

Submission on the Hutt City Proposed District Plan



To: Hutt City Council (“Council”)
district.plan@huttcity.govt.nz

Submitter: McDonald’s Restaurants (NZ) Limited (“McDonalds”)

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Date: 2 May 2025

SUBMISSION INFORMATION

1. This is a submission on the Hutt City Proposed District Plan (“PDP”) in accordance with clause 6(1) of the first schedule of the Resource Management Act (“RMA”) 1991.
2. This submission relates to specific provisions as listed in the attached document and those related provisions of the PDP. The reasons are provided in the attached document.
3. The submitter, McDonald’s Restaurants (NZ) Limited (“McDonald’s”), could not gain an advantage in trade competition through this submission.
4. McDonald’s wishes to be heard in support of this submission.
5. McDonald’s would consider presenting a joint case with any other party seeking similar relief.

INTRODUCTION

6. McDonald’s welcomes the opportunity to provide feedback on the Hutt City Council PDP notified on 6 February 2025.
7. McDonald’s owns and operates over 170 restaurants and drive-through restaurants throughout New Zealand. In the area governed by Hutt City Council, McDonald’s operates three drive-through restaurants at the following sites:
 - 14 Te Ara Raukara, Wainuiomata (McDonald’s Wainuiomata)
 - 29 Victoria Street, Petone (McDonald’s Petone)
 - 338 High Street, Lower Hutt (McDonald’s Lower Hutt)

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8. In McDonald's experience, regional and district planning frameworks often do not properly recognise the need for business growth to occur, including alongside residential growth. Given McDonald's significant past and planned further investment in New Zealand and Hutt City, the contents of District Plan provisions is integral to the continuing operation and development of McDonald's in Hutt City.
9. This submission covers matters addressed by the Proposed Plan which McDonald's have an interest in, particularly in regard to their Wainuiomata, Petone and Lower Hutt restaurants. This submission also pertains to a potential future McDonald's site at 814 High Street, Lower Hutt.
10. Attachment 1 indicates the location of these restaurants, the proposed zoning and any overlays the sites are subject to.

SUBMISSION

11. McDonald's makes a number of submission points on the PDP as set in **Attachment 1**.
12. McDonald's current store locations in the Hutt City area are listed in **Attachment 2** with the proposed zoning and any overlays the sites are subject to, and related submission points.
13. McDonald's seeks all such consequential relief required to give effect to the relief sought in Attachments 1 and 2. Other forms of wording and/or relief (such as other activity statuses) may also be appropriate and within the scope of the matters raised in this submission and attachments. McDonald's provides the attached relief by way of example but not to the exclusion of other appropriate and effective methods of upholding this submission and its attachments.
14. For the Proposed Plan provisions not addressed in this submission, McDonald's either agrees with, or is indifferent to, the Proposed Plan provisions as written in their present form. Should the drafting subsequently change, McDonalds reserves its ability to file a further submission or provide further comment on those changes.

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Attachment 1: The specific submission points on the Hutt City Proposed District Plan that this submission relates to are as follows.

Note ~~strike through~~ text represents text proposed to be deleted and ***bold italic*** text represents text proposed to be inserted.

PDP Reference	Submission / Reasons	Support / Oppose	Relief Sought
Part 1: Introduction and General Provisions			
Definitions	<p>The PDP contains a number of definitions that McDonald’s restaurants will fall under being:</p> <ul style="list-style-type: none">Food and Beverage ActivityDrive-through Activity <p>McDonald’s recognises these Definitions align with McDonald’s activity, however, considers that these two terms could be rationalised to provide for a “drive-through restaurant” activity.</p>	Support in part	<p>McDonald’s seeks to have the following definition included:</p> <p>Drive-through restaurant:</p> <p><i>any land and/or building with a drive-through service on or in which food and beverages are prepared, served and sold to the public for consumption on or off the premises and may include an ancillary café and /or playground area</i></p>
	<p>It would be beneficial for the PDP to include a nesting table on the hierarchy of activities because would provide a logical method for organising different land use activities in a broader term.</p>		<p>Include nesting table.</p>
Part 2: District-Wide Matters			
<p>Transport</p> <p>Rule: TR-R3</p> <p>City Centre Zone</p> <p>Metropolitan Centre Zone</p>	<p>Rule TR-R3.1.a refers to the ‘High trip generating activity thresholds’ stated in Table 8. For food and beverage activities (not including drive-through activities) in City Centre Zone and Metropolitan Centre Zone there is no high trip generating activity threshold.</p> <p>Rule TR-R3.2.b requires that any new service station or new drive through activity require resource consent as a restricted discretionary activity.</p> <p>It is unclear why these two activities have been excluded from Table 8 and included elsewhere to achieve the same result. It is considered that this may cause confusion.</p>	Oppose in part	<p>McDonald’s seeks to have new drive-through activities included in Table 8 (as per below) and Rule TR-R3 amended as follows:</p> <p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <p>a. Compliance is not achieved with TR-R3.1, or</p> <p>b. The activity is a new service station or a new drive through activity.</p>

	<p>Under Rule TR-R3.1.b, where the activities are located in the City Centre Zone and Metropolitan Centre Zone, these activities are permitted only if no more than 10 on-site motor vehicle parking spaces are provided for the activity. Drive-through restaurants generally seek to provide on-site customer car parking for more than 10 vehicles, while also encouraging other sustainable transport modes. Rule TR-R3.1.b will mean that carparking for drive-through restaurants in the City and Metropolitan Centre zones need resource consent as a Restricted Discretionary activity and require an Integrated Transport Assessment.</p> <p>McDonald's does not oppose this but seeks to ensure that the matters of discretion are appropriate, include recognition of operational and functional needs thereby recognising that restaurants should be supported for the positive contribution they make to the viability and function of these centres.</p> <p>McDonald's oppose reference to a financial contribution within the matters of discretion for the reasons detailed in Part 2 below.</p>	Oppose in part	<p>McDonald's seeks to have the matters of discretion under TR-R3.2 amended as follows:</p> <p><i>Matters of discretion are restricted to:</i></p> <ol style="list-style-type: none"> 1. The extent that the development provides for active and public transport modes. 2. Positive effects on facilitating the uptake of active and public transport modes where in relation to any matter specified in TR-P7: Positive effects. 3. <i>The operational and functional needs of the activity to exceed the high trip generation threshold.</i> 4. Effects on the capacity, safety, efficiency, and multi-modal function of the transport network. 5. Whether safe and effective access can be provided and maintained for emergency service vehicles to the site and within the transport network. 6. The design of transport facilities and their integration with the transport network. 7. Whether any improvements to the transport network are proposed or required as a direct result of the proposed activity, and a financial contribution has been made in accordance with the provisions of the Financial Contributions chapter. 8. The transport needs of activities on the site. 9. Any cumulative adverse effects.
<p>Rule: TR-R3</p> <p>Local Centre Zone</p> <p>Neighbourhood Centre Zone</p> <p>Mixed Use Zone</p>	<p>For the Local Centre Zone, Neighbourhood Centre Zone, and Mixed Use Zone the high trip generating activity threshold for food and beverage activities is 200m² GFA. This threshold is low for most restaurant activities, and it is recommended that this is increased to recognise the operational demands of these activities.</p>		<p>McDonald's seeks to increase the high trip generating activity threshold for food and beverage activities in the Local Centre Zone, Neighbourhood Centre Zone, and Mixed Use Zone to 330m².</p>
<p>Table 8</p> <p>City Centre Zone</p> <p>Metropolitan Centre Zone</p> <p>Local Centre Zone</p> <p>Neighbourhood Centre Zone</p> <p>Mixed Use Zone</p>	<p>Drive-through activities are specifically excluded from the activity in Table 8 and provided for by Rule TR-R3 instead to achieve the same result. It is considered this may cause confusion for people using the plan and it is unclear why two activities have been considered separately.</p>	Oppose in part	<p>McDonald's seeks to amend Table 8 High trip generating activity thresholds to include new drive through activities within Table 8 for all zones <i>with a threshold of 330m²</i></p>
Part 2: District-Wide Matters – General District Wide Matters			
<p>Earthworks</p> <p>EW-S1</p>	<p>McDonald's opposes the proposed maximum of 500m² of earthworks for commercial and industrial zones. This limit does not reflect the generally larger scale of sites and required earthworks to enable commercial and industrial activities.</p>	Oppose	<p>McDonald's seeks to enable a larger volume of earthworks as a permitted activity within commercial and industrial zones, up to 2,500m² per site, per 12-month period.</p> <p>McDonald's seeks that EW-S1.2 is amended as follows:</p> <ol style="list-style-type: none"> 1. The area of earthworks must not exceed 2500m² 500m² per site in any 12-month period.

Financial Contributions FC	McDonald's consider that the Financial Contributions chapter does not provide sufficient guidance as to how/when Financial Contributions would be required by Council. This leaves the discretion to Council and has the potential to disincentivise development. This is in direct conflict with s108(10)(b) of the RMA as the level of contribution is not clearly determined in the PDP.	Oppose	Reconsider Financial Contributions chapter to reduce discretion and provide clearer guidance for council and developers.
Noise NOISE-APP1	McDonald's seek a higher nighttime noise limit for the Local Centre Zone adjacent to the Recreation, Local Centre, Mixed-use zones. McDonald's consider this should be as per the MCZ standard of 65 dB as per day / evening as these are appropriate for the adjacent zones.	Oppose in part	McDonald's seek the following amendment to NOISE-APP1 for the Local Centre Zone: Zone of receiving site: Recreation, Local Centre, Mixed-use Daytime (7am – 7pm): 65 dB LAeq (15min) Evening (7pm – 10pm): 65 dB LAeq (15min) Night (10pm – 7am): 55 65 dB LAeq (15min); 75 dB LAFmax Zone of receiving site: Medium density residential Daytime (7am – 7pm): 55 dB LAeq (15min) Evening (7pm – 10pm): 50 dB LAeq (15min) Night (10pm – 7am): 40 dB LAeq (15min); 70 dB LAFmax
Part 3: Area Specific Matters – Policies			
Potentially Incompatible Activities City Centre Zone - CCZ-P3 Metropolitan Centre Zone – MCZ-P3 Local Centre Zone – LCZ-P3	McDonald's is opposed to drive-through activities being considered potentially incompatible activities in the City Centre, Metropolitan Centre, Local Centre Zones. It is considered that these commercial zones would be the appropriate zones for this kind of activity. This is discussed further below with regard to the Zone rules.		McDonald's seeks to have drive-through activities removed from the list of potentially incompatible activities in the City Centre, Metropolitan Centre, Local Centre Zones.
Potentially Incompatible Activities City Centre Zone - CCZ-P3 Metropolitan Centre Zone – MCZ-P3	McDonald's is opposed to all ground level car parking (on sites subject to Active Street Frontage Overlay) being considered as a potentially incompatible activity in the Metropolitan and City Centre zones. The policy seeks to protect adverse effects on amenity and vitality therefore if the car parking is not visible then this policy should not apply. Activities such as drive-through restaurants generally seek to provide on-site customer car parking to complement their restaurant function or to assist with the drive-through. This policy will act as a deterrent to development in these commercial zones.	Oppose in part	McDonald's seeks that CCZ-P3 is amended as follows: Carparking at ground level visible at the street edge or public space on sites subject to the Active Street Frontage Overlay; McDonald's seeks that MCZ-P3 is amended as follows: Carparking at ground level visible at the street edge or public space on sites subject to the Active Street Frontage Overlay;
Part 3: Area-Specific Matters - Rules			

Food and beverage activities CCZ-R12 MCZ-R12 LCZ-R9	McDonald's supports the permitted activity status for food and beverage activities in the City Centre, Metropolitan Centre, and Local Centre Zones.	Support	Retain activity status as proposed.
Drive-through activities CCZ-R21 MCZ-R21 LCZ-R16	<p>McDonald's opposes the Discretionary Activity status for drive-through activities in the City Centre, Metropolitan Centre, and Local Centre Zones.</p> <p>The discretionary activity status is considered harsh as these commercial zones would be the appropriate location for this kind of activity. Further, being listed as a potentially incompatible activity, in addition to the discretionary activity status, does not recognise the value drive-through restaurants provide the community.</p> <p>McDonald's consider that <i>drive-through restaurants</i> (which should be defined as per above point) should be provided for as a permitted activity and require resource consent where they cannot meet the Trip Generation and Active Street Frontage standards, rather than being discretionary as a start point.</p>		McDonald's seeks to amend the provision so that the establishment of a drive-through restaurant is a permitted activity, subject to Trip Generation and Active Street Frontage controls.
Carparking activities City Centre Zone - CCZ-R18	<p>McDonald's opposes the rules pertaining to carparking activities which does not make it clear whether the reconfiguration of an existing carpark requires resource consent.</p> <p>Reconfiguration of an existing carpark within the same area of the site, including where that reconfiguration results in a change to the type and/or number of parking or loading spaces provided should not need consent.</p> <p>Further, accessible parking should be provided for as a permitted activity.</p>	Oppose in part	<p>McDonald's seeks that CCZ-R18 is amended as follows:</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. Compliance is achieved with:</p> <p>i. CCZ-S6: Active frontages – Existing vehicle crossings,</p> <p>ii. CCZ-S8: Location and design of carparking,</p> <p>iii. Within the Riverbank Precinct, CCZ-PREC1-S1: Riverbank frontages, and</p> <p>iv. Within the Civic Precinct, CCZ-PREC2-S3: Carparking coverage,</p> <p>b. The carparking is not accessed with a vehicle crossing over an Active Street Frontage Overlay B, and</p> <p>c. The carparking is not accessed with a vehicle crossing over an Active Street Frontage Overlay A; or</p> <p>d. The carparking is related to the reconfiguration of an existing carpark area; or</p> <p>e. The parking spaces are for accessible parking or electric vehicle charging.</p>
Metropolitan Centre Zone – MCZ-R18			McDonald's seeks that MCZ-R18 is amended as follows:

			<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with: <ul style="list-style-type: none"> i. CCZ-S6: Active frontages – Existing vehicle crossings, ii. CCZ-S8: Location and design of carparking, b. The carparking is not accessed with a vehicle crossing over an Active Street Frontage Overlay B, and c. The carparking is not accessed with a vehicle crossing over an Active Street Frontage Overlay A; or d. The carparking is related to the reconfiguration of an existing carpark area; or e. The parking spaces are for accessible parking or electric vehicle charging.
<p>Local Centre Zone – LCZ-R13</p> <p>Neighbourhood Centre Zone – NCZ-R13</p>			<p>McDonald's seeks that LCZ-R13 and NCZ-R13 are amended as follows:</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with: <ul style="list-style-type: none"> i. CCZ-S6: Active frontages – Existing vehicle crossings, ii. LCZ-S7: Active frontages – Land uses, and iii. CCZ-S8: Location and design of carparking, b. The carparking is not accessed with a vehicle crossing over an Active Street Frontage Overlay B, and c. The carparking is not accessed with a vehicle crossing over an Active Street Frontage Overlay A or; d. The carparking is related to the reconfiguration of an existing carpark area; or; e. The parking spaces are for accessible parking or electric vehicle charging.
Part 3: Area-Specific Matters - Standards			
<p>Active Frontages</p> <p>City Centre Zone - CCZ-S4</p> <p>City Centre Zone - CCZ-S5</p>	<p>McDonald's acknowledges the intent of the active street frontages controls but consider that they do not appropriately recognise existing development. It is considered that these controls should apply to new buildings and new development <u>only</u> and these requirements should be adjusted such that they do not apply in the case of small change/addition to a building/site but rather only in a substantial redevelopment of a site. These frontage controls are very</p>	<p>Oppose in part</p>	<p>McDonald's seeks that CCZ-S4 is amended as follows:</p> <p>On any site subject to an Active Street Frontage Overlay, or in the Riverbank Precinct and with a riverbank frontage:</p> <ul style="list-style-type: none"> 1. <i>For any new building or redevelopment of the site</i>, there must be a building or abutting group of buildings built to the front boundary, to the full width of the Active Street Frontage Overlay, and to any riverbank frontages, to a minimum height of 4m above:

	<p>onerous for existing buildings and would result in unreasonable resource consent requirements.</p> <p>.</p>		<ul style="list-style-type: none">a. Ground level at the boundary, for an Active Street Frontage Overlay, orb. The height of the stopbank, for a riverbank frontage. <p>2. Alternatively, the <i>new</i> buildings or parts of buildings may be set back from the front boundary or riverbank frontage by up to 2m where:</p> <ul style="list-style-type: none">a. The intervening space is paved pedestrian space continuous with the footpath and open to the public, orb. The intervening space is a seating or dining area, orc. The intervening space is an entrance porch, ord. The intervening space is visitor cycle or micromobility parking, ore. The intervening space is used for entrance stairs or pedestrian ramps. <p>3. The requirement in 1. above does not apply at all on sections of the front boundary or riverbank frontage:</p> <ul style="list-style-type: none">a. Where compliance would encroach within the dripline of a notable tree, orb. Where necessary to comply with CCZ-S3: Setbacks – adjoining zones, orc. On the Active Street Frontage Overlay C, to the degree necessary to provide for a vehicle crossing, manoeuvring area, and visibility splays (but not parking spaces or loading spaces):<ul style="list-style-type: none">i. Where no other frontage not in an Active Street Frontage Overlay is available,ii. With a traffic lane width of no more than 6m, and that complies with:iii. TR-S5: Vehicle crossings – Number, location and width,iv. TR-S6: Vehicle crossings – Separation distances and design,v. TR-S7: Driveways,vi. TR-S8: Design requirements for motor vehicle parking, circulation, and manoeuvring,vii. TR-S9: Loading and unloading - Non-residential, andviii. TR-S10: Loading and unloading – Residential, andd. Within the Riverbank Precinct only, for a width of up to 6m where a public access is provided between a road boundary and the riverbank frontage. <p>4. The <i>Any new</i> buildings must not have a featureless façade on the front boundary of more than 3 4 m in width at any part of the building between 0.5m and 2.5m in height above footpath level <i>and roller shutter doors, security grilles, screens or similar structures fitted to the facade of any building on the front boundary must be at least 50% visually transparent.</i></p>
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			<div>5. On an Active Street Frontage Overlay A or B frontage, or on a riverbank frontage, the buildings must provide a minimum of 60% of continuous display windows or transparent glazing along the width of the ground floor at between 0.5m and 2m in height above footpath level.</div> <div>6. On an Active Street Frontage Overlay C frontage, the buildings must provide a minimum of 30% of continuous display windows or transparent glazing along the width of the ground floor at between 0.5m and 2m in height above footpath level.</div> <div>7. The Any new building must have the principal public entrance on:<div>a. An Active Street Frontage Overlay A frontage, if any,</div><div>b. Otherwise, an Active Street Frontage Overlay B frontage, if any,</div><div>c. Otherwise, an Active Street Frontage Overlay C frontage.</div></div> <div>8. However, where a building in the Riverbank Precinct abuts a riverbank frontage it:<div>a. May instead have the principal public entrance on the riverbank frontage, and</div><div>b. Must have a public entrance, whether principal or not, on both the front boundary and the riverbank frontage.</div></div> <div>9. Roller shutter doors, security grilles, screens or similar structures fitted to the facade of any building on the front boundary must be at least 50% visually transparent.</div> <div>McDonald’s seeks that CCZ-S5 is amended as follows:<div>1. Where any building is constructed, added to, or altered on a site with a frontage in the Active Street Frontage Overlay A or B, it must provide a verandah or canopy in legal road along the length of the Active Street Frontage Overlay that:<div>a. Extends for the full width of the site frontage covered by the Active Street Frontage Overlay,</div><div>b. Extends outwards from the front of the building to the front boundary and then into the road for at least 3 metres, or to the far side of the kerbing less 500mm, whichever is the lesser,</div><div>c. Provides continuous shelter with any adjoining verandah or pedestrian shelter.</div></div><div>1. But no verandah or canopy shall be required:<div>a. From any site containing a listed heritage item, except where there was a verandah or canopy on 6 February 2025,</div><div>b. On any portion of a frontage where the required verandah or canopy, as seen in plan, would encroach on the dripline of a notable tree or street tree, or</div></div><div>On any portion of a frontage with an existing vehicle crossing.</div></div>
Active Frontages – Building and structures		Oppose in part	<div>McDonald’s seeks that MCZ-S4 and LCZ-S4 are amended as follows:</div>

Metropolitan Centre Zone - MCZ-S4			On any site subject to an Active Street Frontage Overlay, <i>any new buildings shall provide the following:</i>
Local Centre Zone - LCZ-S4			<div>1. There must be a building or abutting group of buildings built to the front boundary, to the full width of the Active Street Frontage Overlay, and to a minimum height of four metres above ground level. Alternatively, the buildings or parts of buildings may be set back from the front boundary by up to 2m where:<div>a. The intervening space is paved pedestrian space continuous with the footpath and open to the public, or</div>b. The intervening space is a seating or dining area, or</div> c. The intervening space is an entrance porch, or

2. The requirement in LCZ-S4.1 does not apply at all on sections of the front boundary:

a. Where compliance would encroach within the dripline of a notable tree, or

b. Where necessary to comply with LCZ-S3: Setbacks – Adjoining zones, or

i. Where no other frontage not in an Active Street Frontage Overlay is available,

iv. TR-S5: Vehicle crossings – Number, location and width,

3. The buildings must not have a featureless façade on the front boundary of more than 3 4 m in width at any part of the building between 0.5m and 2.5m in height above footpath level *and roller shutter doors, security grilles, screens or similar structures fitted to the facade of any building on the front boundary must be at least 50% visually transparent.*

4. On an Active Street Frontage Overlay A or B frontage, the buildings must provide a minimum of 60% of continuous display windows or transparent glazing along the width of the ground floor at between 0.5m and 2m in height above footpath level,

5. On an Active Street Frontage Overlay C frontage, the buildings must provide a minimum of 30% of continuous display windows or transparent glazing along the width of the ground floor at between 0.5m and 2m in height above footpath level,

6. ~~The~~ *Any new* building must have the principal public entrance on:

a. An Active Street Frontage Overlay A frontage, if any,

b. Otherwise, an Active Street Frontage Overlay B frontage, if any,7. ~~Roller shutter doors, security grilles, screens or similar structures fitted to the facade of any building on the front boundary must be at least 50% visually transparent.~~

			<p>McDonald's seeks that MCZ-S5 and LCZ-S5 are amended as follows:</p> <ol style="list-style-type: none"> 2. Where any building is constructed, added to, or altered on a site with a frontage in the Active Street Frontage Overlay A or B, it must provide a verandah or canopy in legal road along the length of the Active Street Frontage Overlay that: <ol style="list-style-type: none"> d. Extends for the full width of the site frontage covered by the Active Street Frontage Overlay, e. Extends outwards from the front of the building to the front boundary and then into the road for at least 3 metres, or to the far side of the kerbing less 500mm, whichever is the lesser, f. Provides continuous shelter with any adjoining verandah or pedestrian shelter. 2. But no verandah or canopy shall be required: <ol style="list-style-type: none"> c. From any site containing a listed heritage item, except where there was a verandah or canopy on 6 February 2025, d. On any portion of a frontage where the required verandah or canopy, as seen in plan, would encroach on the dripline of a notable tree or street tree, or <p>On any portion of a frontage with an existing vehicle crossing.</p>
<p>Location and design of carparking</p> <p>City Centre Zone - CCZ-S8</p> <p>Metropolitan Centre Zone – MCZ-S8</p> <p>Local Centre Zone – LCZ-S8</p>	<p>McDonald's opposes the standards pertaining to carparking activities and the location of parking which requires the provision of on-site car parking to be located within, underneath, on top of, or at the rear of the building which it serves.</p> <p>These rules do not recognise the specific operational and functional requirement of activities, such as restaurants in particular, which have loading requirements as part of their store formats that are usually located at the rear of buildings with the main entrance then located at the front of the building. This restricts the opportunity to provide parking at the rear of the building to comply with these standards while creating functional site layouts.</p> <p>McDonald's considers that if the car parking is not visible then this should be a permitted activity.</p>	Oppose in part	<p>McDonald's seeks that CCZ-S8, MCZ-S8 and LCZ-S8 are amended as follows:</p> <p>On any site subject to an Active Street Frontage Overlay A or B:</p> <ol style="list-style-type: none"> 1. Carparking must only be located: <ol style="list-style-type: none"> a. within or underneath a building, or b. on top of a building at least 3m above ground level, or c. shielded from the Active Street Frontage Overlay A or B by a building, <i>or</i> d. <i>otherwise not visible at the street edge or public space.</i> 2. Carparking may not be served by a new vehicle crossing across an Active Street Frontage Overlay A or B. <p>On any site subject to an Active Street Frontage Overlay C:</p> <ol style="list-style-type: none"> 3. Carparking must only be located within or underneath a building, on top of a building at least 3 metres above ground level, beside a building accounting for no more than 50% of the width of the site, or behind a building, <i>or otherwise not visible at the street edge or public space.</i> <p>On any site:</p> <ol style="list-style-type: none"> 4. Parking areas must be screened from any adjoining site in a Residential Zone or Marae Zone with a building or a close-boarded fence of at least 1.8m in height,

			<div>5. Parking areas must be designed so they can only be accessed from a formed vehicle crossing,</div> <div>6. Parking areas must be sealed to prevent dust (this may be permeable),</div> <div>7. Parking areas at ground level other than manoeuvring space must be separated from any boundary by landscaped buffer of at least 0.5m (with a kerb or wheel stop) or 1.5m (otherwise), and</div> <div>8. There must be at least 1m² of landscaping for every 20m² of outdoor carparking or vehicle manoeuvring area at ground level. The landscaping referred to in MCZ-S8.7 may be included.</div>
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Attachment 2: McDonald's current store locations in the Hutt City area and related submission points:

Site	PDP Zone and Overlay	Support / Oppose	Relief Sought
McDonald's Wainuiomata 14 Te Ara Raukara	Local Centre Zone	<ul style="list-style-type: none"> Support zoning, subject to activity statuses above (or similar relief) 	<ul style="list-style-type: none"> Retain zoning as notified
McDonald's Petone 29 Victoria Street, Petone	Metropolitan Centre Zone Active Street Frontage - C	<ul style="list-style-type: none"> Support zoning, subject to activity statuses above (or similar relief) Oppose Active Street Frontage 	<ul style="list-style-type: none"> Retain zoning as notified Remove Active Street Frontage C from this site (unless controls only apply to new buildings only, and not to additions or alterations, as per Attachment 1 to this submission)
McDonald's Lower Hutt 338 High Street, Lower Hutt	City Centre Zone Active Street Frontage - C	<ul style="list-style-type: none"> Support zoning, subject to activity statuses above (or similar relief) Oppose Active Street Frontage 	<ul style="list-style-type: none"> Retain zoning as notified Remove Active Street Frontage C from this site (unless controls only apply to new buildings only, and not to additions or alterations, as per Attachment 1 to this submission)
814 High Street, Lower Hutt 814 High Street, Lower Hutt	Local Centre Zone Active Street Frontage – B and C	<ul style="list-style-type: none"> Support zoning, subject to activity statuses above (or similar relief) Oppose Active Street Frontage 	<ul style="list-style-type: none"> Retain zoning as notified Remove Active Street Frontage B and C from this site (unless controls only apply to new buildings only, and not to additions or alterations, as per Attachment 1 to this submission)