

**SUBMISSION ON NOTICE OF REQUIREMENT: ALTERATION TO NZTA-1
STATE HIGHWAY 1, D240003 ROLLESTON OVERPASS (NZ TRANSPORT
AGENCY WAKA KOTAHI)**

To: **Selwyn District Council**

Name of submitter: **McDonald's Restaurants (NZ) Limited**

Introduction

- 1 This is a submission on an alteration to an existing designation from NZ Transport Agency Waka Kotahi (*NZTA*) related to the State Highway 1 Rolleston Access Improvements Project (*the Project*).
- 2 NZTA is seeking an alteration to existing designation NZTA-1 State Highway 1 to enable the construction and operation of the second package of works related to the Project, including:¹
 - (a) an overpass of State Highway 1 (*SH1*) connecting Rolleston Drive North and Jones Road;
 - (b) changes to nearby intersections (including Hoskyns Road, Tennyson Street and Rolleston Drive South); and
 - (c) associated works,

(together, the *NoR*).
- 3 McDonald's Restaurants (NZ) Limited (*McDonald's*) is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Background

- 4 McDonald's owns a McDonald's restaurant (*the Restaurant*) at 15 Kidman Street, Rolleston (*the Site*), which is located adjacent to, and with access from, SH1 as identified in **Appendix A**. The Restaurant is operated by a local franchisee and has over 150 employees in total.
- 5 Currently the Restaurant can be accessed:
 - (a) Via left and right turns at the Kidman Street entry/exit.

¹ Notice of Requirement Application number D240003.

- (b) Via left turn directly off SH1 for westbound motorists.
 - (c) Via rights turns off SH1 at the Tennyson Street, Brookside Road and Rolleston Drive South intersections for eastbound motorists connecting to the residential road network and Kidman Street access. Right turns into the McDonald's entrance from SH1 are also not currently prohibited by any raised median.
- 6 To the west of the Restaurant there is a BP gas station, and to the east of the Site there is an empty lot, currently used for car parking. At the northern end of the Site, the trademark McDonald's sign marks the access off SH1 for approaching motorists.
- 7 The Restaurant services a wide population and is the only McDonald's in the Rolleston area. The closest McDonald's is 13km away in Hornby (to the east). The Restaurant is the last McDonald's south/west of Christchurch until the Ashburton McDonald's, which is 63km away.

Submission

- 8 McDonald's acknowledges the importance of enabling safe and efficient state highway and local network access, including for active modes.
- 9 However, McDonald's opposes the NoR to the extent that it does not adequately address effects, and the ability for McDonald's to operate its restaurant activities, on the Site. McDonald's opposes the NoR because it would not:
- (a) promote the sustainable management of physical resources, including enabling people and communities to provide for their health and safety, and their social, economic and cultural well-being;
 - (b) promote the efficient use and development of physical resources;
 - (c) ensure consistency with good resource management practice; or
 - (d) adequately manage adverse effects on the environment.
- 10 Without limiting the generality of the above, the specific reasons that McDonald's opposes the NoR are (but are not limited to):

Construction effects

- (a) During construction, an area of land directly to the east of the Site is proposed to be used as a site compound/lay down area, as shown on

the image in **Appendix B**.² Use of this area has the potential to generate adverse amenity effects, including effects related to odour, dust and visual amenity. These effects may interfere with the dining experience of patrons and deter patrons from visiting the Restaurant.

- (b) Construction traffic accessing the site compound/lay down area may also interfere and conflict with vehicle movements travelling in and out of the Kidman Street vehicle access to the Restaurant.
- (c) Additionally, the AEE notes that Kidman Street may be temporarily closed during construction.³ As outlined above, Kidman Street provides one of the main access points to the Restaurant and the only exit point. Insufficient detail is provided in the AEE regarding the potential road closure; however, if the full length of Kidman Street were to be closed for construction purposes:
 - (i) access to the Restaurant from the residential area would be severely impacted, with the only access to the Restaurant being the affected left-turn access from SH1; and
 - (ii) exiting the Restaurant may not be possible.
- (d) Accordingly, any such road closure would likely result in the temporary closure of the Restaurant.
- (e) Utilities including power, telecommunication, and three-waters infrastructure will need to be relocated for the Project.⁴ Relocation of these utilities has the potential to temporarily but significantly impact the servicing and operation of the Restaurant.
- (f) The Assessment of Environmental Effects (AEE) records that construction is anticipated to commence in late 2026 and take between 24 – 36 months depending on various factors, including contractors, weather and availability of materials.⁵ Given the potential three-year construction period, the above effects could result in significant business disruption for the Restaurant.

² AEE at 8.3.2, page 39. See Figure 8-1 showing the proposed site compound/laydown area.

³ AEE at 8.3.2, page 37. See proposed Stage 1A in Table 8-1.

⁴ AEE at 2.4, page 14.

⁵ AEE at 2.4, page 14.

Access following completion of works

- (g) The success of the Restaurant is predominantly due to its accessibility for both eastbound and westbound SH1 traffic. The Project will significantly affect that accessibility:
 - (i) For westbound traffic, the simple left-turn entry off SH1 is proposed to be replaced with an auxiliary lane to access the McDonald's, BP and Tennyson Street with left turns separated by the main alignment of SH1 by a "flush island", as shown in the application diagram reproduced at **Appendix C**. To access the Restaurant via the auxiliary lane, motorists would need to decide to exit SH1 much earlier (about 500m further east) than is currently required. Accordingly, customers may miss the entrance to McDonald's, significantly reducing accessibility of the Site from SH1.
 - (ii) For eastbound traffic along SH1 that currently accesses the Site primarily via right turn into Tennyson Street, the Project proposes that customers instead make a right turn at the Dunns Crossing Road/Brookside Road intersection, as illustrated in **Appendix D**. This intersection is proposed to be upgraded as part of Package 1 of the Project.⁶
 - (iii) Currently at the SH1/Tennyson Street intersection, eastbound vehicles have a clear view of the McDonald's signage and can easily identify that the Restaurant is accessible by turning down Tennyson Street.
 - (iv) With the changes proposed by the Project, eastbound vehicles are expected to turn down Dunns Crossing Road to access the Restaurant, adding a detour of 1,300m and approximately three minutes of additional travel time.⁷ From this location, eastbound patrons would have no ability to see the Restaurant or identify the accessible route. The AEE describes the detour as "less than minor";⁸ however, the detour proposed by the Project would clearly significantly affect the ability for customers to easily identify and access the Restaurant.

⁶ Notice of Requirement Application number D240002.

⁷ AEE: Appendix H - Integrated Transport Assessment at 6.5.5, pages 55 – 56.

⁸ AEE at 8.3.3, page 44.

- (h) McDonald's also notes that the AEE indicates a swale will be constructed over the access to McDonald's off SH1 and that the extent of works at access is "TBC", refer **Appendix C**. Given the extent of changes already proposed to the accessibility of the Site, McDonald's is concerned to ensure that the access off SH1 is not further compromised.

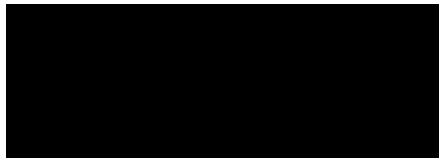
Relief sought

- 11 McDonald's acknowledges the importance of enabling safe and efficient state highway and local network access. However, McDonald's wishes to ensure that necessary upgrades to infrastructure in the vicinity of businesses servicing the existing population in the area are progressed in a way that enables those businesses to continue their operations.
- 12 Accordingly, McDonald's seeks the following recommendations from Selwyn District Council:
 - (a) Inclusion of appropriate conditions in the designation to manage construction activities including:
 - (i) construction traffic management to avoid interference and conflict with McDonald's customers accessing the Restaurant;
 - (ii) management of any local road closures, including the closure of Kidman Street, during construction including limiting the duration and location of such closures to the extent practicable to ensure that access to the Restaurant is not compromised and, where unavoidable, a requirement to provide sufficient advance notice to McDonald's;
 - (iii) management or relocation of the proposed site compound/lay down area to minimise potential adverse amenity effects;
 - (iv) management of any disruption to the provision of utilities during relocation, including a requirement that disruptions be avoided to the extent practicable and, where unavoidable, sufficient advance notice be provided to McDonald's.
 - (b) That the proposed auxiliary lane access to McDonald's, BP and Tennyson Street be re-designed to provide greater accessibility to the Site from SH1 and that NZTA be required to consult with McDonald's in relation to the detailed design and associated signage.

- (c) That NZTA be required to provide further details on the extent of works proposed at the access to McDonald's off SH1.
- (d) That NZTA be required to consult with McDonald's on the detailed design of the right-turn closures and the upgraded intersection at SH1 and Dunns Crossing Road/Walker Road and associated signage.
- (e) Such alternative or consequential relief to give effect to the concerns raised in this submission.

13 McDonald's wishes to be heard in support of its submission.

DATED this 17th day of June 2025



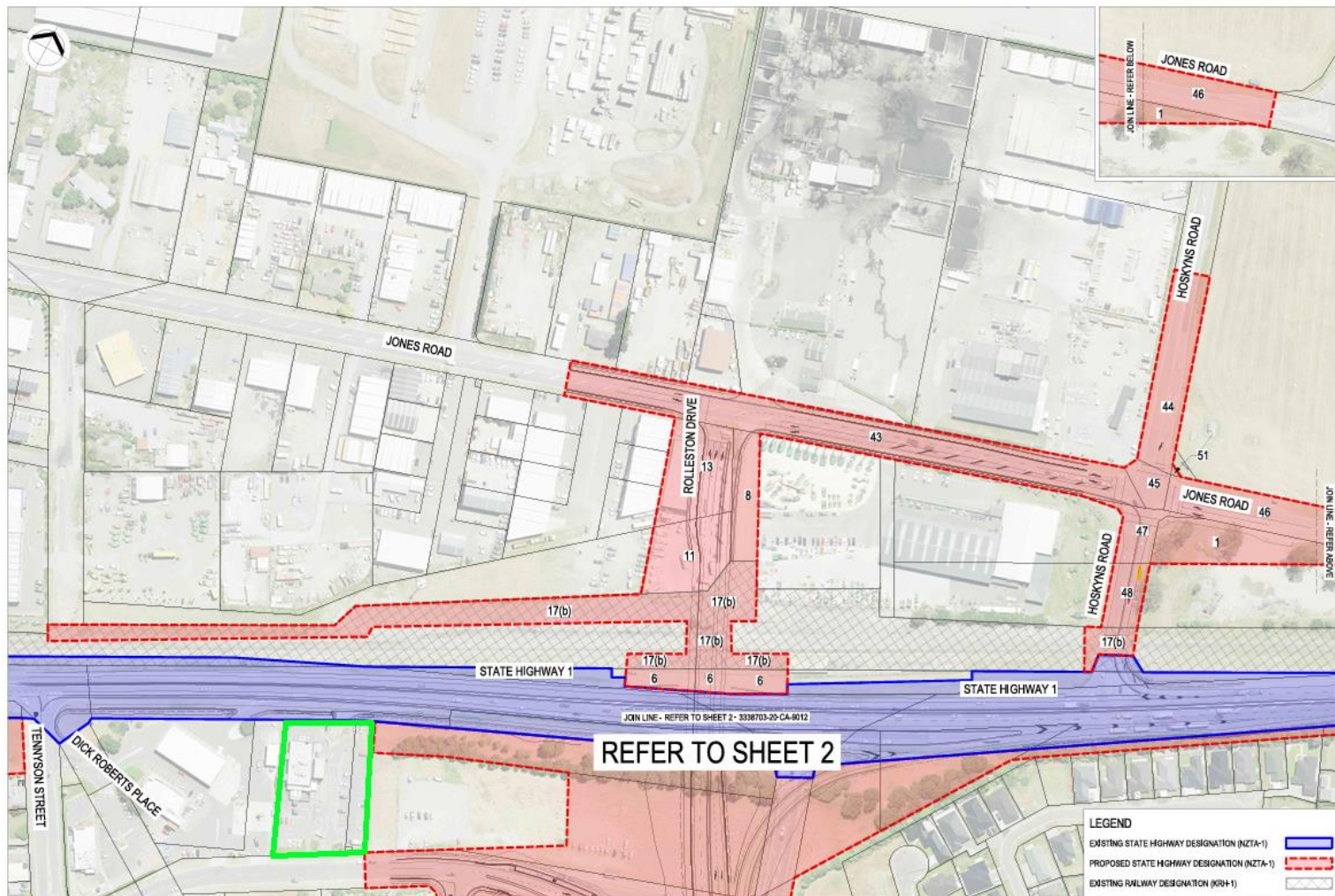
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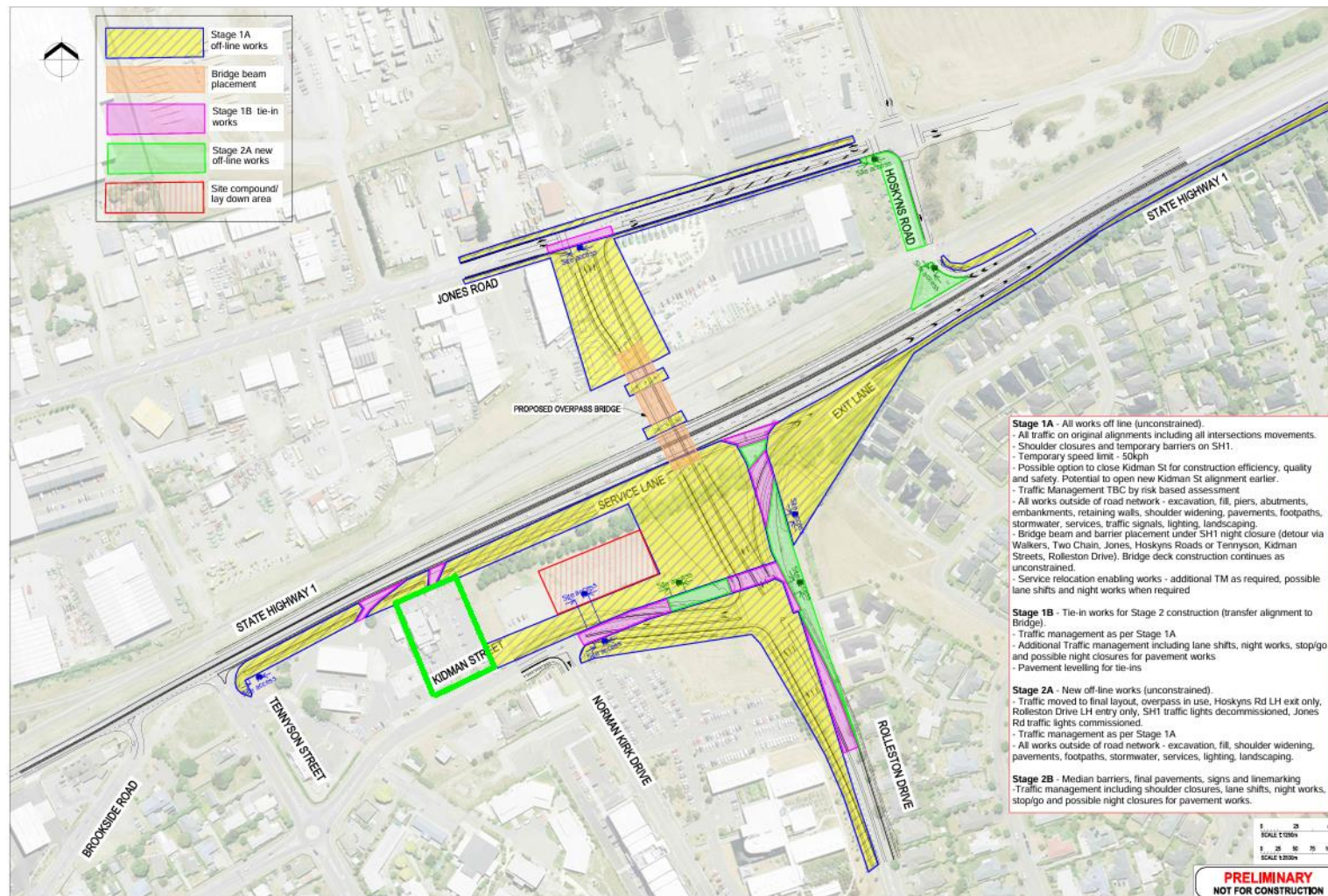


Appendix A



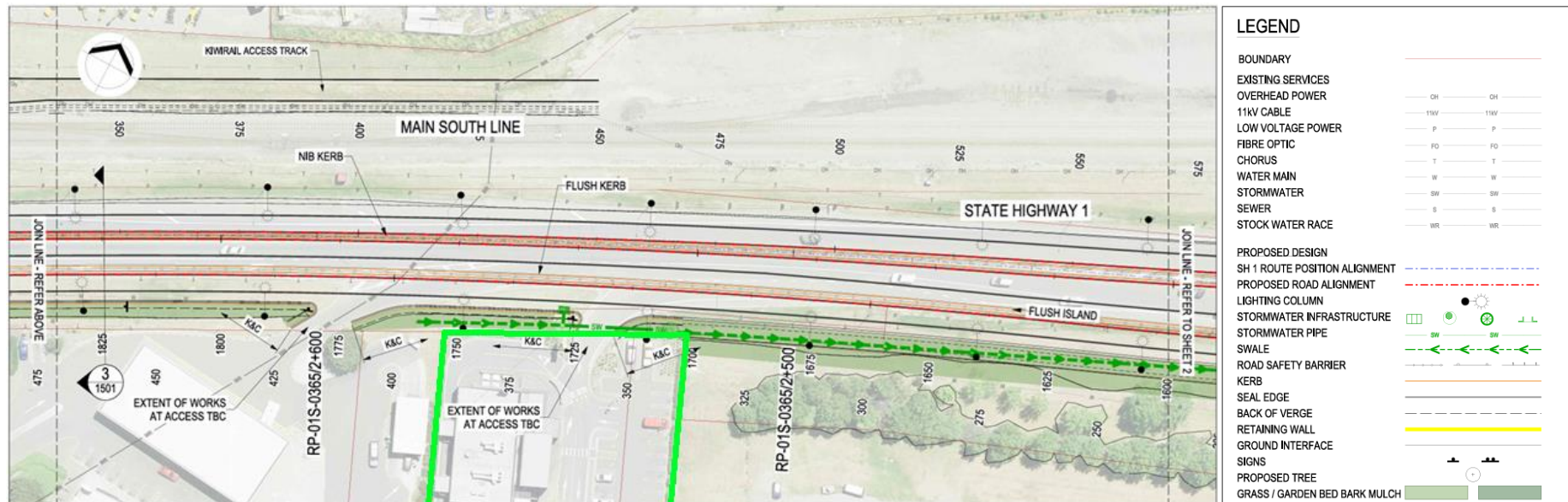
This image shows the Site outlined in green with the proposed extent of the NoR in red. Amended excerpt from AEE: Appendix A - Designation Plan, SH1 Rolleston Access Improvements Package 2 – Land Designation Plan Package 2 Sheet 1 of 3 – Drawing No. 3338703-20-CA-8021, Revision B, dated 16.07.2024, accessible here: <https://www.selwyn.govt.nz/?a=2181250>.

Appendix B



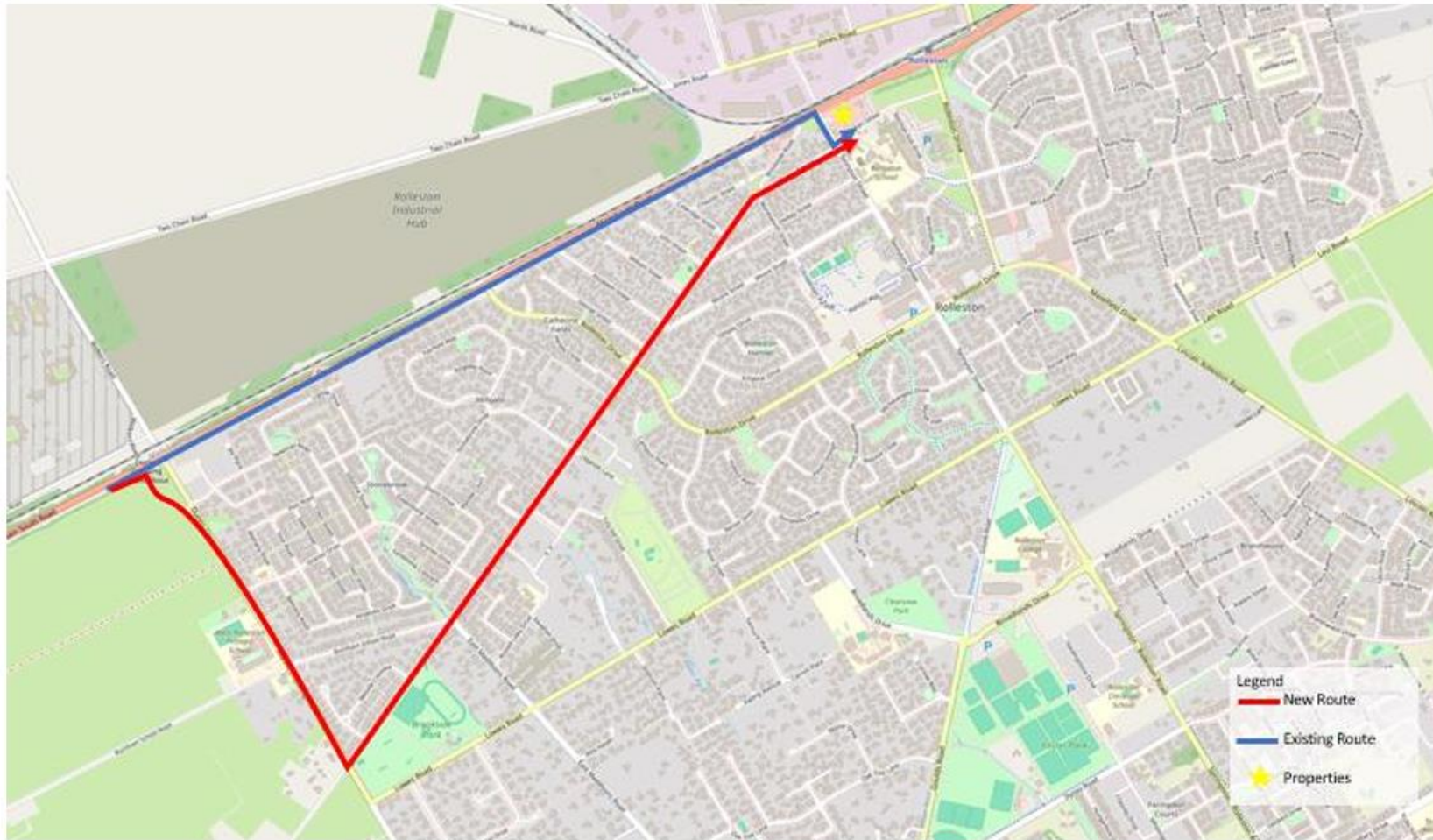
This image shows the Site outlined in green, with the site compound/laydown area in red stripes. Amended excerpt from AEE: Appendix H – Integrated Transport Assessment, Appendix E – Construction Staging Diagrams, SH1 Rolleston Access Improvements Package 2 – Site Overview Plan Construction Phasing – Drawing No. 3338703-20-SK-CP-0001, Revision A, dated 25.03.24, accessible here: <https://www.selwyn.govt.nz/?a=2181263>.

Appendix C



This image shows the Site outlined in green, proposed “flush island” in red, proposed swale in green arrow and extent of works at access “TBC”. Amended excerpt from AEE: Appendix C – General Arrangement Plans, SH1 Rolleston Access Improvements Package 2 – General Arrangement Sheet 1 of 7 – Drawing No. 3338703-20-CA-1201, Revision C, dated 03.04.24, accessible here: <https://www.selwyn.govt.nz/?a=2181252>.

Appendix D



This image shows the change in access route to BP and McDonalds from the south. The approximate location of the Site is identified by a yellow star. Excerpt from AEE: Appendix H – Integrated Transport Assessment, Rolleston Access Improvements Assessment of Effects – Integrated Transport Assessment, 6.5.5, page 56, Figure 6-21, accessible here: <https://www.selwyn.govt.nz/?a=2181263>.