshold of 45 dB LAeq at any residential site. This is the noise limit recommended in the World Health Organization Guidelines for Community Noise document, to allow occupants to sleep with windows open. However, it was subsequently confirmed in an RFI response that noise levels of above 45 dB LAeq are predicted at residential sites 849, 851, 853, 857, and 859 High Street.

Although there are considerable exceedances of the DP noise limits, and at some sites exceedance of the 45 dB LAeq sleep protection guideline, the assessment notes that predicted operational noise levels remain below ambient noise levels at all times, which based on the noise survey is correct. Additionally, the noise sources being assessed (e.g., vehicles in the drive-through) are similar in character to the existing ambient environment, which is predominantly composed of vehicle noise on High Street, meaning noise from the proposed activity is less likely to be noticeable and intrusive.

It is not an uncommon approach to support higher levels of noise when it can be demonstrated that the noise source is likely to be barely noticeable within the existing ambient environment, especially for sources like vehicle noise when this occurs close to busy roads. Overall, SLR consider adverse noise effects associated with the operation of the proposed McDonalds restaurant to be acceptable. The use of the 'acceptable' term does not very clearly quantify the quantum of effects. In this case, given the ambient noise context, we expect that adverse effects will be minimal.

For typical operation, we agree that it is realistic for noise from the activity (primarily vehicle movements) to comply with the DP daytime noise limits; however, considerable exceedances of up to 11 dB L10 of the DP night-time noise limit are expected at residential sites on High Street from drive-through operation. SLR have conducted a detailed week-long ambient noise survey which demonstrates that predicted noise levels remain below the existing ambient noise environment and will be barely noticeable. Additionally, with traffic noise on High Street dominating the existing ambient environment, the character of noise emitted by the activity is consistent with that of the ambient environment, making it likely to be less noticeable and intrusive. Overall, we expect that adverse noise effects associated with the proposal will be minimal.

I agree with Mr Chens assessment. Noting in particular that the existing ambient noise levels along High Street will remain above the predicted noise levels associated with the proposal. The existing ambient noise is predominantly a result of traffic noise along High Street given its use as an arterial route, meaning the character of the noise generated by the drive through activity will be similar to that which is existing. This is further corroborated by the following

numbers of average vehicles movements (AVM)⁹ at the McDonalds during the hours of 1am – 6am vs the average existing vehicle movements along High Street during the hours of 1am – 6am¹⁰:

	1 AM	2 AM	3 AM	4AM	5 AM	6AM
AVM (at McDonalds)	15	11	6	3	3	5
AVM (along High Street)	52	34	31	58	140	431

Overall, it is considered that potential noise effects on the above properties will be less than minor.

Given the above and those reasons outlined in general effects below, it is considered that any potential adverse effects on the owners and occupiers of 849, 851, 853, 853A, 855, 857 & 859 High Street will be less than minor.

Persons at 812 High Street (Ocean Blue Seafoods)

This property is occupied by a local Fish and Chip shop and is located to the southwest of the application site on the adjacent corner of High Street and Park Avenue.

In regard to potential **visual amenity effects** it is considered that the proposal is consistent in scale and design with the existing established character of the application site, with the proposed *“building presents a low-profile, contemporary design that incorporates a mix of materials, including timber-toned cladding to break up the facades and provides an interesting building exterior appearance, consistent with the McDonald’s branding.”* Additionally, the proposal will comply with the lighting requirements for the area and will contribute to the overall street illumination of High Street, rather than producing discernible glare or visual intrusion. It is considered that potential visual amenity effects on the above properties will be less than minor.

In regard to potential **traffic effects**, it is considered that the modifications undertaken to the proposal’s layout will collectively reduce potential conflict points from users entering and exiting the site and will alleviate the potential for queueing along High Street to occur. Whilst it is acknowledged that the proposal is estimated to generate ~850 trips (1700 vehicle movements) to the application site, given the Arterial nature of High Street it is considered that the additional traffic generated will be absorbed by the area. The assessment undertaken by Mr Pell (which I concur with) confirmed that *“there appears to be a low likelihood of vehicle queues forming to negatively impact the traffic network. This is mitigated further by the proposal to add a flush median to High Street for any queues that do form.”* Overall, it is considered that potential traffic effects on persons at 812 High Street will be less than minor.

In regard to potential **noise effects**, as noted by Mr Chen above it is considered that *“with traffic noise on High Street dominating the existing ambient environment, the character of noise emitted by the activity is consistent with that of the ambient environment, making it likely to be less noticeable and intrusive.”* It is additionally noted that this property is used for retail purposes with opening hours between 11am – 8:30pm, therefore occupiers of the site will be there at a

⁹ Numbers based on the predicted customer vehicle data provided by the applicant within the initial traffic impact assessment.

¹⁰ Traffic counts were taken adjacent to Lincoln Avenue on High Street ~100m from the application site between 15 August 2024 and 21 August 2024 and are a 7 day average.

time in which the proposal complies with the relevant noise requirements. It is considered that any potential noise effects on the above property will be less than minor.

Given the above and those reasons outlined in general effects below, it is considered that any potential adverse effects on persons will be less than minor.

Persons at 834 High Street (Z Petrol Station)

This property is located to the northeast of the application site and is occupier by the Z Petrol Station.

In regard to potential **visual amenity effects** it is considered that the proposal is consistent in scale and design with the existing established character of the application site, with the proposed *“building presents a low-profile, contemporary design that incorporates a mix of materials, including timber-toned cladding to break up the facades and provides an interesting building exterior appearance, consistent with the McDonald’s branding.”* Additionally, the proposal will comply with the lighting requirements for the area and will contribute to the overall street illumination of High Street, rather than producing discernible glare or visual intrusion. It is considered that potential visual amenity effects on the above properties will be less than minor.

In regard to potential **traffic effects**, it is considered that the numerous modifications undertaken to the proposal’s layout and introduction of a flush median will collectively reduce potential conflict points from users entering and exit the site and will alleviate the potential for queueing along High Street to occur. As mentioned in s6.1 above, Ms Fraser notes the following about the above property *“the service station is also a high trip generator with frequent vehicle movements to and from the site along with peak periods of activity coinciding with the proposed McDonalds activity. Vehicles exiting the driveways will be competing for the same gaps in the High Street traffic flow;”*

In regard to Ms Frasers above comment, Mr Georgeson notes the following upon his own site visit *“from an afternoon observation at the Z service station, we counted 78 vehicle movements in a peak hour, with 17 of these being right turn out movements, about the same as forecast for the High Street driveway serving the McDonald’s proposal. A difference with the Z site is that sightlines for exiting drivers are restricted by kerbside parking directly in front of that site, which is described in the TPC ITA as a contributing cause to the reported crashes. These sightline restrictions are not in play at the McDonald’s site.”*

It is considered that the introduction of the flush median and the removal of the existing kerbside park will alleviate some of the potential for vehicles to be competing for the same gaps throughout the High Street traffic flow. Especially when nothing the proposal is estimated to generate ~850 trips (1700 vehicle movements) per day to the application site, however given the Arterial nature of High Street it is considered that the additional traffic generated will be absorbed by the area. Additionally, the applicant has proffered a s128 condition which allows Council to require further mitigation if operation monitoring shows unexpected safety or congestion effects which Mr Georgeson noted support for. Overall, it is considered that potential traffic effects on the above property will be less than minor.

In regard to potential **noise effects**, as noted by Mr Chen above it is considered that *“with traffic noise on High Street dominating the existing ambient environment, the character of noise*

emitted by the activity is consistent with that of the ambient environment, making it likely to be less noticeable and intrusive.” concur with Mr Chens assessment and additionally note that this property is use for retail purposes and also operates on a 24/7 basis. It is considered that any potential noise effects on the above property will be less than minor.

Given the above and those reasons outlined in general effects below, it is considered that any potential adverse effects on persons at 834 High Street) will be less than minor.

- Persons at 1/1, 2/1, 2A, 4, 6, 8 & 11 Park Avenue

These properties are located to the southeast of the application site and will also have partial views of the application site, with most being located closer to/adjacent to the Park Avenue access point. These properties are used for a mixture of activities, including a bridge club & offices (No. 1/1 & 2/1), commercial purposes (No. 11), St Martin De Porres Catholic Church (No. 6 & 8), Brahma Kumaris (No. 4) and retail (No. 2A).

In regard to potential **visual amenity effects**, as mentioned above these properties will have a limited view of the proposed building structure, nevertheless it is still considered that the proposal is consistent in scale and design with the existing established character of the application site, with the proposed *“building presents a low-profile, contemporary design that incorporates a mix of materials, including timber-toned cladding to break up the facades and provides an interesting building exterior appearance, consistent with the McDonald’s branding.”* Additionally, the proposal will comply with the lighting requirements for the area and will contribute to the overall street illumination of High Street, rather than producing discernible glare or visual intrusion. It is considered that potential visual amenity effects on the above properties will be less than minor.

In regard to potential **traffic effects**, it is considered that the numerous modifications undertaken to the proposals layout, specifically the widening of the Park Avenue access and rearrangement of parking space will allow for better internal site flow. Furthermore, it will collectively reduce potential conflict points from users entering and exit the site and will alleviate the potential for queueing along Park Avenue. Whilst it is acknowledged that the proposal is estimated to generate ~850 trips (1700 vehicle movements) to the application site, given the Arterial nature of High Street it is considered that the additional traffic generated will be absorbed by the area. Additionally, the applicant has proffered a s128 condition which allows Council to require further mitigation if operation monitoring shows unexpected safety or congestion effects which Mr Georgeson noted support for. Overall, it is considered that potential traffic effects on the above property will be less than minor.

In regard to potential **noise effects**, as noted by Mr Chen above it is considered that *“with traffic noise on High Street dominating the existing ambient environment, the character of noise emitted by the activity is consistent with that of the ambient environment, making it likely to be less noticeable and intrusive.”* I concur with Mr Chens assessment and note that these properties are not used for residential purposes so will be less sensitive to noise effects. It is considered that any potential noise effects on the above property will be less than minor.

Given the above and those reasons outlined in general effects below, it is considered that any potential adverse effects on the owners and occupiers of 1/1, 2/1, 2A, 4, 6, 8 & 11 Park Avenue will be less than minor.

General effects on all persons

In regard to **construction effects**, it is considered that all effects associated with the construction of the proposed addition and site layout, including noise, vibration and vehicle movements, will be temporary in nature and are considered to be anticipated by the level of development required for the site. The applicant has proffered a condition of consent requiring a Construction Traffic Management Plan (CTMP), which will further detail site-specific measures to avoid adverse traffic and general construction effects for the site with specific clauses around:

- Outlining the traffic management activity, including timing, key activities and anticipated traffic levels;
- Potential traffic management measures requisite to manage and minimise effects on road corridor users;
- Information on measures to ensure pedestrian, cyclists and residents safety is ensured;
- Communication strategies to road corridor users and nearby residents
- The procedure to manage any complaints that come in during the construction phase.

The District Plan allows for some additional noise during such time in accordance with NZS 6803P “Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work”. Any potential construction effects are likely to be short in duration and temporary in nature, with effects being limited to the construction phase of the proposal. The applicant has confirmed the construction stage will be undertaken in compliance with the above noise standards.

Beyond the properties identified above, the surrounding environment comprises of a suburban mixed use and residential area. The proposal’s design, scale, and operating characteristics align with the prevailing activity pattern and permitted baseline for the zone. I note that while transport effects were deemed to be ‘minor’ on the environment under s95D above, this does not directly translate to a ‘minor’ effect (warranting notification) on any person under s95E, because section s95E requires an assessment of the degree to which those effects are experienced by specific individuals rather than the environment as a whole. In this case, the residual transport effects are diffuse, shared across the wider road network, and do not fall disproportionately on any particular property owner, occupier, or user to a level that I consider warrants notification.

Infrastructure and servicing effects have been discussed in section 6.1 above in respect of effects on the environment under s95D. For these same reasons, I consider effects on persons will be less than minor.

Conclusion

Beyond the application site and the properties mentioned above, there are no other persons considered potentially affected due to the separation distance of other properties from the proposal. Overall, effects on all persons from the proposal will be less than minor. Limited notification is not required under step 3.

Step 4 – Limited notification is required under special circumstances

If limited notification is not required under step 3, limited notification may still be warranted where there are special circumstances.

Do special circumstances exist that warrant notification of any persons to whom limited notification would otherwise be precluded?	No
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Special circumstances have been defined as circumstances that are unusual or exceptional, but may be less than extraordinary or unique. The proposal relates to the conversion of an existing fast-food restaurant into a McDonalds, with an addition. While there are several non-compliances with the Operative District Plan, the discretionary activity status of the proposal allows for a full assessment of all potential effects (as determined by Council). The District Plan is considered to provide clear policy direction given that retail activities are provided for in this zone, and assessment matters relevant to the proposal, and it is considered that limited notification will not reveal any new information relevant to determination.

Conclusion

Limited notification is not required.

6.3 - NOTIFICATION DECISION

In accordance with the notification steps identified in section 6.1 and 6.2 the application shall proceed on a non-notified basis.

7. DETERMINING THE APPLICATION

Section 104 requires, when considering a resource consent application, that Council must, subject to Part 2, have regard to any actual or potential effects on the environment; any measure agreed or proposed by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any negative effects; any relevant provisions of a National Environmental Standard; other regulations; a National Policy Statement; a New Zealand Coastal Policy Statement; a Regional Policy Statement or proposed Regional Policy Statement; a plan or proposed plan; and any other matter the consent authority considers relevant and reasonably necessary to determine the application.

7.1 - ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS ON THE ENVIRONMENT UNDER S104(1)(A)

Section 104(1)(a) of the RMA states that when considering an application for a resource consent, the consent authority shall have regard to any actual and potential effects on the environment prior to authorising the activity.

Actual or Potential Environmental Effects

A comprehensive assessment of effects from the proposal has been undertaken under Sections 6.1 and 6.2 of this report. This assessment found the effects to be minor or less.

I consider that the assessment matters and conclusion reached in accordance with s95 of the RMA are relevant to the purpose of the s104 assessment and accordingly consider to be no more than minor and therefore acceptable. A summary of this assessment is provided below:

- Regarding **amenity effects**, it is considered that the proposed single-storey restaurant is compatible with the existing character of the suburban mixed use area. The proposed

design allows for visual interest due to the different cladding, signage and lighting, whilst also incorporating landscaping to soften the more vehicle dominant areas (such as the drive through) along the frontage. Provision of landscaping will be imposed as a condition of consent. Effects are considered to be acceptable.

- Regarding **character effects** It is considered that whilst the change to a 24/7 restaurant will be a shift in the existing character of the application site, it is not considered to be incompatible with the existing character of the wider environment when the existing 24/7 'Z' station and nature of High Street is taken into account.
- Regarding **infrastructure and servicing effects**, a report provided by Eighty6 Civil Engineering and Council's Development Engineer have confirmed the application site can be adequately serviced by the existing infrastructure and conditions of consent will be imposed accordingly. Effects are considered to be acceptable.
- Regarding **construction effects**, a condition of consent requiring the Construction Traffic Management Plan which will manage traffic related construction effects. Effects are considered to be acceptable.
- Regarding **transport effects**, technical advice from Harriet Fraser (consultant Transport Engineer), Mark Georgeson (consultant Transport Engineer), John Pell (Traffic Modeller) and confirmation from HCC Transport Manager Evandro Sherer that internal site layout, traffic, queuing and sight-distance are acceptable, subject to the mitigation measures and key changes to the design, such as:
 - The installation of a flush median;
 - Removal of one kerbside space;
 - Widening of the Park Avenue access;
 - Widening of the drive through lane to allow for better manoeuvring
 - Installation of a pedestrian crossing by the High Street entrance.

Additionally, the changes to the internal site design (parking spaces, more pedestrian areas etc) alleviate safety concerns. A Construction Traffic Management Plan and a Servicing Management Plan will manage temporary and operational effects respectively. A review condition under s128 will be imposed to enable Council to require further transport mitigation if unforeseen issues arise after the activity commences.. Transport effects are considered to be acceptable.

- Regarding **signage effects**, I consider the breach of the movement signage rules to be technical in nature. The digital signs are considered to be compatible with the proposed building form of the proposed McDonalds and are ancillary to the proposed activity on site. Effects are considered to be acceptable.
- Regarding **noise effects**, technical advice from Robin Chen (consultant acoustic engineer) was sought to confirm who has confirmed that noise effects are considered to be acceptable.

Considering the above, I deem it necessary to impose consent conditions as follows:

- All consent conditions as proffered by the applicant, with wording amended to align with Council standard wording and to ensure enforceability.
- A condition to require a servicing management plan, noise management plan and construction management plan be submitted to Council
- A condition that all digital signage does not flash and does not move (beyond that allowed for transitional signage).
- A condition requiring two-year maintenance of landscaping onsite, replacing any dead or dying plants to ensure ongoing amenity value.

- A condition requiring an audit be undertaken six months post-commencement of the activity to ensure the lighting are within the consented/permitted levels.

The conditions of consent have been agreed to by the applicant in accordance with section 108AA(1)(a).

Positive Effects

When assessing the effects of an activity, positive effects on the environment should be included. This was reinforced by the High Court in its decision in *Elderslie Park v Timaru District Council*, stating that:

*“To ignore real benefits that an activity for which resource consent is sought would bring necessarily produces an artificial and unbalanced picture of the real effect of the activity”*¹¹.

The applicant notes the following, with which I agree and adopt:

“It is considered that the proposal will also result in positive effects including:

- *The reuse of an established building on the site, enabling the continued use of the building in a manner that aligns with the character and amenity of the surrounding area; and*
- *Economic benefits for the local area in terms of employment opportunities and provision for food and beverage retailing in the established urban environment.”*

Conclusion

I consider the actual or potential effects on the environment to be acceptable for the reasons outlined above.

7.2 - ASSESSMENT OF THE RELEVANT PROVISIONS OF THE DISTRICT PLAN UNDER S104(1)(B)

Objectives and Policies of the ODP

I consider the proposal is consistent with the relevant Objectives and Policies of the ODP identified below:

Suburban Mixed Use Chapter

- Objective 5E 2.3
- Objective 5E 2.4
- Objective 5E 2.5
- Policy 5E 3.1
- Policy 5E 3.4
- Policy 5E 3.6
- Policy 5E 3.7
- Policy 5E 3.8

The proposal is considered to be consistent with Objective 5E 2.4, which seeks to ensure built development next to residential activity areas minimises adverse effects on amenity values of those sites taking into account the planned urban built environment of this zone and surrounding

¹¹ *Elderslie Park Ltd v Timaru District Council* [1995] NZRMA 433 (HC) at 18.

residential area. The proposal is considered to be a compatible scale and design for the Suburban Mixed Use Activity Area and has been assessed to have less than minor visual amenity and character effects on the surrounding residential properties. The proposal provides for a range of commercial needs (as per Policy 5E 3.1) on a site that is already set up for a fast food restaurant.

The proposal has been assessed by the applicant's engineers and Council's development engineers, who both confirm that the application site can be adequately serviced by the existing infrastructure on the application site in accordance with Objective 5E 2.5.

The applicant has utilised the existing building and layout of the application site, this is recognised to reflect the functional and operation requirements of the activity to be undertaken in accordance with Policy 5E 3.4.

The proposal will improve the existing façade of the building on-site and is considered to be of high quality noting the variation of materials used in the façade and landscaping proposed as per Policy 5E 3.6.

The existing building will be retained in its current location and therefore not built up to the road boundary. However as stated above, it will improve the exterior to a high quality and provide visual interest. On balance, the proposal will be consistent with Policy 5E 3.8.

Transport Chapter

- Objective 14A 3.1
- Policies 14A 4.1, 4.2, 4.6, 4.7

The proposal is consistent with Objective 14A 3.1 and the associated Policies 14A 4.1 - 4.7, which collectively seek to ensure that land use and development maintain a safe, efficient, and integrated transport network while enabling urban growth and supporting multimodal access.

The conversion of the existing building in a McDonalds has been reviewed by Council's consultant transport engineers (Harriet Fraser and Mark Georgeson) and internal transport specialists. With specific modifications and the introduction of mitigation measures, it was concluded that the proposal can operate safely within the existing High Street network. A flush median is proposed to be installed and a minor road modification (removing one kerbside park) have been agreed to by HCC's Transport Manager and will be formalised through a Transport Resolution process. These measures enhance overall road safety and operational efficiency, directly aligning with Policy 14A 4.1 and Policy 14A 4.6.

In terms of wider transport outcomes, the activity will not generate significant adverse effects on connectivity, accessibility, or safety, satisfying Policy 14A 4.2. Provision is also made for bicycle parking and clear pedestrian visibility splays, supporting Policy 14A 4.7, which encourages development to provide for all transport modes. The proposal's design therefore represents a well-integrated and appropriately mitigated addition to the existing transport network, consistent with the objectives and policies of Chapter 14A.

Signage Chapter

- Objective 14B 1.1
- Policy 14B 1.1 (a)

- Policy 14B 1.1 (d)
- Objective 14B 1.2
- Policy 14B 1.2 (c)

The signage is considered to be appropriate is size, location and bulk and has been assessed as having less than minor visual amenity effects, satisfying Objective 14B 1.1 and Policy 14B 1.1 (a).

Additionally, whilst the proposed signs will be visible from Park Avenue, given their use and distance they are not considered to interfere with users ability to use the transport network in a safe and efficient way in accordance with Objective 14B 1.2

The signage complies with the relevant illumination and lighting standards, with the menu boards being located within the drive through thus screening any potential distraction for drivers from said signs. It is considered the signage will be compatible with Policy 14B 1.2 (c).

It is therefore considered that the proposed signage for the proposal is consistent and with the objectives and policies of Chapter 14B.

Noise Chapter

- Objective 14C 1.1
- Policy 14C 1.1 (a), (b), (c), (f) and (g)

It is acknowledged that due to the existing environment – specifically the vehicle dominated arterial route that is High Street – the existing ambient and background noise levels for these sites vary, as anticipated by Policy 14C 1.1 (a) and (b).

The noise breaches have been assessed by both Council’s consultant acoustic engineers (Robin Chen) and internal Environmental Health Team, who found the proposed noise generated by the proposed drive through will be below that generated by the existing ambient noise of High Street. Whilst the proposal does breach the noise standards, it is considered that the residential activity area adjacent to the application site are protected from inappropriate noise levels at the interface between the residential activity area and suburban mixed use area as required by Policy 14C 1.1 (c).

Additionally, in accordance with Policy 14C 1.1 (f) and (g), the applicant has recognised that noise levels may be different during the construction phase of the consent and has thus agreed to the imposition of a Construction Management plan to address potential construction noise levels.

It is therefore considered that the proposed signage for the proposal is consistent and with the objectives and policies of Chapter 14C.

Objectives and Policies of the Proposed District Plan (PDP)

As previously identified Hutt City Council notified the PDP on the 6th of February 2025. As such the proposed plan is in the early stages of the Schedule 1 process with hearings having not yet commenced. In mid-August 2025, the Resource Management (Consenting and Other System Changes) Amendment Bill gained Royal Assent. This legislation required that plan changes

(which includes the PDP), to be halted and withdrawn, unless an exemption applies or is granted by the relevant Minister. Therefore, a degree of uncertainty applies in relation to this recently passed legislation, and whether the PDP shall be exempted from the requirement.

Further, given that the provisions of the proposed plan have scope to be altered and amended as part of the Schedule 1 process it is considered that little weight should be given to the objectives and policies within. Irrespective of the above, as the proposed plan has been notified it is necessary to have regard to the relevant objectives and policies under this proposed plan as they relate to this application. I consider the following objectives and policies are relevant to the current application:

I have identified the following provisions within the PDP as being relevant to this proposal:

- LCZ-O2
- LCZ-O3
- LCZ-O4
- LCZ-O5
- LCZ-P3
- LCZ-P8

The proposal demonstrates partial consistency with the objectives and policies with the Local Centre Zone, as I acknowledge that LCZ-P3 lists drive through activities as a potentially incompatible activity (noting that LCZ-P4 specifically identifies incompatible activities). However, I also note that the use of the application site prior to the proposal was for a drive through pick up fish and chip shop, so it is not considered be wholly incompatible with the prior use of the site.

It is noted that LCZ-O1 notes the purpose of the Local Centre Zone to be *“Local Centres are the heart of commercial activity in their neighbourhood and may also be a significant location for community and civic activity. The Local Centres are locations of choice for activities that serve the surrounding neighbourhoods or other small-scale activities. The Local Centres are supported by residential activities and a diverse range of other compatible activities, including small-scale commercial activities that may serve more than just the surrounding area, while reflecting the Local Centres' role and function within the hierarchy of commercial centres.”*

It is acknowledged that the McDonald's is not considered to be a small scale commercial activity, it will still serve the surrounding residential catchment and is still considered to be compatible with the existing character of the site and surrounding area as per LCZ-O2 and O3.

With regards to LCZ-P8, the site is subject to the proposed Active Street Frontage Overlays whereby built development seeks to achieve particular urban design outcomes in the policy. Through the nature of the activity as a drive through, and utilisation of existing building on the site, it is not feasible to achieve all the outcomes sought in the policy. However it is acknowledged that the existing building on the site will be improved in terms of visual amenity and landscaping proposed. The form and scale is not overbearing in the local environment and consistent with other activities nearby such as the service station.

The design quality, small scale of the building, various mitigation measures, and integration of landscaping significantly are considered to be largely consistent with the LOCAL CENTRE ZONE chapter.

- SIGN-P1 & SIGN-P4

The signage is considered to be ancillary to the activity being undertaken on site given its use as a menu board for customers to order off, directional signage and part of the McDonalds branding. They are considered to be an appropriate size and design and compatible with SIGN-P1.

The digital signs are considered to be considered with the character of the zone and given their location within the drive through will not compromise the traffic, pedestrian and cycling safety. The signs will not generate any light spill, glare or illumination effects and will not compromise amenity values or view of the night sky as required by SIGN-P4.

On this basis, the proposal is considered to be consistent with the SIGN chapter.

- NOISE-O1 & NOISE-P1

Whilst I acknowledge that the proposal breaches certain noise requirements, it is still considered to be partially consistent with the objectives and policies of the Noise Chapter. Both NOISE-O1 and NOISE-P1 talk to ensuring noise generating activities do not compromise peoples health. As mentioned in the assessment by Mr. Chen, whilst the proposal will breach the noise standards, when also taking into account the existing ambient noise is similar, Mr Chen coming to the conclusion that any adverse noise effects will be minimal.

NOISE-P1 and NOISE-O1 talk to ensuring appropriate noise generation activities are *“compatible with people’s wellbeing and the planned purposes, characters, and amenity values of the relevant receiving zones and precincts.”* As noted in section 6.1 and 6.2 above, the predicted noise generation as a result of the proposed driveway will be below that already generated within the existing ambient noise that is High Street. Whilst the proposal may not be wholly compatible with the planned purpose of the zone, in regard to noise it is considered to be compatible with the existing noise character of the area given the ambient noise generated by High Street.

On this basis, the proposal is considered to be consistent with the NOISE chapter.

- TR-O1, P1, P3 & P7

In relation to TR-O1, the objective specifically states *“the transport needs of on-site activities are met”*, as talked to in s6.1 above the proposal has gone through multiple design internal design changes (e.g. the widening of the drive through and change in the parking layout) which ensure the application site now meets the need and demand of the proposed McDonalds. The changes to the entry and exit points, as well as the inclusion of the median strip along High Street also ensure the proposal is consistent with point 4 of TR-O1 *“the safety, efficiency and multi-modal function of the transport network is not compromised.”*

Whilst the proposal is not considered to be wholly consistent with TR-P1 as it does not comply with the cycle park and end of facility requirements. Given the comments (as mentioned in s6.1 above) from Ms Fraser and Mr Georgeson around staff numbers only exceeding the threshold

during peak times it is considered that end of trip facilities are not a necessity given the use of the site and proximity to public transport options.

In regard to TR-P3, it is considered that the changes to the proposal in regard to transport have ensured that the proposal is no longer a potentially incompatible activity with the Transport Chapter. As noted by TR-P3, the proposal will still be *"effective in meeting the transport needs of on-site activities"* and will ensure *"the safety, efficiency, and multi-modal function of the transport network and the safety of site users is not compromised"*.

In regard to TR-P3, the proposal is considered to be consistent with point 5 *"high trip generating activities that are located in a way which facilitates minimisation of transport demand and increased uptake of active and public transport modes."* With the widening of the High Street & Park Avenue vehicle crossings and inclusion of the median strip, the proposal is considered to have less than minor effects on the existing transport infrastructure and will be able to absorb the influx in vehicle movements within the site.

Overall, whilst there were numerous transport concerns from Council's Transport Engineers, given the changes to the proposal it is considered to be largely consistent with the TRANSPORT chapter.

7.3 - ASSESSMENT OF THE RELEVANT PROVISIONS OF OTHER STATUTORY PLANNING DOCUMENTS UNDER S104(1)(B)

National Policy Statement for Natural Hazards 2025 (NPS-NH)

The NPS for Natural Hazards came into effect on 15 January 2026 and aims to create a consistent risk-based approach to consenting decisions between local authorities when decision makers are assessing natural hazard risks.

As stated in section 2 above, the proposal is located within the flood inundation natural hazard overlay, although this is only a small portion of the site. The existing building and addition are not located with the flood inundation overlay, mitigating any potential risk. I assess this as being sufficient mitigation and proportionate to the level of risk posed by the hazard, in accordance with Policy 6 clause 3.3 of the NPS-NH.

Overall, I assess that the proposal has implemented sufficient mitigation measures in response to the potential flood inundation natural hazard overlay, with the risk level concluded as being medium to low as per the NPS-NH risk matrix. As a result, the proposal gives effect to the NPS-NH.

Conclusion

I consider that there are no other relevant provisions of national environmental standard, other regulations, national policy statement, New Zealand Coastal Policy Statement or regional policy statement or proposed regional policy statement that regard must be had.

7.4 – PURSUANT TO S104(1)(C) ARE THERE ANY OTHER MATTERS RELEVANT AND REASONABLY NECESSARY TO DETERMINE THE APPLICATION?

The application site is located along High Street which is an arterial route within the Lower Hutt District. Hutt City Council (HCC), Greater Wellington Regional Council (GWRC) and New Zealand Transport Agency (NZTA) are currently giving effect to a consent known as Te Wai Takamori o Te Awa Kairangi (previously known as Riverlink). As noted on the Te Wai Takamori o Te Awa Kairangi webpage *“Te Wai Takamori o Te Awa Kairangi is a transformational project for Te Awa Kairangi ki Tai - Lower Hutt. It includes crucial flood protection and river restoration work, improvements to public transport, walking & cycling routes, local roads and the SH2 Melling Interchange, as well as urban revitalisation of the Lower Hutt city centre and a new pedestrian bridge over the river.”*

Whilst undertaking these flood protection and improvements to local roads and the SH2 Melling Interchange, the project is expected to cause disruption and congestion within the Lower Hutt area, including along High Street. As some works are within the roading network it is expected traffic numbers along High Street (and especially within the location of the application site) will increase as road users try and access the Hutt Valley from other points. This includes access via Kennedy Good Bridge which connects road users to SH2 or High Street via the High/Daysh/Fairway roundabout, located ~100m from the application site. This increase in traffic around the application site will be temporary in nature while Te Wai Takamori o Te Awa Kairangi is being given effect to.

The proposal is considered to be acceptable within the context of this future (yet temporary) traffic environment. As assessed in s6.1 above, the application site can appropriately accommodate the expected traffic generation as a result of the McDonald's within the site and potential queueing effects will be less than minor. Mr Georgeson notes the following about the potential effects on traffic once works for Te Wai Takamori o Te Awa Kairangi are completed *“I might also add that an outcome of the Riverlink project will be reduced congestion on SH2 and Melling Link, which in turn is expected to lead to some traffic diverting away from urban streets like High Street, such that its future traffic conditions may be different to current conditions.”*

Overall, the proposal is still considered supportable in the context of the likely future environment of High Street as a result of the works being undertaken for Te Wai Takamori o Te Awa Kairangi.

I consider there are no other matters relevant and reasonably necessary to determine the application.

7.5 - PART 2 OF THE RESOURCE MANAGEMENT ACT

In the *Davidson v Marlborough District Council* 2018 Court of Appeal case, it was determined that if a plan has been competently prepared under the Act it may be that in many cases the consent authority will feel assured in taking the view that there is no need to refer to Part 2 because doing so would not add anything to the evaluative exercise.¹² As there are no known uncertainties or incompleteness with the relevant part of the District Plan, I consider that no further assessment against Part 2 of the Act is necessary.

¹² *R J Davidson Family Trust v Marlborough District Council* [2018] NZCA 316 at [75]

7.6 - IN ACCORDANCE WITH S106A A CONSENT AUTHORITY MAY REFUSE LAND USE CONSENT IN CERTAIN CIRCUMSTANCES

In accordance with s106A introduced by the *Resource Management (Consenting and Other System Changes) Amendment Act 2025*, a consent authority may refuse land use consent or may grant a land use consent subject to conditions if it considers that there is a *significant* risk from natural hazards. An assessment of the risk from natural hazards requires a combined assessment of all of the following taken together:

1. *the likelihood of natural hazards occurring (whether individually or in combination):*
2. *the material damage to land in respect of which the consent is sought, other land, or structures that would result from natural hazards:*
3. *whether the proposed use of the land would accelerate, worsen, or result in material damage of the kind referred to in paragraph (b):*
4. *whether the proposed use of the land would result in adverse effects on the health or safety of people.*

A small portion of the application site is located within the flood inundation natural hazard overlay; however, the building is not located within this overlay which will mitigate any potential effects on persons or property. Given the use of the application site, it is also considered that the proposed use of the land would accelerate, worsen or result in material damage. On this basis, I consider that the proposal will not result in any significant risk from natural hazards and there is no reason to refuse consent under s106A.

7.7 - SUBSTANTIVE DECISION

In accordance with s104B I have considered the application for a discretionary activity and have decided to grant the application subject to conditions under s108.

8. CONDITIONS OF RESOURCE CONSENT

In accordance with s108 of the Resource Management Act, resource consent has been granted subject to the following conditions:

General Conditions

1. That the proposal is carried out substantially in accordance with the information and approved plans submitted with the application and held on file at Council, being:
 - a. Site Plan: "Proposed Site Plan" Job No: 23318, Drawing No: RC20, prepared by AscArchitects and dated 24.10.2025
 - b. Architectural Plans: "McDoanld's Restaurant, Boulcott" Job No: 23318, Drawing No: RC50, RC51, RC100, RC200, RC201, RC250 and RC251, prepared by AscArchitects and dated 09.05.2025
 - c. Landscaping Plans: "Landscape Concept Plan" Job No: 23318, Drawing No: RC LA01, prepared by AscArchitects and dated 27.10.2025.
2. That the consent holder advises Council (enforcement@huttcity.govt.nz) at least two working days before any work starts on site; and that the consent holder also supplies the

name, phone number and address of the main contractor and, if applicable, the same details for the earthworks company.

Important notes:

- When given notice of a start date, a compliance officer will suggest an on-site meeting to run through a checklist of things to make sure the project runs as smoothly as possible. This service is included in the resource consent application fee. Using it could avoid difficulties later on. Please note that additional monitoring visits will be charged at the applicable rate at the time of said site visit.
- Notification of work commencing is separate to arranging building inspections.

Pre-commencement Conditions

3. At least 10 working days prior to any work commencing on site, the consent holder shall submit a **Construction Management Plan (CMP)** to Council's Resource Consents and Compliance Manager (via enforcement@huttcity.govt.nz) for certification. This CMP must be prepared by a suitably qualified and experienced person. No construction work may commence prior to written notice of certification from Council. The CMP must address the following matters:

- a. Roles and responsibilities of construction management staff, including the overall manager responsible for works authorised by this consent.
- b. Details of, enabling works, all construction works methodology, programme, project staging approach, and anticipated equipment to be utilised.,
- c. General site layout and the location of construction site infrastructure including site offices, site amenities, locations of refuelling activities, locations of plant laydown/maintenance activities, equipment unloading, stockpiling sites and storage areas.
- d. Proposed hours of work and key construction periods throughout the duration of construction works that may require specific management procedures or methods (e.g. seasonal restrictions).
- e. Details of how stormwater and surface water run-off will be controlled during site works to ensure they do not affect adjoining properties or the environment.
- f. Specify monitoring and mitigation measures to manage noise and vibration from construction or any other process to ensure compliance with *NZS 6803:1999 'Acoustics – Construction Noise'* (required per the District Plan). Strategies for communications with road users and nearby residents.
- g. Procedures for managing any complaints, including the name and phone number of the appropriate contact person, complaints register, remedial action process, and recording outcomes of complaints.

All works shall be undertaken in accordance with the certified CMP, noting that this shall be a living document and if there are any proposed material changes in construction, this plan must be updated and submitted to the Resource Consents and Compliance Manager for recertification.

Advice note: The purpose of the CMP is to confirm the proposed works, management procedures and construction methods to be used in order to avoid, remedy or mitigate potential adverse effects arising from Construction Works.

4. At least 10 working days prior to any work commencing on site, the consent holder shall submit a **Construction Traffic Management Plan (CTMP)** to Council's Resource Consents and Compliance Manager (via enforcement@huttcity.govt.nz) for certification. The CTMP must be prepared by a Suitably Qualified and Experienced Person (SQEP) in accordance with the *New Zealand Transport Agency Code of practice for temporary traffic management (CoPTTM): SP/M/010 (November 2018, or any subsequent versions)*. No construction work may commence prior to written notice of certification from Council. The CTMP must address the following matters:
 - a. Roles and responsibilities of traffic management staff, and the overall manager responsible for works authorised by this consent.
 - b. Description of traffic management activities and sequencing proposed for the Project, including timing of specific work phases, key activities, and anticipated traffic levels for each work phase.
 - c. Identification of Identification of the following items, including a clear layout plan showing:
 - i. Truck routes
 - ii. Ingress and egress locations.
 - iii. Days and hours of work for heavy vehicles so to avoid further impacts at times such as peak traffic hours or school activities.
 - iv. Unloading locations and measures for trucks to enter/exit site in a manner that is safe for other road corridor users.
 - v. Staff parking locations
 - d. Temporary traffic management measures required to manage and minimise impacts on all road corridor users.
 - e. Temporary measures to ensure safety of pedestrians, cyclists, and residents, including detours, signage, and barriers.
 - f. Procedures for managing any complaints, including the name and phone number of the appropriate contact person, complaints register, remedial action process, and recording outcomes of complaints.
 - g. Strategies to provide communications to road corridor users and nearby residents.

All works shall be undertaken in accordance with the certified CTMP, noting that this shall be a living document and if there are any proposed material changes in methodology, this plan must be updated and submitted to the Resource Consents and Compliance Manager for recertification.

Advice Note:

- The purpose of the CTMP is to confirm traffic management procedures to be used in order to avoid, remedy or mitigate potential adverse construction and construction traffic effects.
 - Compliance with this condition does not nullify the requirement to apply for a Corridor Access Request (CAR) from Hutt City Council's roading and traffic department should works or machinery obstruct the legal road or pedestrian footpath at any point during works.
 - Conditions 3 & 4 can be met via the submission of a single 'management plan' that addresses all specified requirements of both conditions, if preferred.
5. At least 10 working days prior to any work commencing on site, the consent holder shall submit the approved (as part of the separate transport resolution process) and final plans for the proposed flush median to Council (via enforcement@huttcity.govt.nz).

Construction Conditions

6. Prior to the activity becoming operational, the consent holder shall install broken yellow lines at all vehicle crossings and along the frontage where on-street parking spaces are removed, in accordance with approved plans and at the consent holder's cost.
7. The consent holder must ensure that construction activities are managed and controlled so that the noise received at any site does not exceed the limits set out in Table 2 and Table 3 of 'NZS6803:1999 Acoustics – Construction' noise when measured and assessed in accordance with that standard, and that notwithstanding this standard, machinery operating hours, including machinery start-up times, are limited to between 7:30am and 6pm Monday to Saturday, with no work on Sundays or public holidays.

Where it is found that a specific construction activity cannot or does not comply with the limits set out in 'NZS6803:1999 Acoustics – Construction' the consent holder shall cease the activity and submit to the Council's Compliance Monitoring Officer:

- Acoustic monitoring results;
 - Details of any complaint received; and
 - An assessment of the physical and managerial noise control methods that have been adopted and all other physical and managerial noise control methods that haven't been adopted including a statement of reasons why they haven't been adopted.

Works must not re-commence until the Council has confirmed in writing that Best Practice Option has been implemented on site, in line with section 16 of the Act, or that a Construction Noise and Vibration Management Plan has been prepared by the applicant, approved by Council's Compliance Monitoring Officer and that suitable mitigation measures have been implemented.

Prior to Operation Conditions

8. Prior to operation of the proposed activity, the consent holder shall submit a **Servicing Management Plan (SMP)** to the Council's Resource Consents and Compliance Manager for certification (via enforcement@huttcity.govt.nz). The SMP shall address the following:

- a. Servicing hours and frequency (including specified delivery and refuse collection times to minimise disruption on High Street)
- b. Identify vehicle types and routes for site servicing
- c. Demonstrate that all service vehicles can manoeuvre onsite and enter and exit the site without reversing into the road reserve
- d. Conflict management to separate servicing activity from customer and drive-through movements
- e. Queue management to prevent obstruction of the drive-through lane, customer parking or the footpath
- f. Refuse management, including identifying refuse storage areas, frequency of collection, and how bins are manoeuvred throughout the site
- g. Monitoring methodology to determine the functionality of the proposed site servicing methodology.

The site operation shall be undertaken in accordance with the certified SMP in perpetuity.

9. Prior to operation of the proposed activity, the consent holder shall submit a Noise Management Plan (NMP) to the Resource Consents and Compliance Manager (via enforcement@huttcity.govt.nz). The NMP shall address the following (but not limited to):
 - a. Mitigation measures the McDonalds will undertake to remedy any adverse effects of unreasonable noise, such as managing:
 - i. People/customers within the carpark creating unreasonable noise e.g. shouting, loud music and other unreasonable loud noises
 - b. Include a contact number at the McDonalds for complaints to be referred to.
 - c. Outline McDonalds complaint process for any noise complaints received.

The site operation shall be undertaken in accordance with the certified NMP in perpetuity.

10. Prior to operation of the proposed activity, the landscaping shall be implemented in accordance with the approved landscaping plans (as per Condition 1C). All planting shall be maintained for a minimum of two years following installation. Any plant which fails to establish or perishes must be re-planted within 12 months of the completion of construction.
11. Prior to operation of the proposed activity, the consent holder shall submit a report (via enforcement@huttcity.govt.nz) prepared by a suitably qualified acoustic engineer confirming that all external mechanical plants have been designed to comply with the relevant noise standards (being 40dB L10) when measured within the site boundary of the surrounding sites.
12. That **at least** 2 weeks prior to the commencement of operation, the consent holder notifies the Resource Consents and Compliance Manager (via enforcement@huttcity.govt.nz) to allow for a final site inspection before operation of the proposed activity begins.

Operation Conditions

13. Within six months of the site becoming operation, the consent holder shall engage a suitably qualified lighting auditor to complete a post construction Lighting Audit to confirm the proposed lighting still complies with the relevant lighting standards (with the applicable lighting rules being based on each sites zoning) for the surrounding properties. The audit

and any recommended remedial measures shall be submitted to the the Resource Consents and Compliance Manager (via enforcement@huttcity.govt.nz) for approval. Any required works shall be implemented by the consent holder at their cost within three months of submission of the Road Safety Audit.

Post Review Conditions

14. Pursuant to s128 of the RMA the conditions of this consent may be reviewed by the Resource Consents and Compliance Manager (at the consent holders' cost) at three months, six months and then annually for the first three years of the drive-through restaurant activity operating. The purpose of the review is to deal with any adverse effect on the environment which may arise or potentially arise from the exercise of this consent, (in particular but not limited to adverse safety effects arising from the vehicle ingress/egress at the High Street boundary of the site). Should any issues be identified the consent holder shall submit a mitigation plan to the Resource Consents and Compliance Manager within three months of the report. The agreed mitigation plan shall then be implemented by the consent holder at their cost within three months of the mitigation plan being agreed.

Processing planner:



Laura Hutchinson
Intermediate Resource Consents Planner

Peer reviewer:



Baylee O'Sullivan
Resource Consents Team Lead

Application lodged: 4 June 2025
Application fee paid (clock starts): 12 June 2025
s92(2) request: 18 June 2025
s92(2) response: 2 September 2025
s92(1) request: 30 June 2025
s92(1) response: 31 July 2025
Client request hold (transport issues): 3 September 2025
Client requested hold released: 3 November 2025
Client requested hold (draft condition review): 18 December 2025
Client requested hold released: 20 January 2026
Application approved: 20 February 2026
No of working days taken to process the application: 60

9. NOTES:

- The retail activity is subject to payment of a development contribution fee. Payment of this fee is required before receiving CCC.

		Commercial		Industrial		Retail	
		Fee per 100m ²	Total fee	Fee per 100m ²	Total fee	Fee per 100m ²	Total fee
Gross floor area (m ²)	32						
Total impervious surface area (m ²) (Gross plus new)	0						
Transport	<input type="checkbox"/>	6,993.21	2,237.83	9,324.28	2,983.77	13,996.42	4,475.65
Water	<input checked="" type="checkbox"/>	3,809.04	1,218.89	3,809.04	1,218.89	3,809.04	1,218.89
Wastewater	<input checked="" type="checkbox"/>	3,398.26	1,087.44	3,398.26	1,087.44	3,398.26	1,087.44
Stormwater	<input checked="" type="checkbox"/>	1,341.74	0.00	1,341.74	0.00	1,341.74	0.00
Total		15,542.25	4,544.16	17,873.32	5,290.11	22,535.46	6,781.99
Total fee			\$4,544.16		\$5,290.11		\$6,781.99
GST			\$681.62		\$793.52		\$1,017.30
Total contribution payable			\$5,225.79		\$6,083.62		\$7,799.29

- Any approvals relating to trade waste and removal of car parks are separate to the resource consent process. Approval of this resource consent does not imply other approvals will be granted under their respective legislation. It is advised you seek all necessary approvals prior to giving effect to this resource consent.**
- In accordance with section 357 of the Resource Management Act 1991, the consent holder is able to object to the conditions of the consent. The consent holder must submit reasons in writing to Council within 15 working days of the date of this decision.
- In accordance with section 120 of the Resource Management Act 1991, the applicant, consent holder, on the application or review of consent conditions may appeal to the Environment Court against the whole or any part of this decision by the consent authority.
- The consent lapses, in accordance with section 125 of the Resource Management Act 1991, if the proposal is not given effect to within five years.
- The consent applies to the application as approved by Council. The consent holder should notify Council if there are changes to any part of the plans. Council may require that the consent holder submits a new resource consent application.
- The proposal has been assessed against the requirements of the city's District Plan. Bylaws may apply to the proposal that may require separate approval from Council before starting any site works. See huttcity.govt.nz for a full list of bylaws.
- The proposal has not been checked for compliance with the Building Act 2004. No associated building work should start without first getting a building consent.
- The consent is not a licence to create adverse effects such as unwarranted dust, noise or disruption. It does not change the legal duty to avoid, remedy or minimise such effects. Council may enforce the provisions of the Resource Management Act 1991 if the consent holder fails to meet this obligation.
- Failure to comply with an abatement notice may result in Council imposing an infringement fine or initiating prosecution.
- Heritage New Zealand: Any disturbance of land or damage or destruction of any building or structure associated with human activity prior to 1900, may require an archaeological

authority from Heritage New Zealand under the Heritage New Zealand Pouhere Taonga Act 2014. Please contact Heritage New Zealand for further information.

- Before commencement of any work within the legal road corridor, including the laying of services, application is to be made for a Corridor Access Request (CAR). A CAR request can be made through contacting BeforeUdig either on their website: beforeudig.co.nz or 0800 248 344. Work must not proceed within the road reserve until the CAR has been approved, including the approved traffic management plan if required.
- Constructing, modifying or repairing a vehicle crossing requires separate Council approval, in addition to the approved resource consent. The vehicle crossing is to be constructed in accordance with Council's standards and codes. For more information contact the Transport Division via (04) 570 6881 or click the following link:
- huttcity.govt.nz/Services/Roads-and-parking/Vehicle-crossings/

SIGN S7
CUSTOMER ORDER CANOPY

NEW LIGHT POLE WITH FINGERMARK CAMERAS

SIGN S9
TWIN DIGITAL DT MENUDB

NEW CONCRETE TO EXISTING DRIVETHROUGH. 4% BLACK OXIDE

SIGN S8
DIGITAL SPEAKER POST

SIGN S7
CUSTOMER ORDER CANOPY

NEW KERBS AND LANDSCAPE TO MATCH ADJACENT LEVELS

SIGN S6
DIGITAL DT MENUDB

SIGN S4
DT HEIGHT RESTRICTOR

SIGN S2
DIRECTIONAL SIGN

PROPOSED STAINLESS STEEL BOLLARDS

NEW LIGHT POLE

SIGN S13
GIVE-WAY SIGN

NEW LIGHT POLE

NEW ASPHALT TO EXISTING CARPARK. 4% BLACK OXIDE

PARK AVENUE

HIGH STREET

BUILDING AREA:
TOTAL PROPOSED BUILDING = 214m²

SITE AREAS:
SITE AREA = 1373m²

PARKING REQUIRED:
CARS: NO MAXIMUM OR MINIMUM REQUIRED

PARKING PROVIDED:
CARS: ACCESSIBLE PARKS = 1
GRILLE ORDER PARKS = 1
GENERAL PARKS = 12
McDELIVERY PARK = 1
STAFF PARKS = -
TOTAL CARPARKS PROVIDED = 15

BICYCLE PARKS = 1

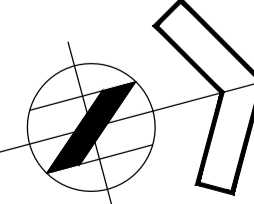
LEGEND:

- EXISTING LANDSCAPE TO BE RETAINED
- PROPOSED NEW LANDSCAPE
- EXISTING BUILDING FOOTPRINT
- PROPOSED ADDITIONAL BUILDING
- PROPOSED NEW WORK



LEGAL DESCRIPTION
Lot 1 Deposited Plan 75233

STREET ADDRESS
814 High Street, Boulcott, Lower Hutt 5011



MCDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED
302 Great South Road : Greenlane : Auckland
PO Box 6644 : Wellesley St : Auckland 1141
Telephone : 09 539 4300 Fax : 09 539 4310
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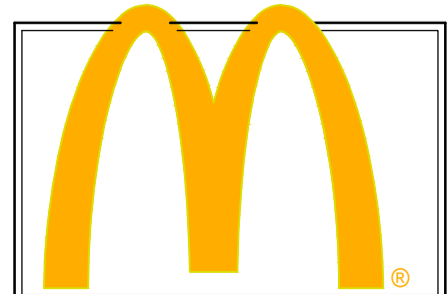
PROPOSED SITE PLAN

PROJECT
McDonald's Restaurant BOULCOTT

SCALE A1: 1:100
SCALE A3: 1:200

DATE: May 2025

DATE	DESIGN	DRAWN	APPROVED
09/05/25	RESOURCE CONSENT		(-)
10/07/25	S92		(A)
24/09/25	DRIVE THRU LANE AMENDMENTS		(B)
24/10/25	TRAFFIC AMENDMENTS		(C)



MRL PROJECT
JOB NO: 23318
DRAWING NO: RC20 (C)

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SHEET LIST			
Sheet Number	Sheet Name	Current Revision	Current Revision Date
RC000	COVER	(-)	09/05/2025
RC010	EXISTING/ DEMO SITE PLAN	(-)	09/05/2025
RC020	PROPOSED SITE PLAN	(-)	09/05/2025
RC050	SIGNAGE SCHEDULE 1	(-)	09/05/2025
RC051	SIGNAGE SCHEDULE 2	(-)	09/05/2025
RC100	EXISTING/ PROPOSED FLOOR PLAN	(-)	09/05/2025
RC200	OVERALL EXTERIOR ELEVATIONS	(-)	09/05/2025
RC201	OVERALL EXTERIOR ELEVATIONS	(-)	09/05/2025
RC250	EXTERIOR ELEVATIONS	(-)	09/05/2025
RC251	EXTERIOR ELEVATIONS	(-)	09/05/2025
RC1000	EXTERIOR VIEWS	(-)	09/05/2025
RC1001	EXTERIOR VIEWS	(-)	09/05/2025
RC1002	EXTERIOR VIEWS	(-)	09/05/2025
RC1003	EXTERIOR VIEWS	(-)	09/05/2025
RC1004	EXTERIOR VIEWS	(-)	09/05/2025



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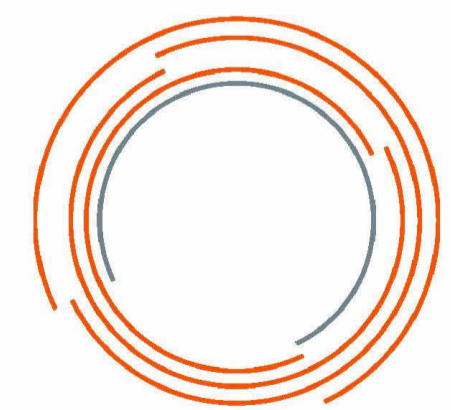


McDonald's Restaurant BOULCOTT

814 High Street, Boulcott, Lower Hutt 5011

RESOURCE CONSENT

JOB NO. 23318

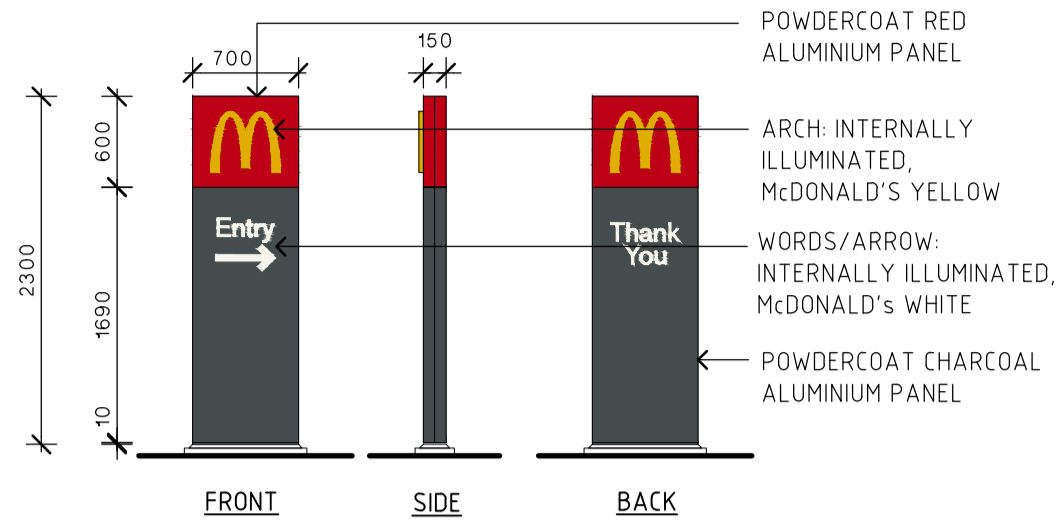


asc architects

designgroup

17 maidstone street, ponsonby, auckland 1021
po box 5736, auckland 1141
new zealand
p. +64 9 377 5332

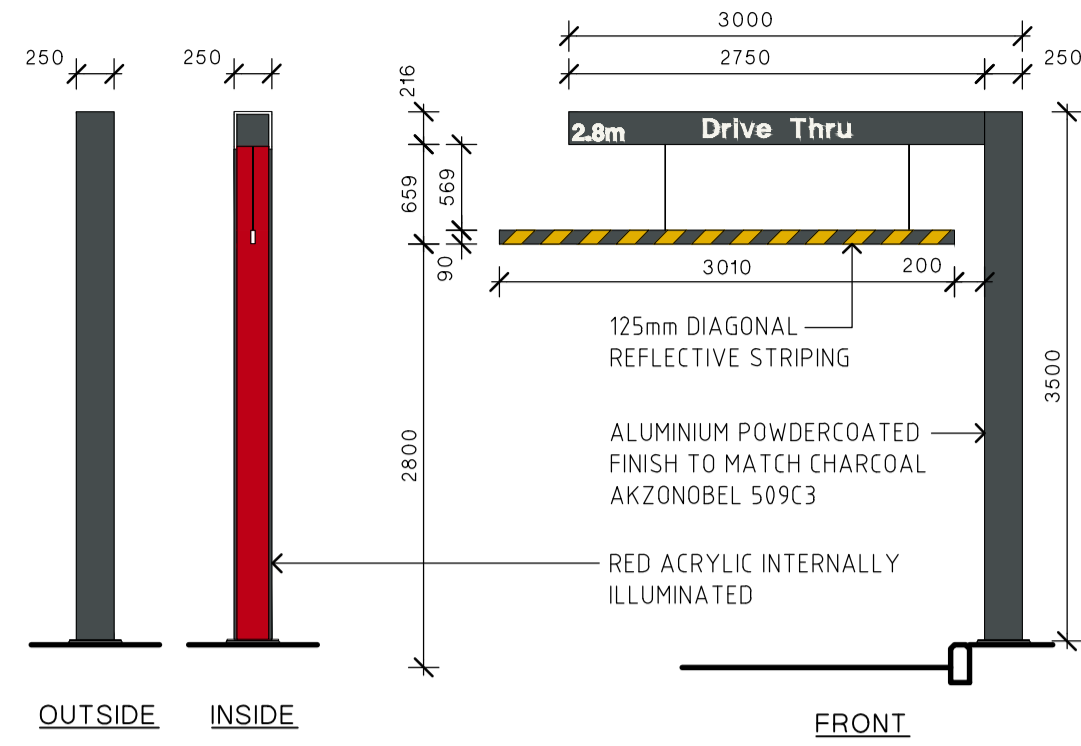
SITE SIGNS



S2 DIRECTIONAL SIGN
SCALE: 1:50 (1 OFF)

FABRICATED ALUMINIUM CABINET FACES WITH WET SPRAY FINISH. FLAT BAR ALUMINIUM EDGE BANDING WITH WET SPRAY FINISH. LOGO, LETTERS AND SYMBOLS SHALL BE PUSH THROUGH ACRYLIC TYPE. LETTERS AND SYMBOLS SHALL BE INTERNALLY ILLUMINATED BY L.E.D. DOUBLE-SIDED SIGN BY SIGNAGE CONTRACTOR FOUNDATIONS BY MAIN CONTRACTOR

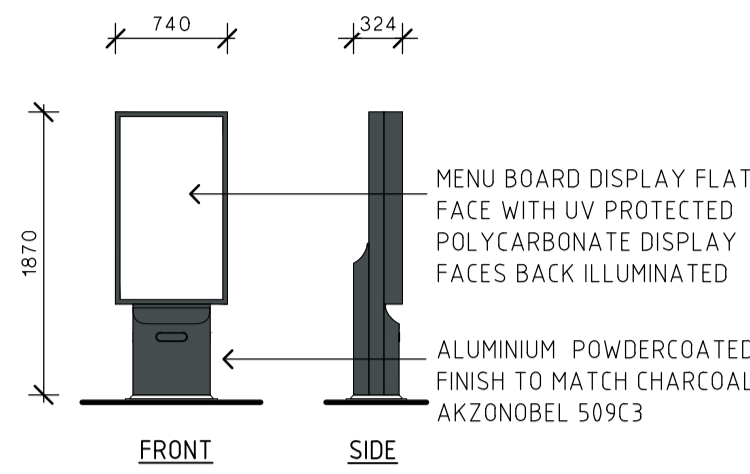
SIGNAGE AREA = 1.61m² (2,3x0,7)
SIGN ILLUMINATION AREA = 0,13m²
(SIGN THICKNESS IS LESS THAN 200mm)



S4 2018 DT HEIGHT RESTRICTOR
SCALE: 1:50 (1 OFF)

SINGLE-SIDED SIGNAGE. McDONALD'S CHARCOAL BACKGROUND. McDONALD'S WHITE WORD/NUMBER. McDONALD'S YELLOW ARCH. NEW FOUNDATIONS BY MAIN CONTRACTOR

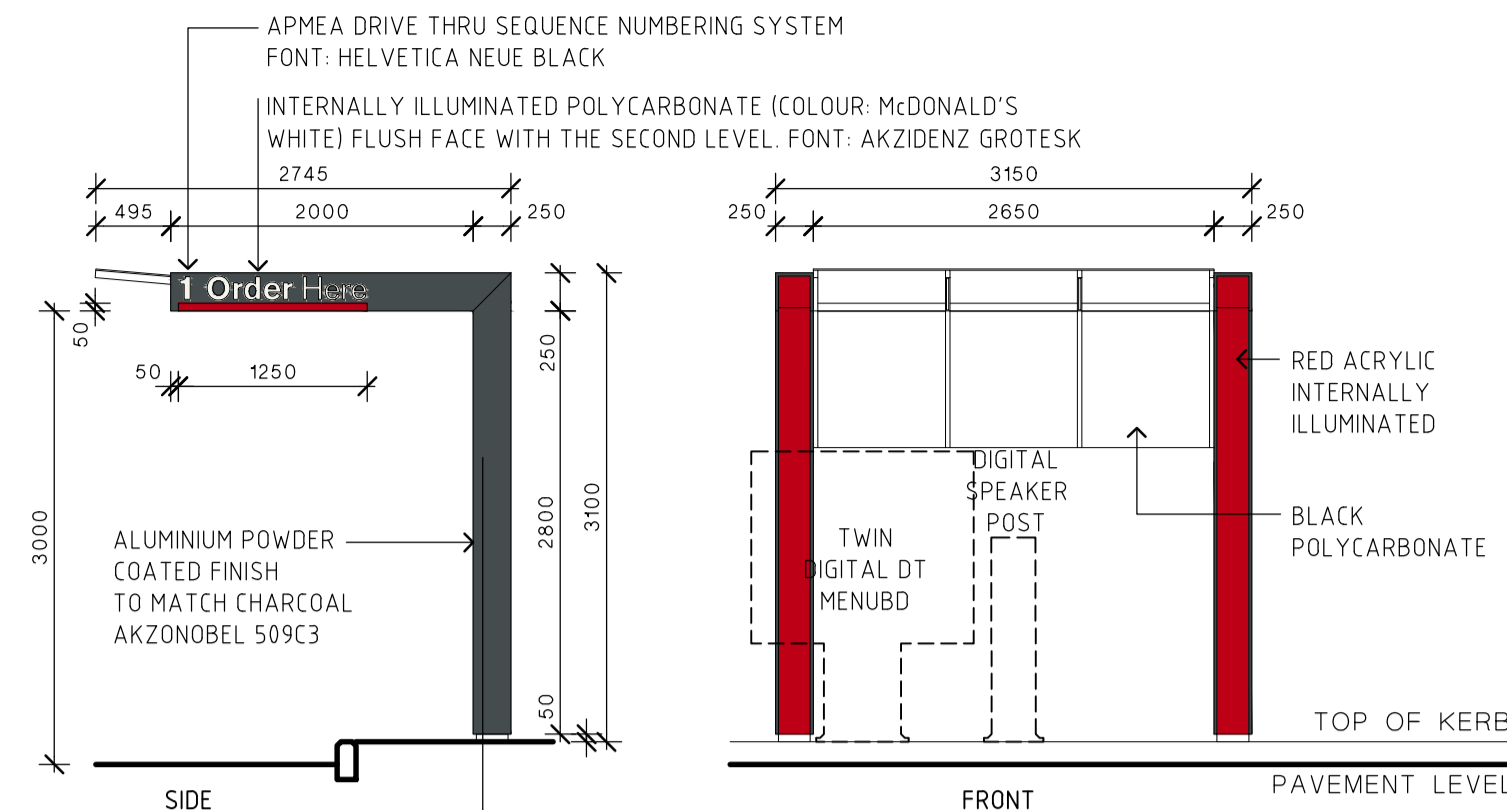
SIGNAGE AREA = 3,25m² (FRONT VIEW)
SIGN ILLUMINATION AREA = 1,42m²



S6 DIGITAL DT MENUBD
SCALE: 1:50 (1 OFF)

ALUMINIUM CABINET AND BASE WITH POWDERCOAT FINISH. MOULDED POLYCARBONATE MENU DISPLAY AREA INTERNALLY ILLUMINATED BY L.E.D. SIGN BY SIGNAGE CONTRACTOR FOUNDATIONS BY MAIN CONTRACTOR

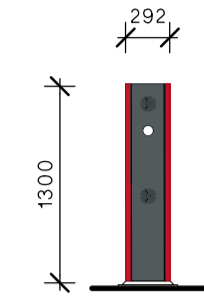
SIGNAGE AREA = 1,38m² (1,870x0,740)
SIGN ILLUMINATION AREA = 0,82m²



S7 COD CANOPY
SCALE: 1:50 (2 OFF)

CANOPY INSTALLED BY SIGNAGE CONTRACTOR FOUNDATIONS BY MAIN CONTRACTOR

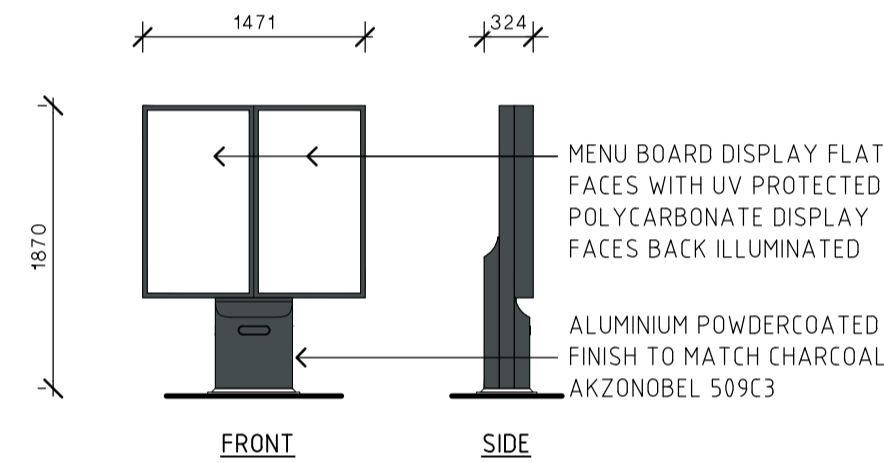
SIGNAGE AREA = 1,23m² (SIDE VIEW)
SIGN ILLUMINATION AREA = 2,24m² (0,13-1,057-1,057)



S8 DIGITAL SPEAKER POST
SCALE: 1:50 (2 OFF)

SIGN BY SIGNAGE CONTRACTOR FOUNDATIONS BY MAIN CONTRACTOR

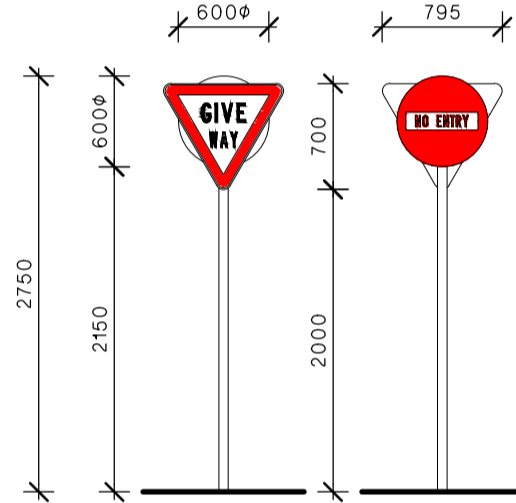
SIGNAGE AREA = 0,76m² (0,38m² EACH SIDE)



S9 TWIN DIGITAL DT MENUBD
SCALE: 1:50 (2 OFF)

ALUMINIUM CABINET AND BASE WITH POWDERCOAT FINISH. MOULDED POLYCARBONATE MENU DISPLAY AREA INTERNALLY ILLUMINATED BY L.E.D. SIGN BY SIGNAGE CONTRACTOR FOUNDATIONS BY MAIN CONTRACTOR

SIGNAGE AREA = 2,41m² (1,850x1,304)
SIGN ILLUMINATION AREA = 1,18m² (2x 0,59m² PANELS)



S15 GIVE-WAY/NO-ENTRY SIGN
SCALE: 1:50 (1 OFF)

NON-ILLUMINATED REFLECTIVE ALUMINIUM "GIVE-WAY" AND "NO-ENTRY" SIGNS ON GALVANISED STEEL POLE TYPICAL ALL BY MAIN CONTRACTOR

RESOURCE CONSENT

GRANTED
20/02/2026

HUTT CITY COUNCIL

RESOURCE CONSENT



LEGAL DESCRIPTION
LOT 28 DP 103259
Overall Site Area - 5909 m²

STREET ADDRESS
516-522 Hillsborough Road
Mt Roskill
Auckland 1041

MCDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED
302 Great South Road : Greenlane : Auckland
PO Box 6644 : Wellesley St : Auckland 1141
Telephone : 09 539 4300 Fax : 09 539 4310
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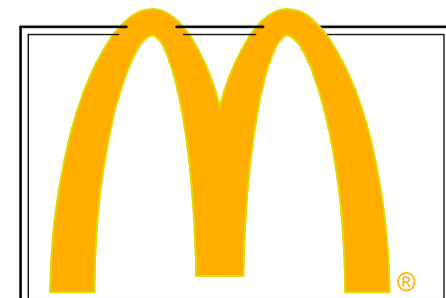
SIGNAGE SCHEDULE 1

PROJECT
McDonald's Restaurant BOULCOTT

SCALE A1: 1:50
SCALE A3: 1:100

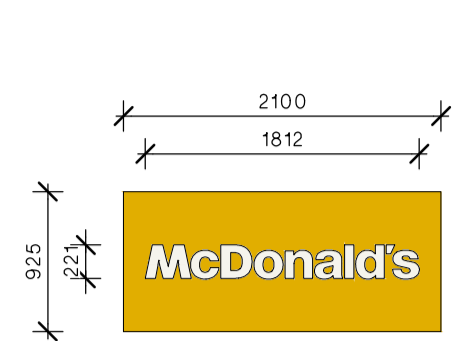
DATE: APRIL 2025

DATE	DESIGN	DRAWN	APPROVED
09/05/25	RESOURCE CONSENT		(-)



MRL PROJECT
JOB NO: 23318
DRAWING NO:
RC50
(-)

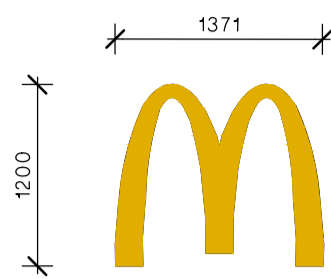
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S20 McDonald's WORD - ClipOn
SCALE = 1:50 (1 OFF)

WHITE FACE WITH SILVER SIDE LETTERS INTERNALLY ILLUMINATED
INDIVIDUALLY FABRICATED LETTERS, BY COATES
YELLOW BOX SIGN BY SIGNAGE CONTRACTOR TO LATER DETAIL
POWER SUPPLY BY MAIN CONTRACTOR

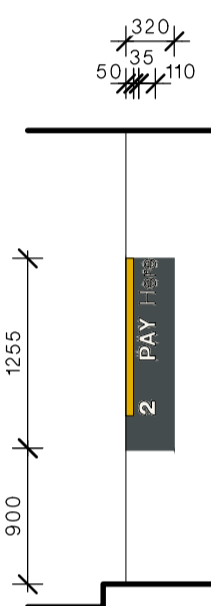
SIGNAGE AREA = 0.40m² (0.22x1.81)
SIGN ILLUMINATION AREA = 0.24m²



S21 1200mm WALL ARCH
SCALE = 1:50 (3 OFF)

YELLOW INTERNALLY ILLUMINATED
SIGN BY SIGNAGE CONTRACTOR
POWER SUPPLY BY MAIN CONTRACTOR

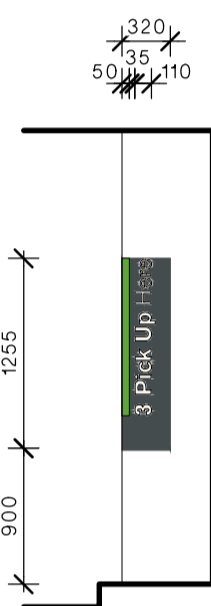
SIGNAGE AREA = 1.64m² (1.2x1.37)
SIGN ILLUMINATION AREA = 0.63m²



S23 2 PAY HERE
SCALE = 1:50 (1 OFF)

QUICK STICK, APPLIED TO BUILDING.
YELLOW STRIP.
WHITE NUMBER & WORDS
SIGN BY SIGNAGE CONTRACTOR

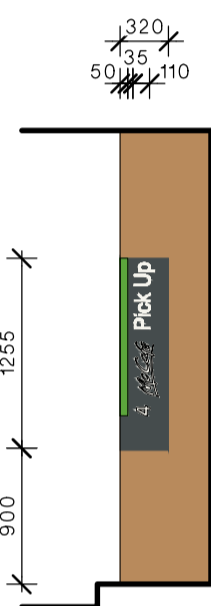
GRAPHIC AREA = 0.4m² (1.255x0.32)
(GRAPHIC IS NON-ILLUMINATED)



S24 3 PICKUP HERE
SCALE = 1:50 (1 OFF)

QUICK STICK, APPLIED TO BUILDING.
GREEN STRIP.
WHITE NUMBER & WORDS
SIGN BY SIGNAGE CONTRACTOR

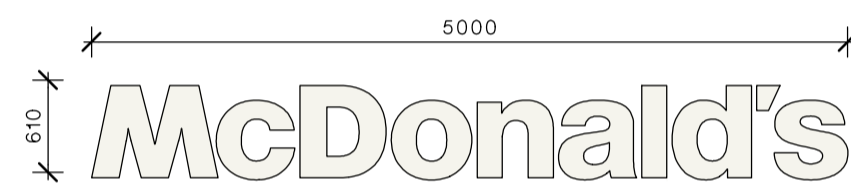
GRAPHIC AREA = 0.4m² (1.255x0.32)
(GRAPHIC IS NON-ILLUMINATED)



S25 4 McCafe PICKUP
SCALE = 1:50 (1 OFF)

QUICK STICK, APPLIED TO BUILDING.
GREEN STRIP.
WHITE NUMBER & WORDS
SIGN BY SIGNAGE CONTRACTOR

GRAPHIC AREA = 0.4m² (1.255x0.32)
(GRAPHIC IS NON-ILLUMINATED)



S27 McDonald's WORD
SCALE = 1:50 (1 OFF)

WHITE FACE WITH SILVER SIDE LETTERS INTERNALLY
ILLUMINATED
INDIVIDUALLY FABRICATED LETTERS
SIGN BY SIGNAGE CONTRACTOR
POWER SUPPLY BY MAIN CONTRACTOR

SIGNAGE AREA = 3.05m² (0.61x5.0)
SIGN ILLUMINATION AREA = 1.82m² x2 WORDS = 3.64m²



RESOURCE CONSENT



LEGAL DESCRIPTION
LOT 28 DP 103259
Overall Site Area = 5909 m²

STREET ADDRESS
516-522 Hillsborough Road
Mt Roskill
Auckland 1041

MCDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED
302 Great South Road : Greenlane : Auckland
PO Box 6644 : Wellesley St : Auckland 1141
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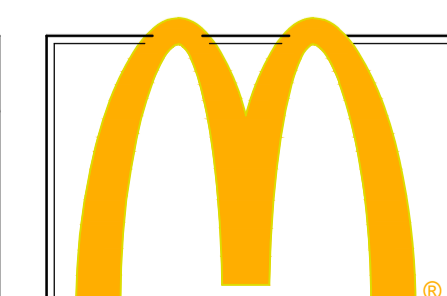
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SIGNAGE
SCHEDULE 2

PROJECT
**McDonald's Restaurant
BOULCOTT**

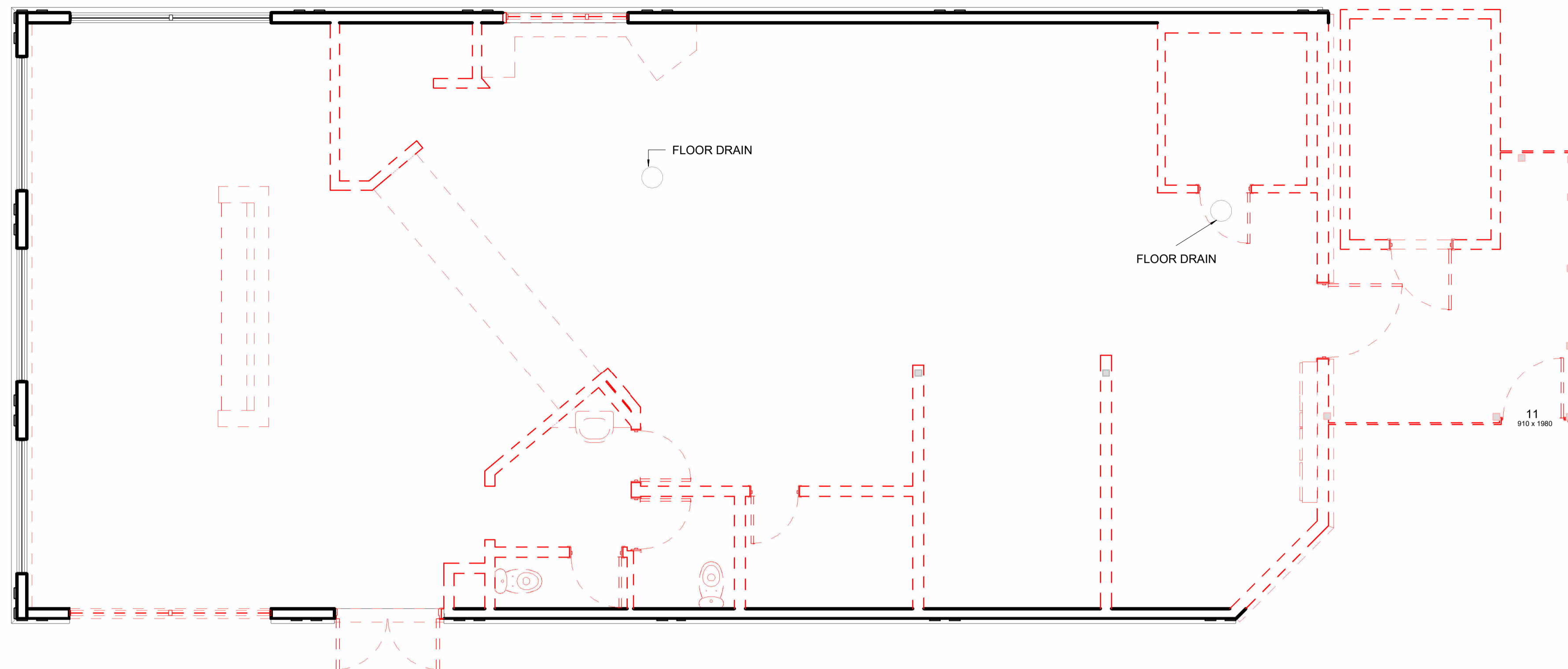
SCALE A1: 1:50
SCALE A3: 1:100
DATE: APRIL 2025

DATE	DESIGN	DRAWN	APPROVED
09/05/25	RESOURCE CONSENT S92		(-)
REVISIONS			

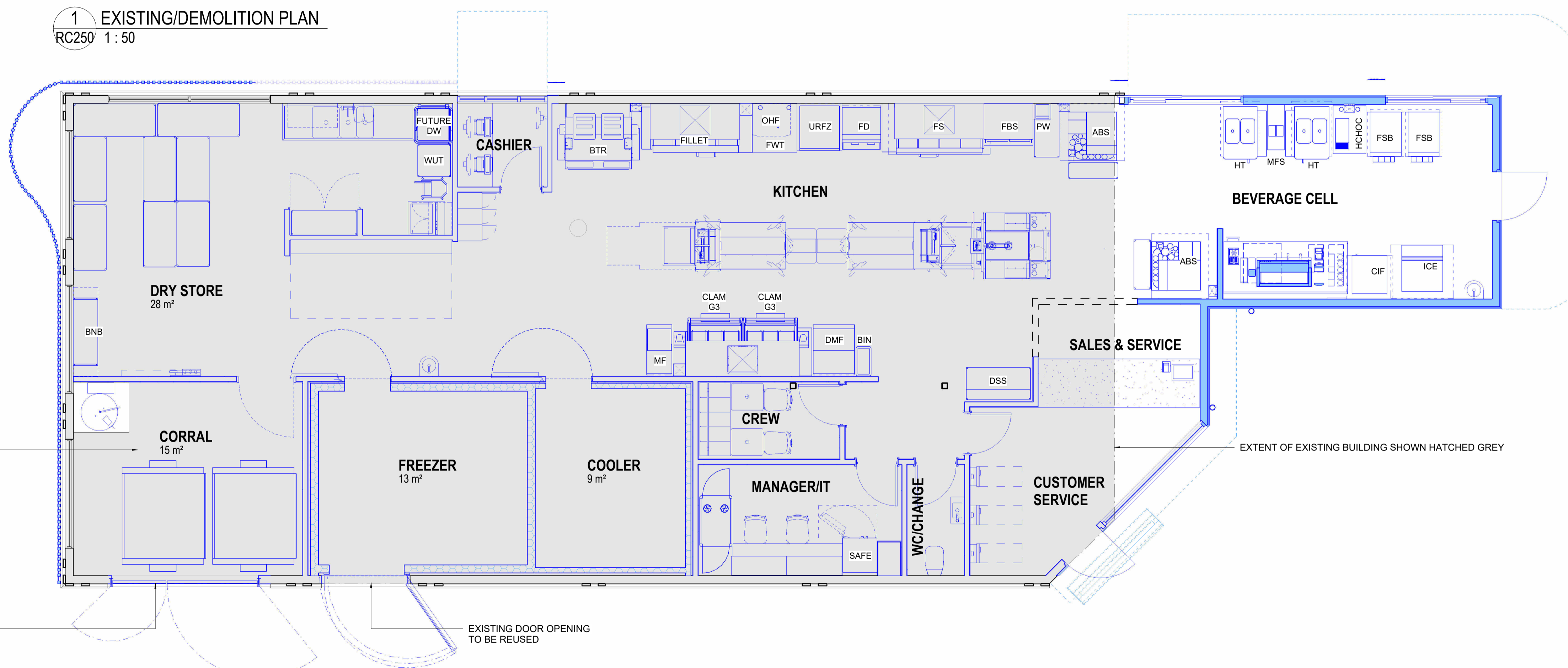


MRL PROJECT
JOB NO: 23318
DRAWING NO:
RC51
(-)

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1 EXISTING/DEMOLITION PLAN
RC250 1:50



2 PROPOSED FLOOR PLAN
RC250 1:50

SEPARATE EXTERNAL CORRAL IN CARPARK - REFER RC20 OVERALL SITE PLAN

EXISTING WINDOW OPENING TO BE REUSED

EXISTING DOOR OPENING TO BE REUSED

EXTENT OF EXISTING BUILDING SHOWN HATCHED GREY

LEGEND:

- TO BE DEMOLISHED
- EXISTING TO REMAIN
- NEW

GFA Schedule

Name	Area
EXISTING	180 m ²
PROPOSED	32 m ²
Grand total: 2	212 m²

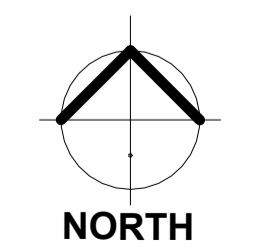
RESOURCE CONSENT
GRANTED
20/02/2026
HUTT CITY COUNCIL

RESOURCE CONSENT

asc architects
design group

LEGAL DESCRIPTION
Lot 1 Deposited Plan 75233

ADDRESS
814 High Street, Boulcott, Lower Hutt 5011



McDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED
302 Great South Road : Greenlane : Auckland
PO Box 6644 : Wellesley St : Auckland 1141
Telephone : 09 539-4300 Fax : 09 539-4310
(c) 1984 McDonald's Corporation

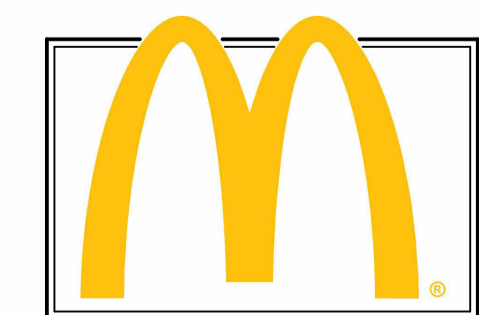
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SHEET TITLE
EXISTING/ PROPOSED FLOOR PLAN

PROJECT
McDonald's Restaurant BOULCOTT

SCALE @ A1: 1:50 DATE: 2025
SCALE @ A3:

DATE	DESIGN	DRAWN	APPROVED
	Designer	Author	Approver
REVISIONS			
09/05/2025	RESOURCE CONSENT		(-)



MRL PROJECT
JOB No: 23318
DRAWING No:
RC100
(-)

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1 OVERALL SOUTHEAST ELEVATION
1 : 100



2 OVERALL NORTHEAST ELEVATION
1 : 100

RESOURCE CONSENT
GRANTED
20/02/2026
HUTT CITY COUNCIL

RESOURCE CONSENT



LEGAL DESCRIPTION
Lot 1 Deposited Plan 75233

ADDRESS
814 High Street, Boulcott,
Lower Hutt 5011

McDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED
302 Great South Road : Greenlane : Auckland
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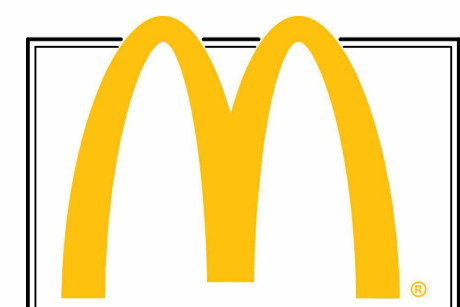
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SHEET TITLE
OVERALL EXTERIOR ELEVATIONS

PROJECT
McDonald's Restaurant BOULCOTT

SCALE @ A1: 1 : 100 DATE: 2025
SCALE @ A3:

DATE	DESIGN	DRAWN	APPROVED
	Designer	Author	Approver
09/05/2025	RESOURCE CONSENT		(-)

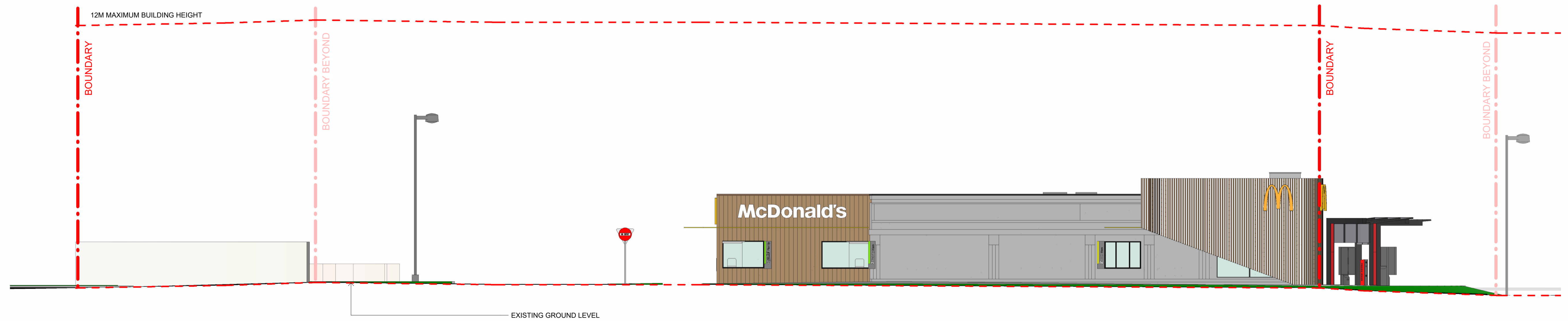


MRL PROJECT
JOB No: 23318
DRAWING No:
RC200
(-)

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1 OVERALL SOUTHWEST ELEVATION
1 : 100



2 OVERALL NORTHWEST ELEVATION
1 : 100

RESOURCE CONSENT
GRANTED
20/02/2026
HUTT CITY COUNCIL

RESOURCE CONSENT



LEGAL DESCRIPTION
Lot 1 Deposited Plan 75233

ADDRESS
814 High Street, Boulcott,
Lower Hutt 5011

McDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED
302 Great South Road : Greenlane : Auckland
PO Box 6644 : Wellesley St : Auckland 1141
Telephone : 09 539-4300 Fax : 09 539-4310
(c) 1984 McDonald's Corporation

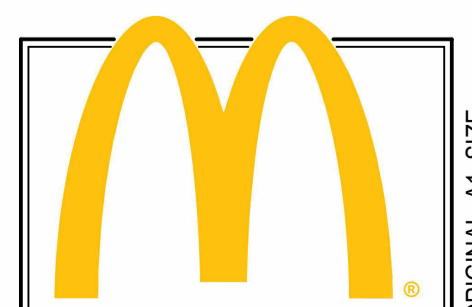
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SHEET TITLE
OVERALL EXTERIOR ELEVATIONS

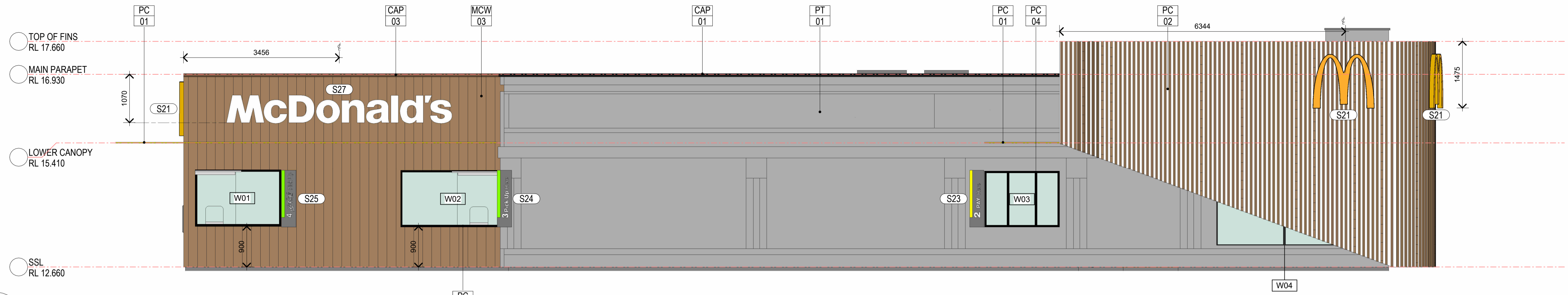
PROJECT
McDonald's Restaurant BOULCOTT

SCALE @ A1: 1 : 100 DATE: 2025
SCALE @ A3:

DATE	DESIGN	DRAWN	APPROVED
	Designer	Author	Approver
09/05/2025	RESOURCE CONSENT		(-)



MRL PROJECT
JOB No: 23318
DRAWING No:
RC201
(-)



1 BUILDING NORTH ELEVATION
1 : 50



2 BUILDING EAST ELEVATION
1 : 50

EXTERNAL FINISHES SCHEDULE - EXT. ELEVATIONS				
CODE	AREA	DESCRIPTION	MANUFACTURER	COLOUR
CAP 01	PARAPET CAPPING	PROFILED FLAT SHEET METAL - 0.55mm STEEL PRE-FINISHED	COLORSTEEL	IRON SAND (DARK GREY)
CAP 03	PARAPET CAPPING	PROFILED FLAT SHEET METAL - 0.55mm STEEL PRE-FINISHED	COLORSTEEL	LUX CHEST NUT (TIMBER LOOK)
MCW 03	MAIN BUILDING WALLS	PRE-FINISHED SHIPLAP CLADDING SYSTEM FIXED VERTICALLY. 200mm CRS WIDE PROFILE INCL. 10mm WIDE NEGATIVE JOINT	THE ROOFING STORE	LUX CHEST NUT (TIMBER LOOK)
PC 01	CANOPY	POWDER COATED PROPRIETARY ALUMINIUM CANOPY	SPECTRUM	TO MATCH COLOUR - PMS 116-C
PC 02	MAIN BUILDING WALLS	POWDER COATED SOHO LOUVRES - 50X50X3mm SHS ANGLE	SPECTRUM	LUX CHEST NUT (TIMBER LOOK)
PC 04	WINDOW & JOINERY	ALUMINIUM POWDER COATED	REFER WINDOW & DOOR SCHEDULE	DURALLOY SATIN BLACK 91558651
PT 01	MAIN BUILDING WALLS	ROCKCOTE	RESENE	STACK N65-003-154 & QUARTER DELTA N81-004-117
PT 02	FASCIAS (RIBBON)	PAINT FINISH ON JAMES HARDIE EASYLAP. REFER SPECIFICATION APPENDIX I FOR DETAILS ON PAINT TYPE & APPLICATION.	RESENE	IRON SAND (DARK GREY)
PT 03	CANOPY CLIP SIGNS	PRE-FINISHED	ALUCOSIGN	TO MATCH COLOUR - PMS 116-C
PT 07	PVC DOWNPIPES	PAINT FINISH	RESENE	TO MATCH COLOUR OF WALL BEHIND

RESOURCE CONSENT
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20/02/2026
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RESOURCE CONSENT



LEGAL DESCRIPTION
Lot 1 Deposited Plan 75233

ADDRESS
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Hutt 5011

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SHEET TITLE
EXTERIOR ELEVATIONS

PROJECT
McDonald's Restaurant BOULCOTT

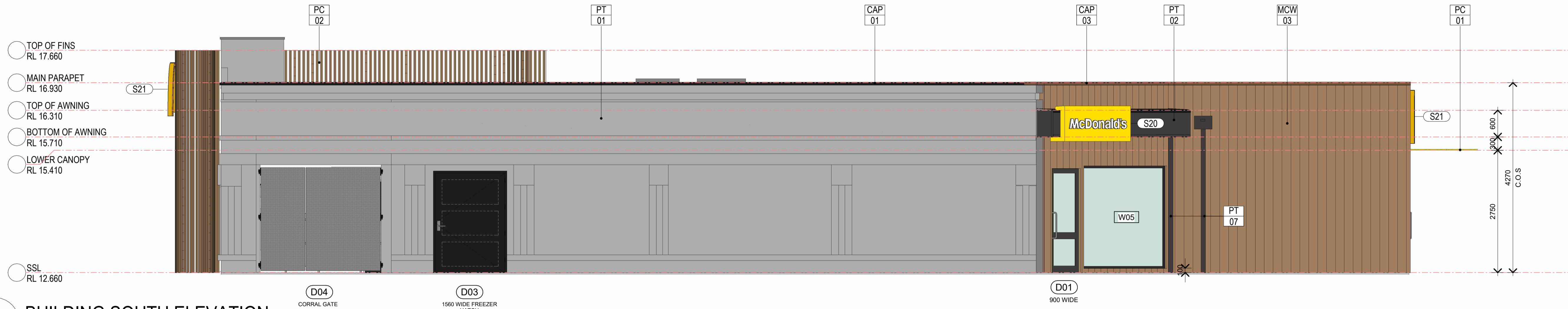
SCALE @ A1: 1 : 50
SCALE @ A3:
DATE: 2025

DATE	DESIGN	DRAWN	APPROVED
	Designer	Author	Approver
09/05/2025	RESOURCE CONSENT		(-)



MRL PROJECT
JOB No: **23318**
DRAWING No: **RC250**
(-)

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1 BUILDING SOUTH ELEVATION
1 : 50



2 BUILDING WEST ELEVATION
1 : 50

EXTERNAL FINISHES SCHEDULE - EXT. ELEVATIONS				
CODE	AREA	DESCRIPTION	MANUFACTURER	COLOUR
CAP 01	PARAPET CAPPING	PROFILED FLAT SHEET METAL - 0.55mm STEEL PRE-FINISHED	COLORSTEEL	IRON SAND (DARK GREY)
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PT 01	MAIN BUILDING WALLS	ROCKCOTE	RESENE	STACK N65-003-154 & QUARTER DELTA N81-004-117
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RESOURCE CONSENT
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20/02/2026
HUTT CITY COUNCIL

RESOURCE CONSENT



LEGAL DESCRIPTION
Lot 1 Deposited Plan 75233
ADDRESS
814 High Street, Boulcott, Lower Hutt 5011

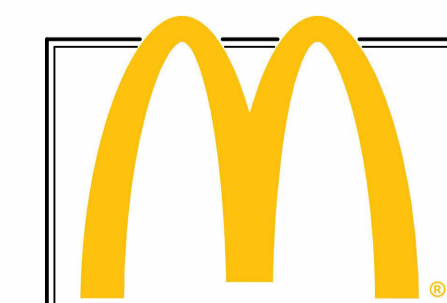
McDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED
302 Great South Road : Greenlane : Auckland
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Telephone : 09 539-4300 Fax : 09 539-4310
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SHEET TITLE
EXTERIOR ELEVATIONS

PROJECT
McDonald's Restaurant BOULCOTT
SCALE @ A1: 1 : 50
SCALE @ A3:
DATE: 2025

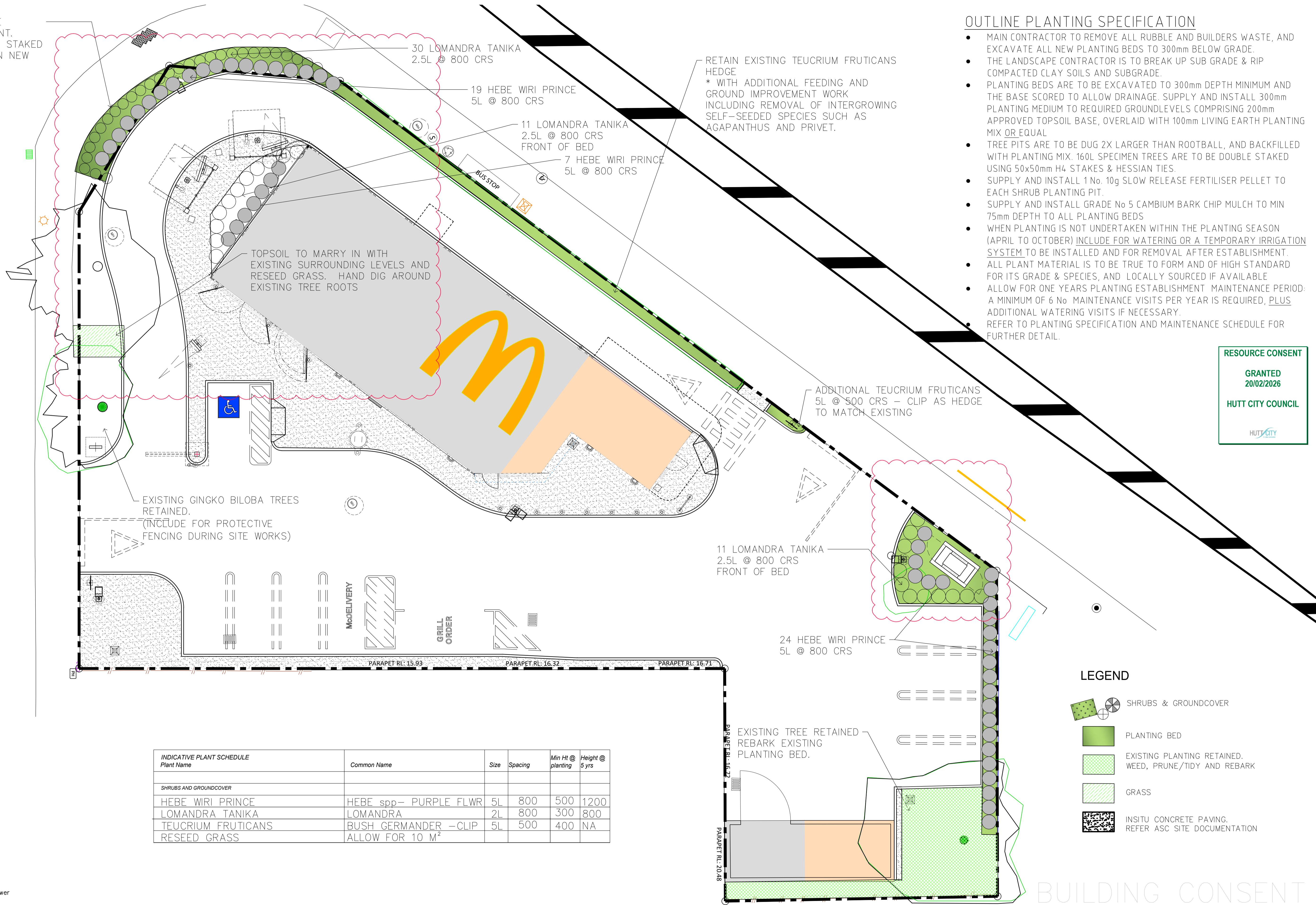
DATE	DESIGN	DRAWN	APPROVED
	Designer	Author	Approver
REVISIONS			
09/05/2025	RESOURCE CONSENT		(-)



MRL PROJECT
JOB No: 23318
DRAWING No:
RC251
(-)

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200x50 H4 TIMBER EDGE
MIN 100 ABOVE PAVEMENT.
SKERFED TO CURVE AND STAKED
AT 600 CRS TO CONTAIN NEW
TOPSOIL AND BARK.



OUTLINE PLANTING SPECIFICATION

- MAIN CONTRACTOR TO REMOVE ALL RUBBLE AND BUILDERS WASTE, AND EXCAVATE ALL NEW PLANTING BEDS TO 300mm BELOW GRADE.
- THE LANDSCAPE CONTRACTOR IS TO BREAK UP SUB GRADE & RIP COMPACTED CLAY SOILS AND SUBGRADE.
- PLANTING BEDS ARE TO BE EXCAVATED TO 300mm DEPTH MINIMUM AND THE BASE SCORED TO ALLOW DRAINAGE. SUPPLY AND INSTALL 300mm PLANTING MEDIUM TO REQUIRED GROUNDLEVELS COMPRISING 200mm APPROVED TOPSOIL BASE, OVERLAID WITH 100mm LIVING EARTH PLANTING MIX OR EQUAL
- TREE PITS ARE TO BE DUG 2X LARGER THAN ROOTBALL, AND BACKFILLED WITH PLANTING MIX. 160L SPECIMEN TREES ARE TO BE DOUBLE STAKED USING 50x50mm H4 STAKES & HESSIAN TIES.
- SUPPLY AND INSTALL 1 No. 10g SLOW RELEASE FERTILISER PELLETT TO EACH SHRUB PLANTING PIT.
- SUPPLY AND INSTALL GRADE No 5 CAMBIUM BARK CHIP MULCH TO MIN 75mm DEPTH TO ALL PLANTING BEDS
- WHEN PLANTING IS NOT UNDERTAKEN WITHIN THE PLANTING SEASON (APRIL TO OCTOBER) INCLUDE FOR WATERING OR A TEMPORARY IRRIGATION SYSTEM TO BE INSTALLED AND FOR REMOVAL AFTER ESTABLISHMENT.
- ALL PLANT MATERIAL IS TO BE TRUE TO FORM AND OF HIGH STANDARD FOR ITS GRADE & SPECIES, AND LOCALLY SOURCED IF AVAILABLE
- ALLOW FOR ONE YEARS PLANTING ESTABLISHMENT MAINTENANCE PERIOD: A MINIMUM OF 6 No MAINTENANCE VISITS PER YEAR IS REQUIRED, PLUS ADDITIONAL WATERING VISITS IF NECESSARY.
- REFER TO PLANTING SPECIFICATION AND MAINTENANCE SCHEDULE FOR FURTHER DETAIL.

RESOURCE CONSENT
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20/02/2026
HUTT CITY COUNCIL

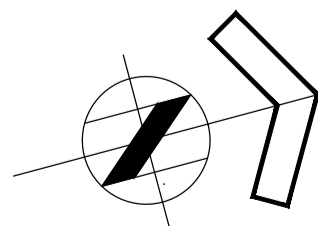
INDICATIVE PLANT SCHEDULE Plant Name	Common Name	Size	Spacing	Min Ht @ planting	Height @ 5 yrs
SHRUBS AND GROUND COVER					
HEBE WIRI PRINCE	HEBE spp- PURPLE FLWR	5L	800	500	1200
LOMANDRA TANIKA	LOMANDRA	2L	800	300	800
TEUCRIUM FRUTICANS	BUSH GERMANDER -CLIP	5L	500	400	NA
RESEED GRASS	ALLOW FOR 10 M ²				

LEGAL DESCRIPTION
Lot 1 Deposited Plan 75233

STREET ADDRESS
814 High Street, Boulcott, Lower
Hutt 5011



LANDSCAPE ARCHITECT
GAYNOR REVILL DESIGN
11 GARDEN TERRACE DEVONPORT AUCKLAND
T: 0212994380 E: gynnor@revill.nz



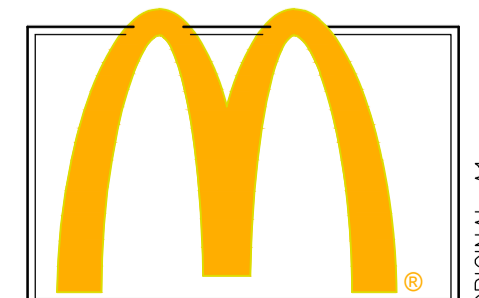
MCDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED
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Telephone : 09 539 4300 Fax : 09 539 4311
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LANDSCAPE
CONCEPT PLAN

PROJECT
McDonald's Restaurant
BOULCOTT
SCALE A1: 1:100
SCALE A3: 1:200
DATE: 2025

DATE	DESIGN	DRAWN	APPROVED
REVISIONS			
09.05.25	RESOURCE CONSENT		(1)
24.09.25	DRIVE AMENDMENTS		(2)
27.10.25	FLUSH MEDIAN SHOWN-NO CHANGE TO PLANTING		(3)



MRL PROJECT
JOB NO: 23318
DRAWING NO:
RC LA01
(3)

BUILDING - CONSENT

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