
IN THE MATTER OF:

The Resource Management Act
1991

AND

IN THE MATTER OF:

Plan Change 43, Site 7, 189 Napier
Road, Taupo

Statement of Evidence (Transportation) of

Judith Victoria Makinson BEng(Hons), MSc, CEngNZ, CPEng, CEng (UK),
MICE

CKL

Telephone: +64-7-849-9921

E-Mail: Judith.makinson@ckl.co.nz

07August 2023

INTRODUCTION

1. My full name is Judith Victoria Makinson. I am a Director at CKL, specialising in transportation engineering.
2. I hold a Bachelor's degree in civil engineering and a Master's degree in transportation engineering and planning from the University of Salford (UK). I am a Chartered Professional Engineer and am a Chartered Member of Engineering New Zealand. I am also a Chartered Engineer in the United Kingdom and a Member of the Institution of Civil Engineers. I have over 20 years' experience working as a transportation engineer in both New Zealand and the United Kingdom with Arup, WSP Group, Gifford, TDG, Stantec and CKL.
3. I am also qualified as an Independent Hearing Commissioner and have experience considering the effects of major infrastructure projects through notice of requirement processes as well as individual resource consent applications.
4. I supervised the preparation of the Integrated Transport Assessment ("ITA") report finalised in May 2023 for Taupo Industrial Estate Ltd ("the Submitter") in relation to and at 189 Napier Road. I have visited the site and surrounding area on a number of occasions.
5. I have also read the s32 Report, Taupo District Council ("TDC") proposed plan provisions and submissions relating to transportation matters.

CODE OF CONDUCT

6. I am familiar with the Code of Conduct for Expert Witnesses (Environment Court Consolidated Practice Note 2023) and although I note this is a Council hearing, I agree to comply with this code. The evidence I will present is within my area of expertise, except where I state that I am relying on information provided by another party. I have not knowingly omitted facts or information that might alter or detract from opinions I express.

SUMMARY OF EVIDENCE

7. In relation to the proposal to rezone Site 7 to Taupo Industrial, I have assessed potential traffic effects based on a concept development plan including the higher traffic generating land use activities envisaged by the proposed zoning. In my opinion, this provides a robust assessment of traffic and transportation effects, particularly if lower trip generating activities are developed in future.
8. The result of my assessment has shown that Site 7 can appropriately integrate with the existing and planned future transport network and that safe and efficient access can be provided to the site to support the proposed zoning.
9. Mr Smith, Transportation expert for Taupo District Council, reaches the same conclusion.
10. Two submissions in opposition which raised traffic or transportation matters were received in relation to Site 7. I agree with the s42A report which rejects both these submissions and supports the proposed plan change to rezone Site 7.
11. It is my opinion, there are no traffic or transportation reasons why Site 7 should not be rezoned to Taupo Industrial as part of Plan Change 43.

PURPOSE AND SCOPE OF EVIDENCE

12. My evidence that follows is in relation to Site 7 at 189 Napier Road only. It presents an overview of the key findings of the ITA, consideration of the s32 and s42A Reports, proposed plan provisions and responds to submissions, as follows:
 - (i) Existing road and traffic environment;
 - (ii) Planned future road and traffic environment;
 - (iii) Proposed plan change;
 - (iv) Access;
 - (v) Trip Generation and Distribution;
 - (vi) Traffic modelling;

- (vii) Parking and servicing;
- (viii) Pedestrian and cycle connectivity;
- (ix) Public transport;
- (x) Policy Setting;
- (xi) Section 32 report;
- (xii) Proposed Plan Provisions;
- (xiii) Section 42A Report and Submissions; and
- (xiv) Conclusions and recommendations.

EXISTING ROAD AND TRAFFIC ENVIRONMENT

13. Site 7 is within the Rural Environment zone of the TDC Operative District Plan (“ODP”). It is surrounded by Taupo Industrial Environment zoning to the north, Residential Environment zoning to the south and west, and Rural Environment zoning to the east.
14. The site sits west of State Highway 1 (“SH1”) and south of Napier Road. It is accessed via an unnamed road that joins the southern side of Napier Road at a priority T-intersection.
15. The site itself (Lot 1 and Lot 2 DP 499406) is irregular in shape and has an area of approximately 4 hectares (ha). It is largely undeveloped other than accommodating a small existing office building (approximately 625m²), carparking areas, and a stormwater pond.
16. Napier Road is classified as a regional arterial road in the TDC road hierarchy. It connects from Lake Terrace in the west to the SH1/State Highway 5 (“SH5”) intersection in the east. It has a posted speed limit of 80km/h and provides one traffic lane in each direction.
17. The SH1/SH5/Napier Road intersection is formed as a large single-lane roundabout and is located approximately 260m east of the site access. The next intersection to the west

is Crown Road/Napier Road. This is a priority T-intersection with auxiliary right and left turn lanes, located approximately 170m west of the site access.

18. The established cross-section of Napier Road has one traffic lane in each direction, sealed shoulders on both sides, and a solid central median from the SH1/SH5 roundabout to approximately midway along the site frontage. At this point it changes to a flush median, which enables the existing site access road to function as a four-leg priority intersection, with the entry to the service station on the opposite side of the road forming the northern leg. The existing site access intersection has auxiliary right and left turn lanes for eastern and westbound traffic on Napier Road.
19. The walking and cycling network surrounding the site includes a shared walking and cycling path along the western side of SH1. There is otherwise limited walking and cycling infrastructure in the vicinity of the site, and no existing public transport service.
20. Maps, aerial photographs, and ground level photographs of the site and existing environment are included as Figure 1 to Figure 8, and Figure 18 of the ITA.
21. Existing traffic volumes were collated from TDC and Waka Kotahi records, and from intersection survey data in publicly available traffic studies completed for nearby developments. The intersection survey data was adopted as the most appropriate basis for analysis of the proposed plan change and the evening (“PM”) peak hour was identified as the critical scenario for capacity analysis. This is discussed in Section 4.2 of the ITA.
22. Review of the reported crash history for the network surrounding site revealed two non-injury crashes in five years. The types of crashes and their causative factors did not point to any underlying issues with the roads and intersections in the area.

PLANNED FUTURE ROAD AND TRAFFIC ENVIRONMENT

23. As discussed in Section 6 of the ITA, Site 7 occupies the north-east corner of the area known as the Taupo Eastern Urban Lands (“EUL”). The EUL is a proposed development filling the area between the alignment of SH1 and the existing urban edge of Taupo. It is the subject of a Structure Plan adopted by Taupo District Council. Whilst largely residential in nature, it allows for retail, business and education facilities. Site 7

occupies an area identified as 'The Campus' under the EUL Structure Plan, with the northern access to the EUL lands aligning with the existing site access.

24. The other known development in the area is a consented Pak 'N'Save supermarket on the opposite side of the road, to the west of the established service station.
25. In terms of the road network, the service station on the opposite side of the road has been granted consent to shorten the solid median on Napier Road to allow right turn exit movements at the existing vehicle crossings closest to the SH1 / SH5 roundabout.
26. I understand that TDC is considering lowering the speed limit on Napier Road from 80km/h to 60km/h as part of their response to the National Speed Limit Review requirements. As far as I am aware, this change is not yet confirmed.

PROPOSED PLAN CHANGE

27. PC43 seeks to rezone Site 7 from Rural Environment to Taupo Industrial Development, which is the zoning that covers the area on the opposite side of Napier Road.
28. In order to assess the effects of the proposed rezoning for Site 7, a concept plan has been prepared by Blue Wallace Surveyors (and included as Appendix B of the ITA). This plan has considered a development that could include retention of the office building (625m²), development of three new fast-food outlets with drive-through facilities, a service station, a new trade supplier, landscaped areas and areas for parking, access, and circulation. These are the higher traffic generation land uses envisaged by the Zone rules and as listed at Rule 4h.2.2, 4h.2.3 and 4h.2.7. I therefore consider that the assessment scenario is robust.

ACCESS

29. Primary access to Site 7 can be appropriately established for future development by widening the existing site access (the unnamed road) to form two approach lanes to Napier Road. This upgrade was indicatively shown as Figure 28 and in Appendix B of the ITA.

30. It is my opinion that the proposed primary access can meet the relevant ODP sight distance and separation requirements and can be delivered using the existing road reserve and land controlled by the Submitter.
31. This intersection also appears to be the desired intersection location of the EUL which will incorporate walking and cycling facilities and public transport facilities. In my opinion, this provides for safe and efficient multimodal connectivity and improves road safety for future development. I recommend that confirmation of any EUL tie-in location within the plan change area is sought and if required, full provision of a suitable corridor tie-in is required to be provided. With this safeguard in place, I consider that the proposed plan change access aligns with and supports the anticipated means of access from Napier Road to EUL.
32. A secondary access can be provided to Napier Road to provide resilience and allow for good on site traffic management within any future development of Site 7. The concept plan shows this on a section of Napier Road that is within a Waka Kotahi designation. It has therefore been assessed against the sight distance and separation requirements of the Waka Kotahi Planning Policy Manual (“PPM”) Appendix 5B/1.
33. Initial consultation with Waka Kotahi indicates that if a secondary access is to be supported, it must be required to support traffic flow through the development, be restricted to left in only, and be sufficiently engineered to discourage or prevent motorists from exiting and travelling against the flow of traffic to access the SH1/SH5 roundabout. Written approval has been received from Waka Kotahi in relation to provision of a left in / left out secondary access and is attached as Annexure A
34. The relevant PPM standards for sight distance and separation can be met in the proposed location for a secondary access if it is needed to support future development. In terms of design, the access would allow left in and left out movements only and it would be restricted to light vehicle only. A conceptual design for this arrangement showing how it integrates with the consented changes to the service station access was included as Figure 32 and Figure 33 of the ITA.
35. In my opinion, the means of access considered for Site 7 support future development and are appropriate for the level of traffic generation that could occur as the higher land use activities anticipated by the zone rules are developed on site. I also consider that the means of access considered is appropriate under either a 60kph or 80kph

speed environment along Napier Road. The design of the access and any other measures to further support the intended operation of a future development can be appropriately managed through resource consenting associated with specific developments within the plan change area.

TRIP GENERATION AND DISTRIBUTION

36. Trip generation was estimated based on the development concept plan for Site 7 discussed above and published trip generation rates for the likely range of land uses. The estimates considered both newly generated trips and trips drawn into the site from the passing traffic volume. These sorts of trips commonly arise at the likes of service stations and fast-food outlets where people call in as part of another trip.
37. This analysis, which is set out in Table 3 in Section 8 of the ITA, gave an estimate of 6,185 vehicle movements per day (“vpd”) including 448 vehicle movements per hour (“vph”) in the PM peak hour.
38. It was estimated that trips would be distributed approximately evenly between people travelling to/from the west (to/from Lake Taupo) and to/from the east (to/from SH1 and SH5).
39. It is my opinion that the level of traffic generation considered in the ITA is appropriate in relation to potential activities within the plan change area and as allowed for within the Zone rules.

TRAFFIC MODELLING

40. The Napier Road/Crown Road, Napier Road/primary site access, and SH1/SH5/Napier Road intersections were modelled in the widely used intersection analysis package SIDRA. The approach to analysis adopted in the ITA was to assume no cross visitation between activities on Site 7. For the purpose of the assessment in the ITA, it was assumed that all traffic would access site via the primary site access. In my opinion, this provides a robust assessment of potential future traffic effects for a range of land use activities envisaged by the zone rules.

41. The site access was modelled with a widened southern approach, providing two approach lanes rather than the existing one. The Napier Road/Crown Road intersection was modelled in its existing form (a priority T) and as a roundabout, as it is understood that TDC is considering a potential upgrade to that form of control. The SH1/SH5/Napier Road roundabout was modelled in its existing form.
42. Surveyed existing intersection turning movements were combined with expected plan change movements to give a 'with plan change' scenario. A second scenario was also tested, with a further 10% increase in the existing intersection volumes, to reflect other growth in the area, including EUL.
43. As set out in Tables 5, 6, 7, and 8 in Section 8.4 of the ITA, the modelling showed that all intersections were able to operate at acceptable levels of service. No changes other than the widening of the southern approach of the site access intersection were required to support the rezoning. I consider that the modelling undertaken is robust and appropriately assesses the potential traffic effects associated with the proposed plan change and the activities that are permitted under the Zone rules. The analysis allows for development of the EUL and demonstrates that the proposed plan change does not adversely influence the delivery of this growth area.

PARKING AND SERVICING

44. Section 7.5 of the ITA presents an analysis of likely parking demands associated with the potential high demand land use activities under the zone rules that could be developed on Site 7. This analysis shows that parking needs can be contained within the site, with no evident risk of overspill demand onto surrounding roads.
45. Appendix D of the ITA confirms that the main site access makes adequate provision for large vehicles (up to 23m long) to service the site. The scale of the site is such that there is no reason to anticipate difficulties in managing on site servicing by heavy commercial vehicles, subject to appropriate site layout designs.
46. On-site parking, loading and access arrangements for individual land uses can be appropriately assessed at the time that individual land use and/or subdivision consents are sought.

PEDESTRIAN AND CYCLE CONNECTIVITY

47. The number of walking and cycling trips made to and from Site 7 is expected to be minimal in the period before the Taupo EUL development fills out the surrounding area to the south and given the envisaged activities under the Zone rules. When development advances, it can be expected to provide a network of roads and paths to support this integration.
48. In the short-term, the walking and cycling network in the area is provided by the shared path on the western side of SH1. To connect with this, an off-road shared path can be provided along the site frontage, between the unnamed road and the existing path. This was indicatively shown as Figure 36 of the ITA. A new pedestrian refuge island can also be provided between the primary and secondary accesses. It is my opinion that this provides a suitable degree of pedestrian and cycle connectivity to support the proposed plan change.

PUBLIC TRANSPORT

49. Although there is no provision for public transport in the immediate vicinity of Site 7, the development of the Taupo EUL is likely to change this. It is expected that public transport linkages close to the plan change site will be established within this development and therefore the option to incorporate additional bus stops can also be explored.

POLICY SETTING

50. National, regional and local transport policies have been discussed at Section 10 of the ITA. It is my opinion that the proposed plan change is aligned with the Government Policy Statement on Land Transport 2021/22 – 2032/31, Arataki 2, the Waikato Regional Public Transport Plan 2022-2032 and the District Plan objectives 3f.2.1. and 3t.2.4 through:
- (i) Supporting the transformation of urban mobility through delivering increased multimodal trip opportunities by extending and connecting to the existing walking and cycling network;

- (ii) adding to an existing industrial area and supporting cross visitation between activities;
- (iii) making good use of an existing low risk part of the transport network; and
- (iv) supporting the development of future public transport services by increasing levels of travel activity in an existing area of activity and in proximity to an identified area for urban growth and development.

SECTION 32 REPORT

51. I have reviewed the relevant Site 7 sections of the s32 report prepared by TDC.
52. Section 4.2.3 of the s32 Report relates to transport provisions and considers the ODP Objective 3f.2.1 and associated policies. The s32 Report refers to the High-Level Transport Assessment of Proposed Industrial Land Areas (Plan Change 43, S32, Attachment C) (“Attachment C Report”).
53. The assessment concluded that from a transport perspective, Site 7 was the most suitable for rezoning for industrial purposes out of the eight sites that were studied. This is based on there being no road safety issues of note, the ability of the road network to maintain predictable travel times, poor inclusivity for walking and cycling can be addressed, the site is well connected to the rest of New Zealand, and the site supports the vibrancy of the town centre.
54. The s32 Report considers that the proposed rezoning will achieve Objective 3f.2.1. It also concludes at Section 4.4.1.3 that the transport effects of the proposed plan change can be “efficiently and effectively accommodate into the transport network”. I agree with these conclusions, and those of the Attachment C Report.

PROPOSED PLAN PROVISIONS

55. The proposed amendment to *Section 4h - Taupo Industrial Environment and Centennial Industrial Environment* relates to Rule 4h.3.7. This rule governs subdivision activities and the proposed amendments address matters relating to the Sensitive Land Overlay. No amendments are proposed to transport related rules.

56. It is my opinion that the following existing rules and assessment criteria provide suitable control of traffic and transportation effects that might arise from development of industrial activities within Site 7:

- (i) Taupo Industrial Zone rules relating to transport, namely Rules 4h.1.6 and 4h.1.7 and Assessment Criteria 4h.4.7
- (ii) Subdivision Rule 4d.1.12 and Assessment Criteria 4d.4.7

SECTION 42A REPORT AND SUBMISSIONS

57. I have reviewed the relevant sections of the s42A Report.

58. Paragraph 89 states that *“the rezoning appropriately accounts for and manages adverse effects on the operation and function of the roading network (Policy 3f.2.1.(i)) and does not foreclose alternative transport modes which are to be encouraged (Policy 3f.2.1.(iii))”*. I agree with this statement.

59. There are two submissions that relate to transportation matters, that either oppose the proposed plan change or request an amendment to it. These are:

- (i) Os113.37 from Luke Braithwaite representing Waka Kotahi NZ Transport Agency. This submission is seeking an assessment of how site 7 will align with the Waikato Regional Policy Statement Change 1, the NZ Emissions Reduction Plan and reduction in vehicle kilometres travelled (“vkt”) and the provision of active and public transport;
- (ii) Os114.17 Taupo Climate Action Group, in relation to general comments of the proposed rezoning being against 2.4 Strategic Direction Climate Change of the District Plan

60. In relation to the Waka Kotahi submission, I have not undertaken any detailed analysis of VKT and defer to Mr Smith’s expertise in that regard. However, from a policy perspective, I consider that Site 7 aligns with the policy direction of the listed documents. It can be readily connected to and integrated with the existing walking and cycling network, is located adjacent to existing similar activities and future residential growth areas. This not only supports multi modal trips from existing areas of development, but also puts day to

day goods and services within walking and cycling distance of future communities. The co-location of similar activities also supports the future provision of bus services as demands increase through development of the EUL.

- 61. I agree with the conclusion reached in the S42A report in relation to this submission and support its rejection.
- 62. In relation to the submission from Taupo Climate Action Group, I reach the same conclusion as to the suitability of the site as I have presented above in response to the Waka Kotahi submission. I agree with the conclusion reached in the S42A report in relation to this submission and support its rejection.
- 63. Overall, I agree with the findings of the S42A report, the assessment of submissions and in particular Mr Smith's assessment in relation to traffic and transportation effects.

CONCLUSIONS & RECOMMENDATIONS

- 64. Overall, it is my opinion that Site 7 can appropriately integrate with the existing and planned future transport network. I also consider that suitable infrastructure provisions can be made through subsequent resource consent applications to provide suitable multimodal access to the site.



Judith Makinson

CKL

7 August 2023

Annexure A – Waka Kotahi Affected Party Approval

Waka Kotahi NZ Transport Agency Reference: 2022-1288

28 July 2023

Taupō Industrial Estate Limited
C/- Mark Wright
422 Pencarrow Rd
Hamilton 3283

Sent via: mark@paragon.net.nz

Dear Mark,

STAGE 2 OF DEVELOPMENT OF 189 NAPIER ROAD – MIXED-USE COMMERCIAL PRECINCT (LIGHTING AND SIGNAGE) – TAUPŌ INDUSTRIAL ESTATE LIMITED

Thank you for your request for written approval from Waka Kotahi New Zealand Transport Agency (Waka Kotahi). Your proposal has been considered as follows:

Proposal

Waka Kotahi understands that the applicant seeks to establish a mixed-use commercial precinct at 189 Napier Rd, Taupo, which is adjacent to the Eastern Taupo Arterial. The applicant is seeking to stage the development, first seeking approval for the required underlying earthworks and subsequent landscaping, ahead of approval for the land use and subdivision component of the development. Waka Kotahi issued the approval for Stage 1 in April 2023 which had requirements around landscaping, earthworks and stormwater.

At this stage, the applicant proposes to undertake land uses on the site, including construction and operation of Bunnings Warehouse, Burger King, Starbucks and Popeyes. The land use component of the application will trigger a Discretionary Activity resource consent under the Taupo District Plan. Furthermore, the applicant proposes to undertake a subsequent subdivision to create freehold titles around the commercial tenancies, an access lot and a balance to be amalgamated with the adjacent and to the west. The subdivision component of the application has a non-complying activity status. The applicant also proposes to cancel consent notices which relate to compliance with the underlying masterplan for the site which is no longer proposed to be realised.

Assessment

In assessing the proposed activity, Waka Kotahi notes the following:

- The matters of consideration by Waka Kotahi for this application are lighting and signage.
- All access to the site will be via the local road and is considered to be set back appropriately from the East Taupo Arterial intersection. As such, Waka Kotahi is satisfied that Taupo District Council in their capacity as Road Controlling Authority will be able to address any transport effects.
- The applicant has undertaken extensive consultation with Waka Kotahi regarding the signage associated with the proposed commercial premises (see attachments). Waka Kotahi considers that the proposed signage that will be visible from the adjacent highway network (predominantly Burger King, Starbucks and Bunnings) has been minimised appropriately and will not impact on the safe operation of the East Taupo Arterial subject to appropriate lighting control.

- In the instance of the pylon signage, these have been relocated to the local road entrance to the site, and as such are considered to be appropriately distanced from the highway to avoid the risk of distraction for road users.
- Both the signage on the buildings and the pylon signs are proposed to be illuminated. Any signage that is oriented to be visible from the highway and proposed to be illuminated will need to be installed and maintained in accordance with the NZ Standard Control of the obtrusive effects of outdoor lighting AS/NZS4282.2019.

Conditions

In discussion with Waka Kotahi, you have agreed to the following conditions. The legal name of Waka Kotahi is the New Zealand Transport Agency; therefore, our full legal name is referred to in the conditions and approval:

1. Signage shall be in general accordance with the attached plans demonstrating the signage visible from the eastern elevation of the buildings (being the elevation visible from the East Taupo Arterial).
2. Any signage visible from the East Taupo Arterial which is to be illuminated shall be in accordance with the NZ Standard Control of the obtrusive effects of outdoor lighting AS/NZS4282.2019. Within 30 days of the signage being put into service the Consent Holder shall submit a report from a suitably qualified and experienced practitioner, to the satisfaction of the Council's Compliance Monitoring Officer, confirming compliance with the AS/NZ standard.
3. Any recommendations of the lighting report required by Condition 2 above must be provided to Council's Compliance Monitoring Officer. Any changes to the signage must be made within five working days at the discretion of Council's Compliance Monitoring Officer.

Determination

On the basis of the above assessment of the proposed activity, and the conditions volunteered by the applicant, Waka Kotahi provides written approval under section 95E of the Resource Management Act 1991.

Expiry of this approval

This approval will lapse two years from the date of this approval letter unless prior agreement has been obtained from Waka Kotahi.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact Emily Hunt via email at emily.hunt@nzta.govt.nz or you can contact the environmental planning team at the following email address for future approvals– environmentalplanning@nzta.govt.nz.

Yours sincerely,



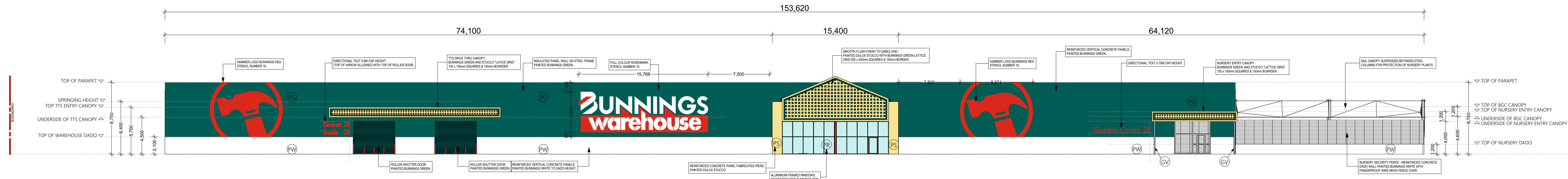
Emily Hunt
Senior Planner

Poutiaki Taiao (Environmental Planning), System Design, on behalf of Waka Kotahi New Zealand Transport Agency

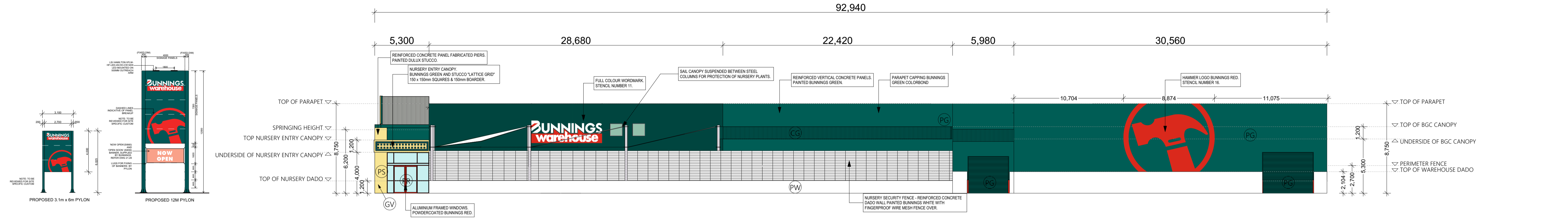
Enclosed:

- Appendix A: Bunnings Signage (Eastern Elevation visible from the East Taupo Arterial)
- Appendix B: Landscaping Plan (Showing location of pylon signs adjacent to the eastern entrance)
- Appendix C: Commercial Tenancies Renders

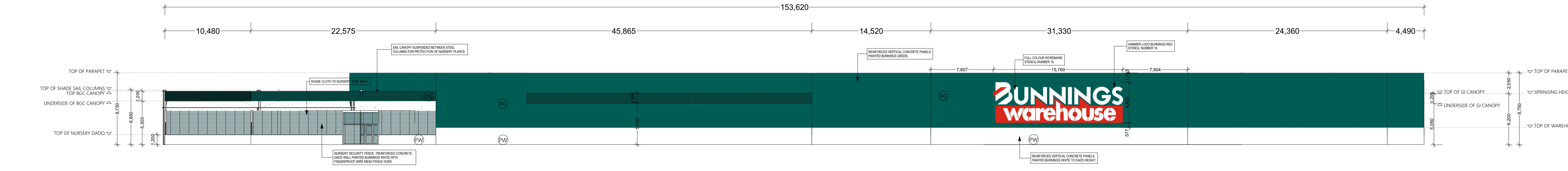
- Appendix D: Pylon Signage Designs (Bunnings and Fast Food)



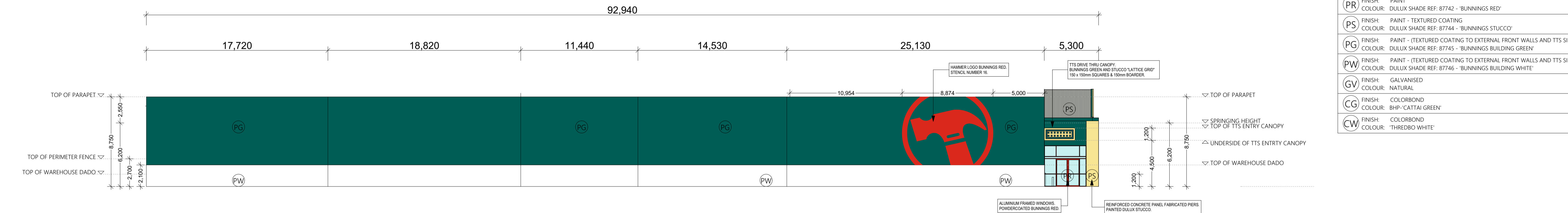
NORTH ELEVATION (FRONT)
SCALE: 1:250 @ A1



WEST ELEVATION (NURSERY)
SCALE: 1:200 @ A1



SOUTH ELEVATION (REAR)
SCALE: 1:250 @ A1



EAST ELEVATION (TTS)
SCALE: 1:200 @ A1

ELEVATION FINISHES SCHEDULE	
PR	FINISH: PAINT COLOUR: DULUX SHADE REF: 87742 - 'BUNNINGS RED'
PS	FINISH: PAINT - TEXTURED COATING COLOUR: DULUX SHADE REF: 87744 - 'BUNNINGS STUCCO'
PG	FINISH: PAINT - (TEXTURED COATING TO EXTERNAL FRONT WALLS AND TTS SIDE WALL ONLY) COLOUR: DULUX SHADE REF: 87745 - 'BUNNINGS BUILDING GREEN'
PW	FINISH: PAINT - (TEXTURED COATING TO EXTERNAL FRONT WALLS AND TTS SIDE WALL ONLY) COLOUR: DULUX SHADE REF: 87746 - 'BUNNINGS BUILDING WHITE'
GV	FINISH: GALVANISED COLOUR: NATURAL
CG	FINISH: COLORBOND COLOUR: BHP - CATTAI GREEN
CW	FINISH: COLORBOND COLOUR: 'THREDBO WHITE'

DATE	REV	AMENDMENT	DWN	DATE	REV	AMENDMENT	DWN	DATE	REV	AMENDMENT	DWN	DATE	REV	AMENDMENT	DWN	DATE	REV	AMENDMENT	DWN
13-09-21	-	INITIAL PROPOSED ELEVATIONS FULLY ENCLOSED DRAFT	TMC																
21-09-21	A	UPDATED PROPOSED ELEVATIONS AS PER PROPERTY FEEDBACK. DRAWN TO S-A04- ELEVATION BRIEF	TMC																
27-09-22	B	PROPOSED PYLON SIGNAGE ADDED	LR																
18-01-23	C	UPDATED PROPOSED ELEVATIONS AS PER PROPERTY FEEDBACK. -SIGNAGE LOCATIONS UPDATED -PARAPET HEIGHT, DADO & MAIN ICON INCREASED TO MEDIUM STANDARD	BN																

PROJECT NAME: TAUPO - WESTERVELD

PROJECT ADDRESS: 189 NAPIER ROAD TAUPO, NZ 3379

TYPE: 3000

STORE No: TBA

STATE: NZ

SIZE: 3000

MODULAR GRADE: TBA

DRAWING: PROPOSED ELEVATION SIGNAGE OP2

STAGE: DESIGN DEVELOPMENT

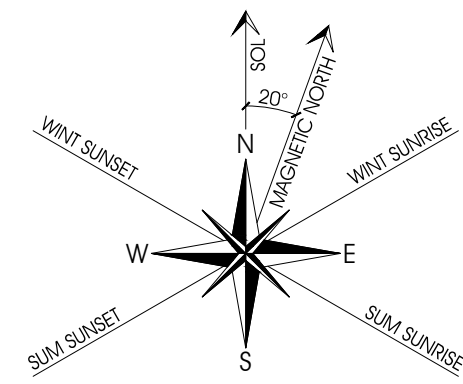
SCALE: AS NOTED AT A1

PLOT DATE: 24/01/2023

DRAWING No: ESO_01

REVISION: C

Bunnings Group Limited
Bunnings 1 - Level 2 - Suite 1000
575 Swan Street, Bunnings VIC 3131
Locked Mail 2004, Melbourne VIC 3122
Phone (03) 8851 8777
Fax (03) 8851 8857
Website www.bunnings.com.au



LEGEND		
[Red dashed line]	CADASTRAL BOUNDARY	
[Grey hatched]	ASPHALT CARPARK PAVING	
[Dark grey hatched]	CONCRETE FOOTPATH PAVING	
[Brown hatched]	BARK MULCH	
[Light green]	LAWN GRASS	

PLANT KEY		
GROUND COVERS		
SYMBOL	NAME	# CF
[Green circle]	SILVER TUSSOCK POA CIA (GRASS) - MATURE SIZE = 0.7mH x 0.8mW - PLANTING DENSITY = 4 PLANTS PER SYMBO	1550 - 1800
[Green circle]	ANEMANHELE LESSONAKIA GOSSAMER GRASS - MATURE SIZE = 1.0mH x 1.0mW - PLANTING DENSITY = 2-3 PLANTS PER SYMBO	165 - 200
[Green circle]	PHORMIUM PLATS BLACK (FLAX) - MATURE SIZE = 1.0mH x 1.0mW - PLANTING DENSITY = 2-3 PLANTS PER SYMBO	300 - 400
[Green circle]	COROPHUM HAWERA (SHRUB/GROUND COVER) - MATURE SIZE = 1.0mH x 1.0mW - PLANTING DENSITY = 2-3 PLANTS PER SYMBO	250 - 280
[Green circle]	HERE WIS SPLASH (SHRUB) - MATURE SIZE = 0.8mH x 1.0mW - PLANTING DENSITY = 2-3 PLANTS PER SYMBO	200 - 300

SHRUBS / MEDIUM SIZED PLANTS		
SYMBOL	NAME	# CF
[Green circle]	PITOSPORUM TENAXIUM LITTLE KIWI - MATURE SIZE = 10m HIGH - PLANTING DENSITY = 1-2 PLANTS PER SYMBO	60 - 100
[Green circle]	PHORMIUM COOKIANA WAKARAU (FLAX) - MATURE SIZE = 1.0mH x 1.0mW - PLANTING DENSITY = 2-3 PLANTS PER SYMBO	160 - 240
[Green circle]	CORONILLA FLUMIDA TOE TIE (GRASS) - MATURE SIZE = 1.5mH x 3mW FLOWERS x 2.0mW - PLANTING DENSITY = 3-4 PLANTS PER SYMBO	25 - 35
[Green circle]	LEPTOSPERMUM RUBY GLOW - MANUKA (SHRUB) - MATURE HEIGHT = 2.0mH x 1.5mW - PLANTING DENSITY = 1 PLANT PER SYMBO	25 - 30
[Green circle]	GREVILLE VAPORAR (SHRUB/SHEDGE) - MATURE SIZE = 18M TO 2.5mH x 2.0mW - PLANTING DENSITY = 8 - 12 PLANTS PER SYMBO	70 - 110

SMALL TREES		
SYMBOL	NAME	# CF
[Green circle]	PSEUDOPANAX CRASSIFOLIUS HOKIOKA/LANCEWOOD (TREE) - 10m GROWTH = 4.0mH x 5.0mW - PLANTING DENSITY = 5-6 PLANTS PER SYMBO	85 - 100
[Green circle]	FLAGELLARIUS REGIS NAIVE REBORNWOOD 10m GROWTH = 4.0mH x 1.5mW - PLANTING DENSITY = 1 PLANT PER SYMBO	30 - 40
[Green circle]	SELECTED NEW ZEALAND NAIVE EVERGREEN - 2 (BUNNINGS TO CONFORM) (BUMBS BELOW 2m TO BE REMOVED ONCE ESTABLISHED) 10m GROWTH = 7.0mH x 5.0mW - PLANTING DENSITY = 1 PLANT PER SYMBO	6
[Green circle]	KUNZIA ERICOIDES KAWAKAWA (TREE) - 10m GROWTH = 4.0mH x 1.5mW - PLANTING DENSITY = 4-6 PLANTS PER SYMBO	105 - 140
[Green circle]	PITOSPORUM TENAXIUM KOKORAU (TREE) - MATURE SIZE = 4.0mH x 3.0mW - PLANTING DENSITY = 1-2 PLANTS PER SYMBO	18 - 36
[Green circle]	SOPHORA TESSARIFERA KOWHAI (TREE) - 10m GROWTH = 5.0mH x 3.0mW - PLANTING DENSITY = 2-3 PLANTS PER SYMBO	20 - 30

TREES		
SYMBOL	NAME	# CF
[Green circle]	PODOCARPUS TORARA TORARA (TREE) - MATURE SIZE = 15mH x 8mW - PLANTING DENSITY = 1 PLANT PER SYMBO	2
[Green circle]	DACRYDIUM CUPRESSINUM SMAI (TREE) - MATURE SIZE = 25mH x 9mW - PLANTING DENSITY = 1 PLANT PER SYMBO	4

REV	DATE	REVISION
VII	15.07.23	ISSUED TO CLIENT FOR COMMENT AFTER EIGHTH AMENDMENT
VII	06.07.23	ISSUED TO CLIENT FOR COMMENT AFTER SEVENTH AMENDMENT
V	25.04.23	GRASS ACCESS WAY TO SOUTHERN OVERLAND FLOW PATH AND PLANTING ADDED
V	20.04.23	ISSUED TO CLIENT FOR COMMENT AFTER FIFTH AMENDMENT
IV	17.04.23	ISSUED TO CLIENT FOR COMMENT AFTER THIRD AMENDMENT
III	15.12.22	ISSUED TO CLIENT FOR COMMENT AFTER SECOND AMENDMENT
II	29.11.22	ISSUED TO CLIENT FOR COMMENT AFTER FIRST AMENDMENT
I	15.10.22	ISSUED TO B & A FOR COMMENT

<p>TURNER ROAD ARCHITECTURE LTD 221 HANNON ROAD, CAMBRIDGE Ph: 07 827 0435 Mob: 021 899406</p>	<p>Client: Taupo Industrial Estate Site: 189 Napier Road, Taupo Drawing: Landscaping Plan</p>	<p>Notes: Climate Zone: 3 Earthquake Zone: 2 Exposure Zone: B Wind region: A - NO LEE Z 70 - 80 Snow Zones & Altitude: NO - 500m</p>	<p>Drawn By: PV Checked By: CW Scale: 1:500 @ ARCH D Date: 10/07/2023</p>	<p>Sheet: L01</p>
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189 Napier Road, Maunganamu, Taupo, Waikato, 3379, NZL

RC000	INDEX	
RC001	SITE SURVEY PLAN	
RC002	SITE LOCATION PLAN	
RC003	SITE PLAN	
RC004	SITE DRAINAGE PLAN	
RC005	SITE EXCAVATION PLAN	
RC006	SITE ROOF PLAN	
RC007	SITE - SECTION	
RC008	SITE - SECTION	

RC100	POPEYES - FLOOR PLAN	
RC101	POPEYES - ELEVATION	
RC102	POPEYES - ELEVATION	

RC200	STARBUCKS - FLOOR PLAN	
RC201	STARBUCKS - ELEVATION	
RC202	STARBUCKS - ELEVATION	

RC300	BURGER KING - FLOOR PLAN	
RC301	BURGER KING - ELEVATION	
RC302	BURGER KING - ELEVATION	

RC500	3D - VIEW 01	
RC501	3D - VIEW 02	
RC502	3D - VIEW 03	
RC503	3D - VIEW 04	
RC504	3D - VIEW 05	
RC505	3D - VIEW 06	



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Site area: 3324m²

Proposed Building Area
QRS 1 250m²
QRS 2 210m²
QRS 3 228m²

TOTAL CAR SPACES
= 24
(INCLUDES 2
DISABLED SPACES

PRELIMINARY RESOURCE CONSENT

NOTES:
1) CONTRACTOR RESPONSIBLE TO VERIFY ALL DIMENSIONS, ANGLES & LEVELS ON SITE PRIOR TO COMMENCING ANY WORK.
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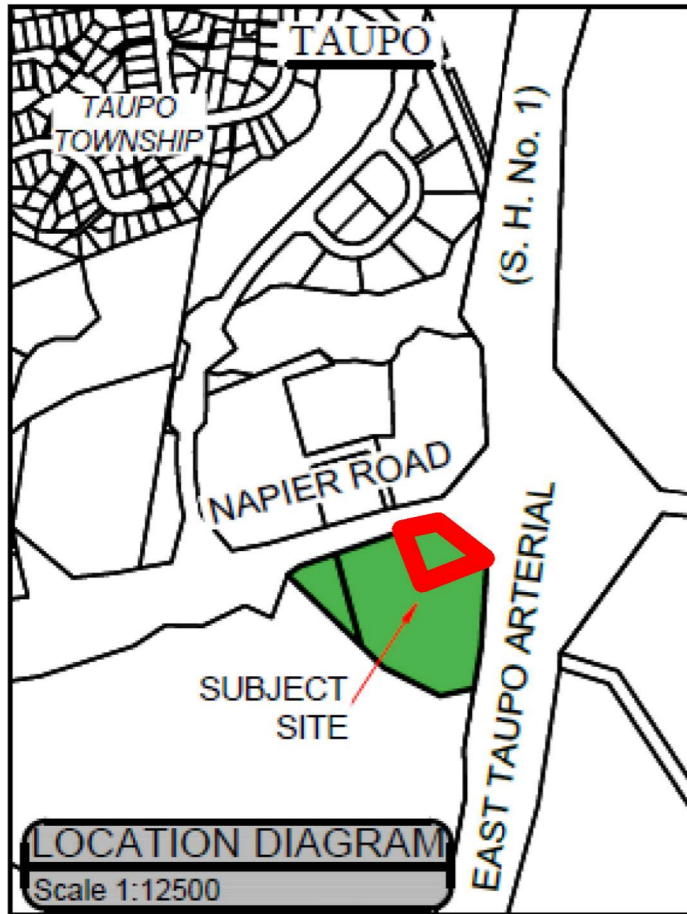
project
189 Napier Road,
Maunganamu, Taupo,
Waikato, 3379, NZL
POPEYES

sheet
INDEX

REVISION			
ISSUE	NO	AMENDMENTS	DATE

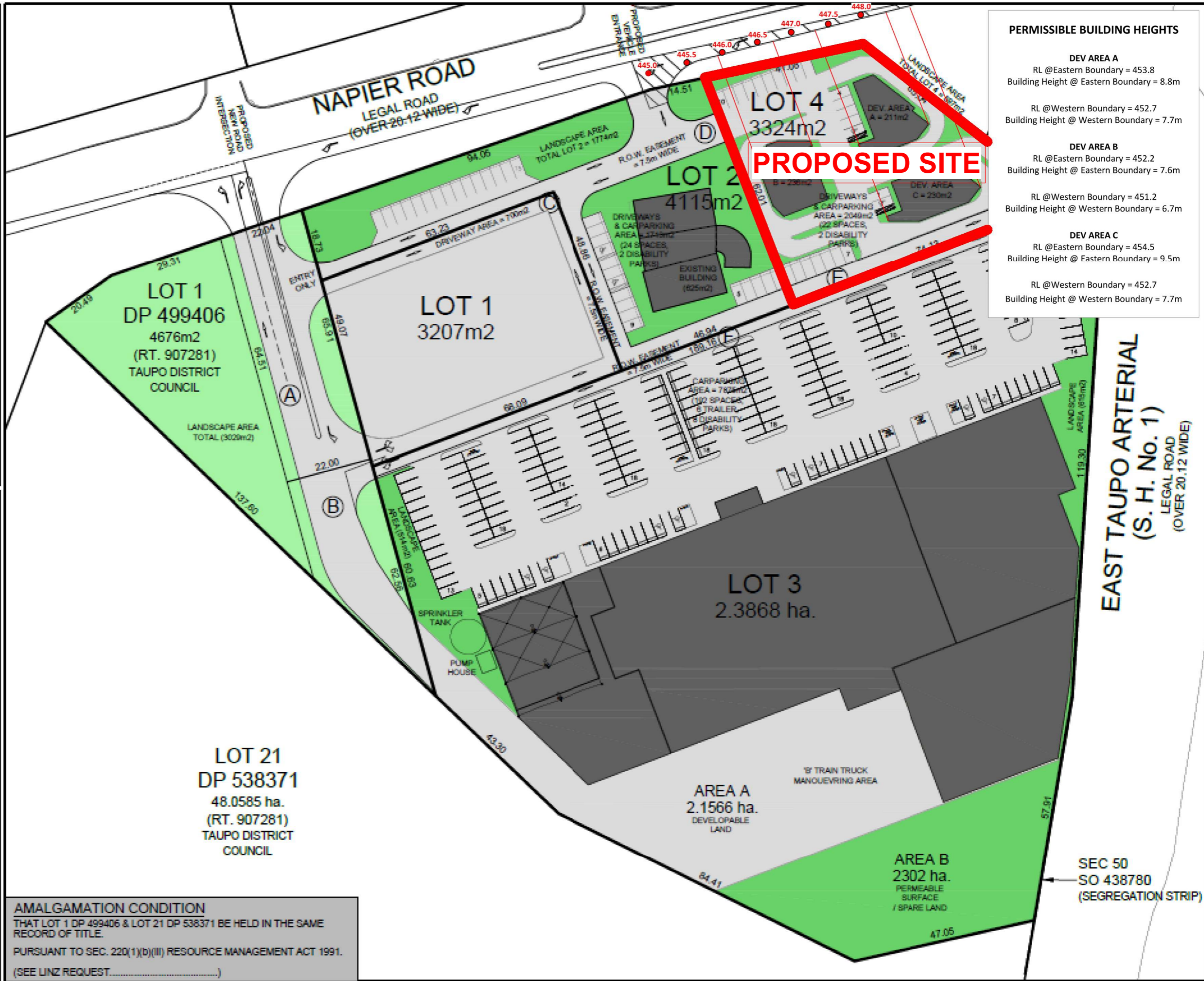
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sheet status
sheet number RC000 revision

Z:\GMC\3408 - BK Taupo (new)\REV\1189 Napier Road, Maunganamu, Taupo - Preliminary Resource Consent - JULY 2023.rvt
20/07/2023 9:23:19 am



SCHEDULE OF EXISTING EASEMENTS			
PURPOSE	BURDENED LAND	SHOWN	CREATED BY
RIGHT OF WAY			
RIGHT TO CONVEY ELECTRICITY, TELECOMMUNICATIONS & WATER	LOT 1 DP 499406	A	EL 10534555.5
RIGHT TO DRAIN SEWAGE & WATER			
MEMORANDUM OF EASEMENTS			
PURPOSE	BURDENED LAND	SHOWN	BENEFITTED LAND
RIGHT OF WAY	LOT 1 DP 499406	B	LOTS 1 - 4 HEREON
RIGHT TO CONVEY ELECTRICITY, TELECOMMUNICATIONS & WATER	LOT 1 HEREON	C	LOTS 2 - 4 HEREON
	LOT 2 HEREON	D	LOTS 1, 3 & 4 HEREON
RIGHT TO DRAIN SEWAGE & WATER	LOT 4 HEREON	E	LOTS 1 - 3 HEREON
	LOT 3 HEREON	F	LOTS 1, 2 & 4 HEREON

NOTE:
 1) ALL AREAS AND DIMENSIONS SUBJECT TO FINAL SURVEY AND APPROVAL FROM THE TAUPO DISTRICT COUNCIL
 2) LEGAL DESCRIPTION: LOT 1 DP 499406 AREA: 4676m² (RT. 907281 (PT)) LOT 2 DP 499406 AREA: 3.4514m² (RT. 741151)
 3) TOTAL AREA: 3.9190 ha.
 4) ZONE: COMMERCIAL
 5) AERIAL PHOTO SUBJECT TO DISTORTION
 6) ALL LEVELS ARE IN TERMS OF MOTURIKI DATUM 1953



AMALGAMATION CONDITION
 THAT LOT 1 DP 499406 & LOT 21 DP 538371 BE HELD IN THE SAME RECORD OF TITLE.
 PURSUANT TO SEC. 220(1)(b)(III) RESOURCE MANAGEMENT ACT 1991.
 (SEE LINZ REQUEST.....)

PERMISSIBLE BUILDING HEIGHTS

DEV AREA	RL @ Eastern Boundary	Building Height @ Eastern Boundary	RL @ Western Boundary	Building Height @ Western Boundary
DEV AREA A	453.8	8.8m	452.7	7.7m
DEV AREA B	452.2	7.6m	451.2	6.7m
DEV AREA C	454.5	9.5m	452.7	7.7m

PRELIMINARY RESOURCE CONSENT

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project
 189 Napier Road,
 Maunganamu, Taupo,
 Waikato, 3379, NZL
 POPEYES

sheet
 SITE LOCATION PLAN

REVISION		
ISSUE	NO	DATE

date JULY2023 drw J NUKU job 000
 scale @ A1 = 1 : 1 (A3 = 2 x A1)
 sheet status
 sheet number RC002 revision

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NAPIER ROAD



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 Location: Maunganamu, Taupo,
 Site area: 3324m²

Proposed Building Area
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 QRS 2 210m²
 QRS 3 228m²

TOTAL CAR SPACES = 24
 (INCLUDES 2 DISABLED SPACES)



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REVISION		
Rev	Description	Date

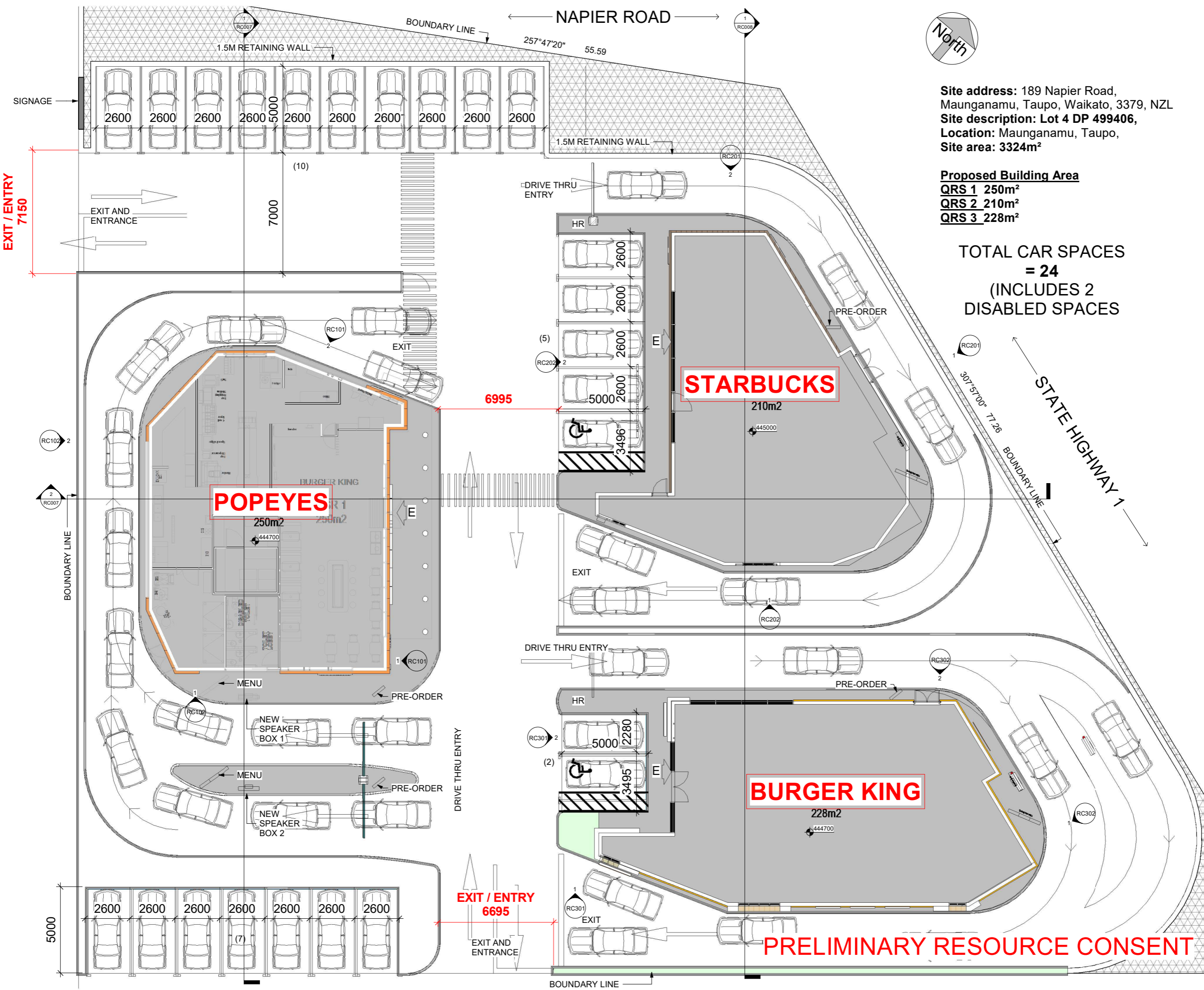
189 Napier Road, Maunganamu, Taupo, Waikato, 3379, NZL

For **POPEYES**

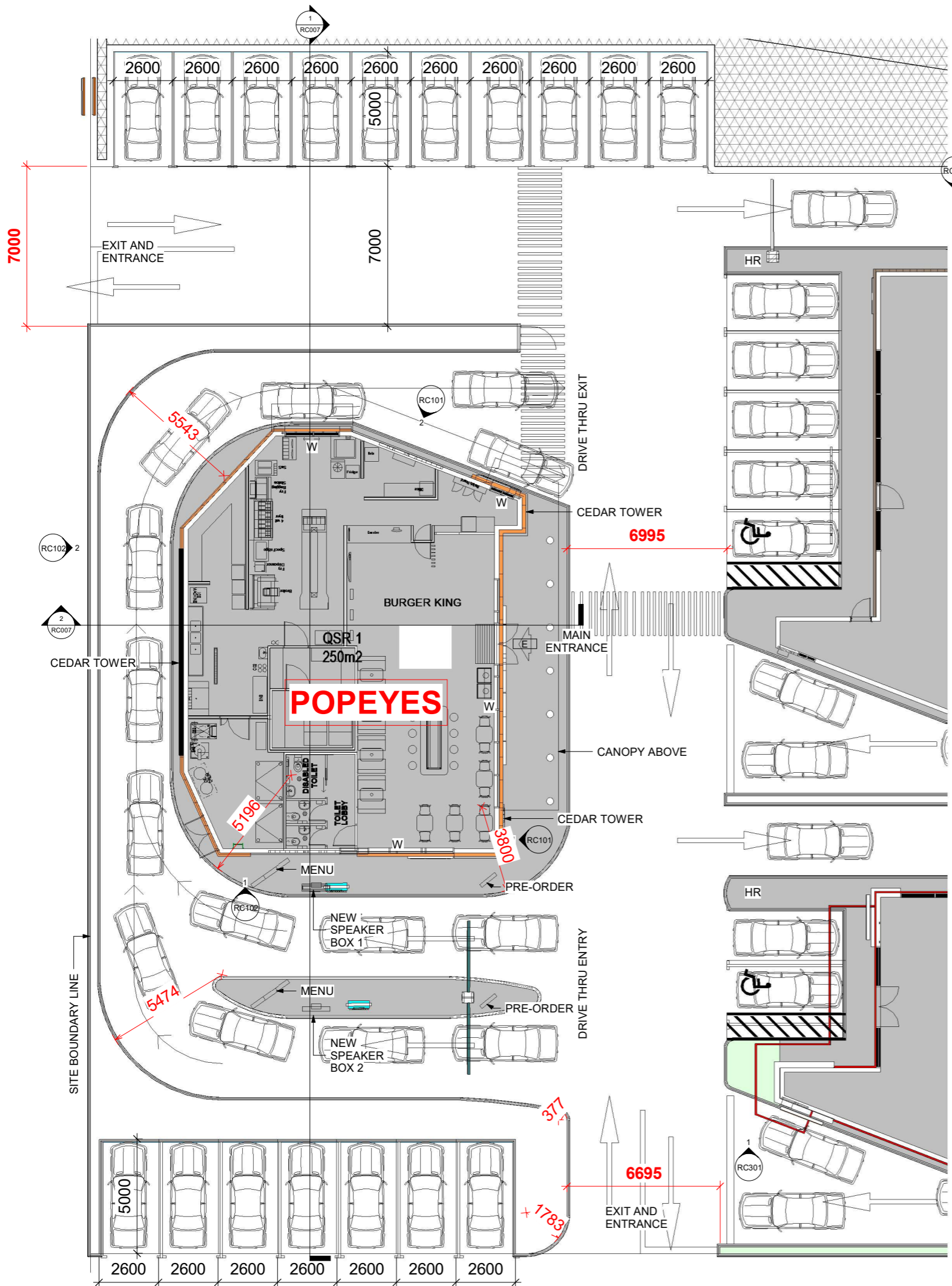
SITE PLAN
 1:200 @ A3

Drawn: J.N & Z.C
 Date: JULY 2023
 Project No: 000
 A3 = Scale x 2
 Scale @ A1 = As indicated

RC003 REV: ○



Z:\GMC\3408 - BK Taupo (new)\REV\1189 Napier Road, Maunganamu, Taupo - Preliminary Resource Consent - JULY 2023.rvt



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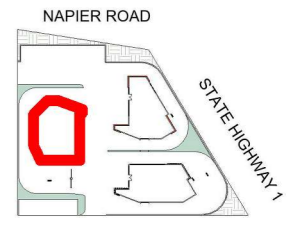
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1 QSR 1 - FLOOR PLAN
 RC101 1 : 100 @ A1

PRELIMINARY RESOURCE CONSENT



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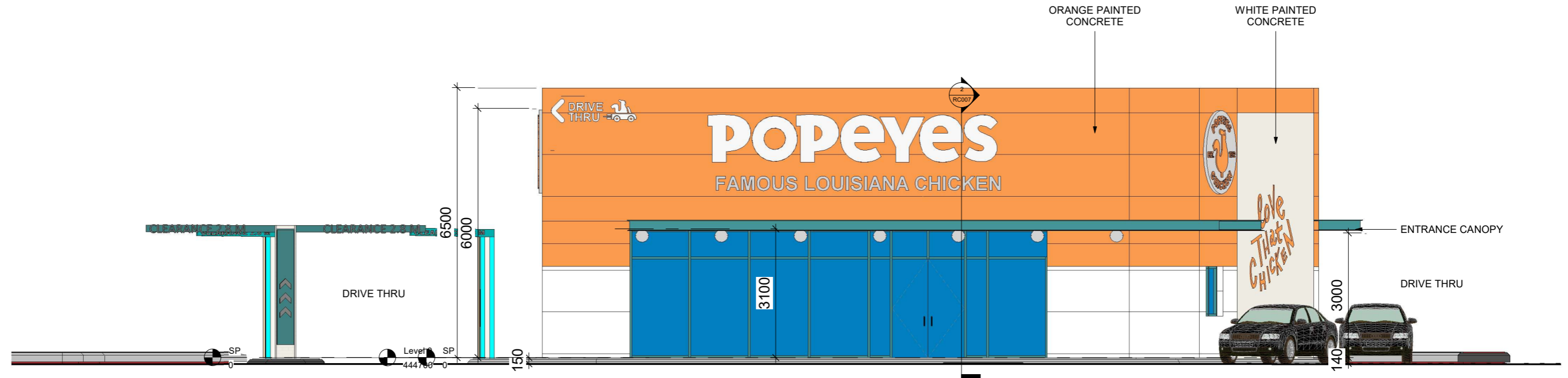
REVISION		
Rev	Description	Date

**189 Napier Road,
 Maunganamu,
 Taupo, Waikato,
 3379, NZL**

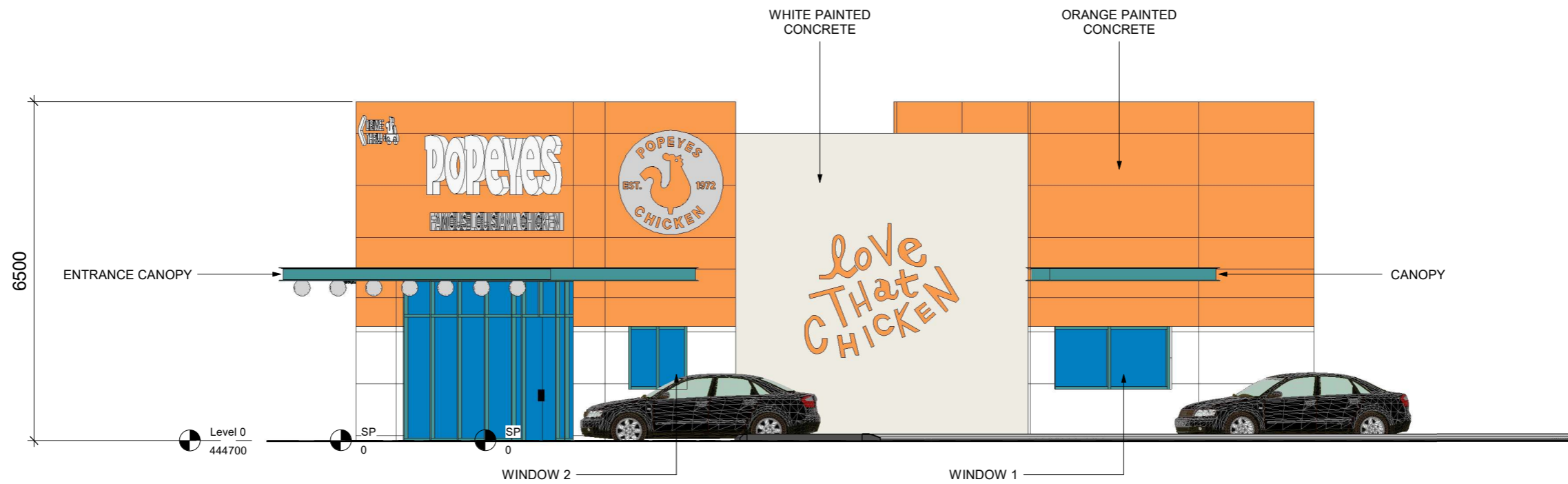
For
POPEYES

POPEYES - FLOOR PLAN

Drawn: J.N & Z.C
 Date: JULY2023
 Project No: 000
 A3 = Scale x 2
 Scale @ A1= As indicated
RC100 REV: ○



1 QSR 1 - EAST
RC003 1 : 50 @ A1



2 QSR 1 - NORTH
RC003 1 : 50 @ A1

PRELIMINARY RESOURCE CONSENT

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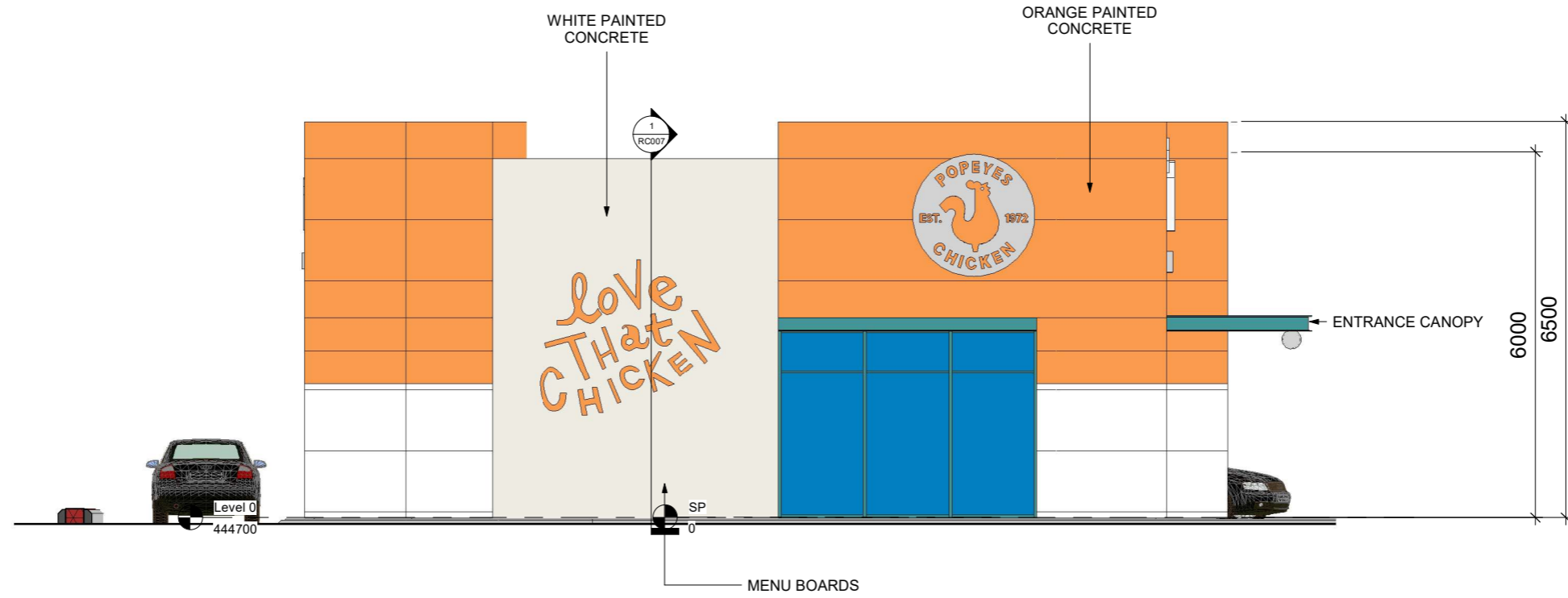
project
189 Napier Road,
Maunganamu, Taupo,
Waikato, 3379, NZL
POPEYES

sheet
POPEYES - ELEVATION

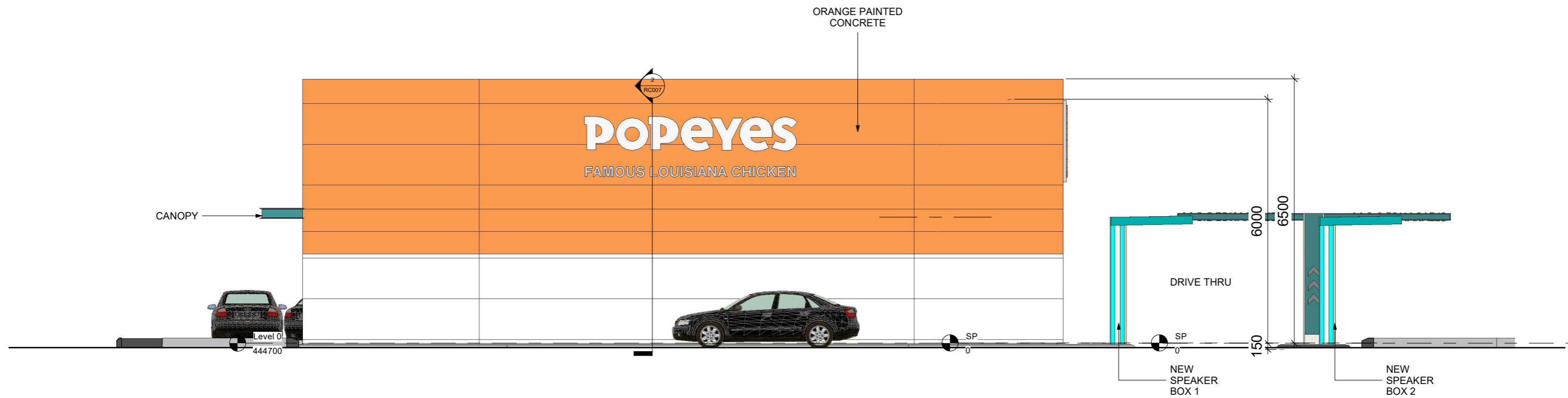
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ISSUE NO	AMENDMENTS	DATE

date JULY2023 drw J.N & Z.C job 000
scale @ A1 = 1 : 50 (A3 = 2 x A1)

sheet status
sheet number RC101 revision



1 QSR 1 - SOUTH
RC003 1 : 50 @ A1



2 QSR 1 - WEST
RC003 1 : 50 @ A1

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189 Napier Road,
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Waikato, 3379, NZL
POPEYES

sheet
POPEYES - ELEVATION

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ISSUE NO	AMENDMENTS	DATE

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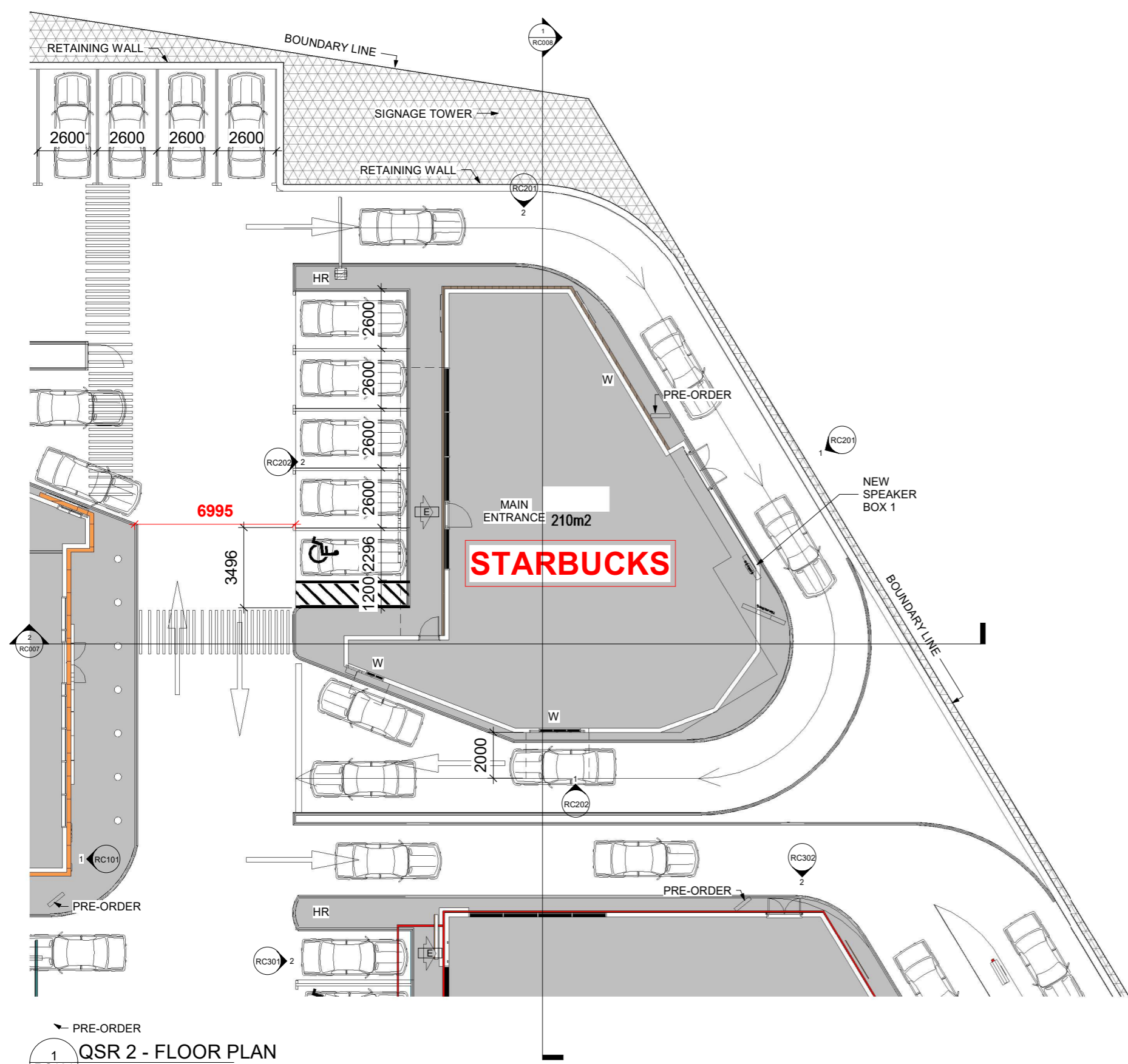
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1 QSR 2 - FLOOR PLAN
RC101 1 : 100 @ A1



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project
189 Napier Road,
Maunganamu, Taupo,
Waikato, 3379, NZL
POPEYES

sheet
STARBUCKS - FLOOR
PLAN

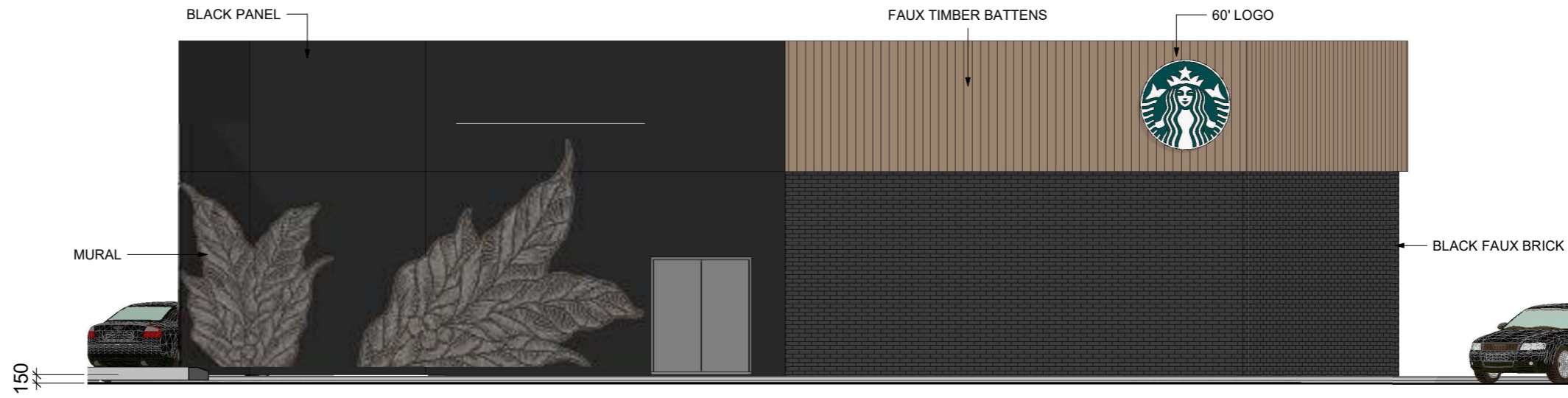
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ISSUE	NO	AMENDMENTS	DATE

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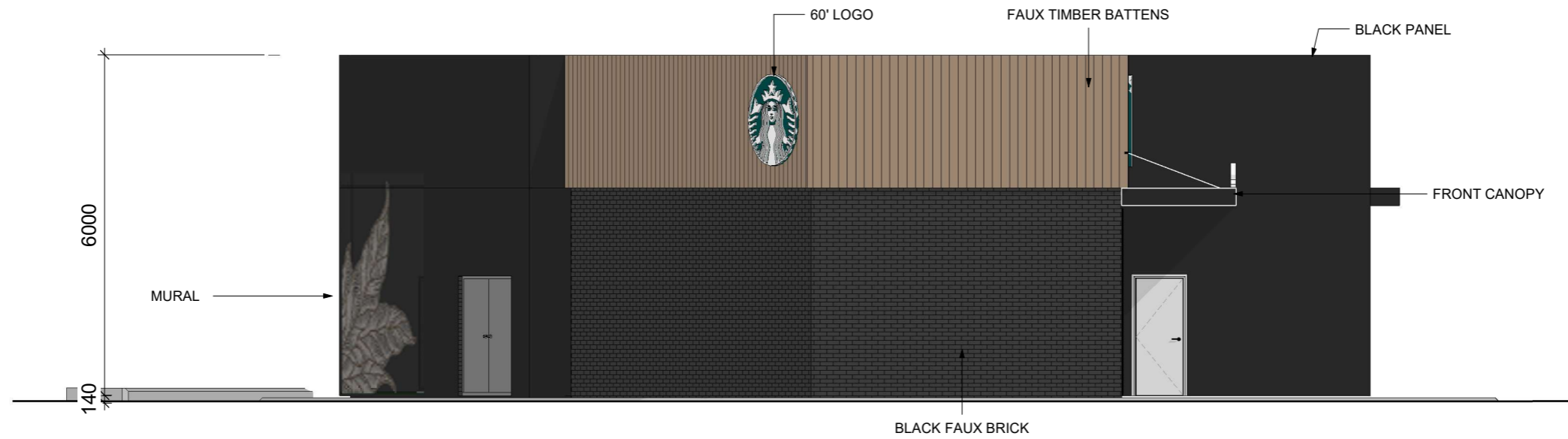
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MATERIALS LEGEND

- PBK PLASTERED CONCRETE BLOCK
- RC SELECTED METAL ROOFING
- CC FAUX TIMBER
- BFB BLACK FAUX BRICK
- Ⓟ DOWN PIPE



1 B2 EAST
RC003 1 : 50 @ A1



2 B2 NORTH
RC003 1 : 50 @ A1

PRELIMINARY RESOURCE CONSENT

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project
189 Napier Road,
Maunganamu, Taupo,
Waikato, 3379, NZL
POPEYES

sheet
STARBUCKS - ELEVATION

REVISION			
ISSUE	NO	AMENDMENTS	DATE

date JULY2023 drw J.N & Z.C job 000
scale @ A1 = 1 : 50 (A3 = 2 x A1)
sheet status
sheet number RC201 revision

MATERIALS LEGEND

- PBK PLASTERED CONCRETE BLOCK
- RC SELECTED METAL ROOFING
- CC FAUX TIMBER
- BFB BLACK FAUX BRICK
- dp DOWN PIPE



1 B2 SOUTH
RC003 1 : 50 @ A1

2 B2 WEST
RC003 1 : 50 @ A1

PRELIMINARY RESOURCE CONSENT

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189 Napier Road,
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POPEYES

sheet
STARBUCKS - ELEVATION

REVISION		
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1 QSR 3 - FLOOR PLAN
RC101 1: 100 @ A1



PRELIMINARY RESOURCE CONSENT

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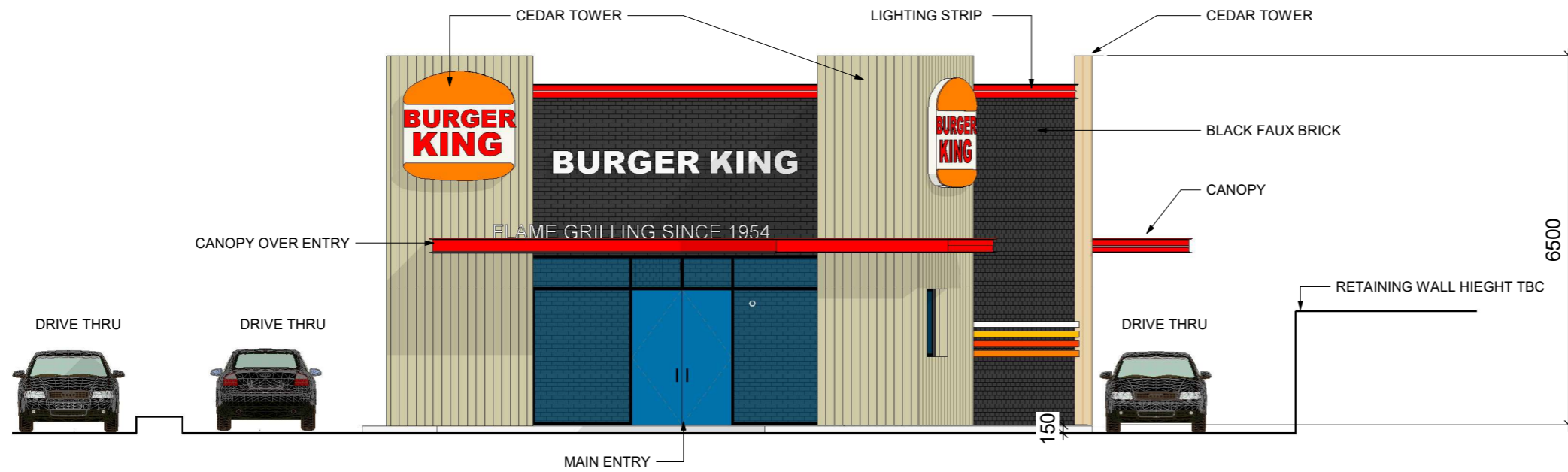
project
189 Napier Road,
Maunganamu, Taupo,
Waikato, 3379, NZL
POPEYES

sheet
BURGER KING - FLOOR
PLAN

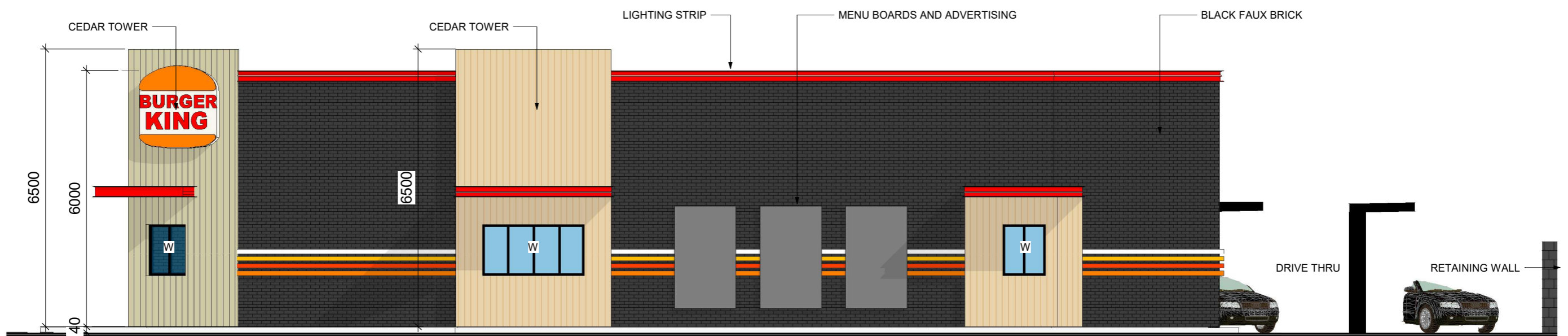
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ISSUE	NO	AMENDMENTS	DATE

date JULY2023 drw J.N & Z.C job 000
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sheet status
sheet number RC300 revision



2 C WEST
RC003 1: 50 @ A1



1 C SOUTH
RC003 1: 50 @ A1

PRELIMINARY RESOURCE CONSENT

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project
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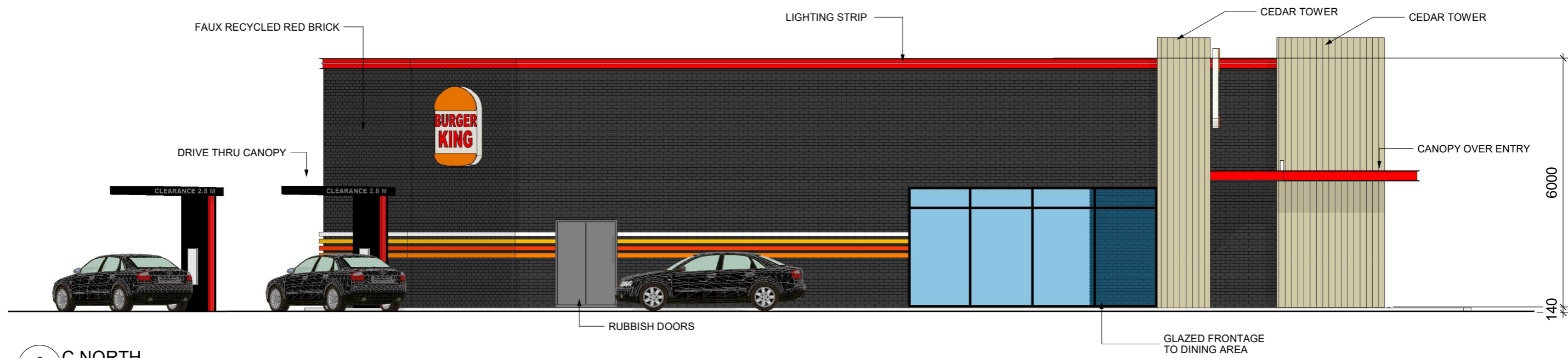
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BURGER KING -
ELEVATION

REVISION		
ISSUE NO	AMENDMENTS	DATE

date JULY2023 drw J.N & Z.C job 000
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sheet status
sheet number RC301 revision



1 C EAST
RC003 1:50 @ A1



2 C NORTH
RC003 1:50 @ A1

PRELIMINARY RESOURCE CONSENT

NOTES:
1) CONTRACTOR RESPONSIBLE TO VERIFY ALL DIMENSIONS, ANGLES & LEVELS ON SITE PRIOR TO COMMENCING ANY WORK.
2) ALL WORK TO COMPLY WITH NZBC AND ALL LOCAL AUTHORITY REQUIREMENTS.
3) REFER ALL DISCREPANCIES TO DRAWING OFFICE.
4) UNIT SIZES ARE DEPENDANT ON FINAL MEASURE.
5) USE FIGURED DIMENSIONS ONLY, DO NOT SCALE FROM DRAWING.



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128a McClymonts Rd, Albany
PO Box 301 263, Albany, Auckland 0752, New Zealand
TEL (09) 476 4244, FAX (09) 476 4246, EMAIL: architects@gmarchitects.co.nz

project
189 Napier Road,
Maunganamu, Taupo,
Waikato, 3379, NZL
POPEYES

sheet
BURGER KING -
ELEVATION

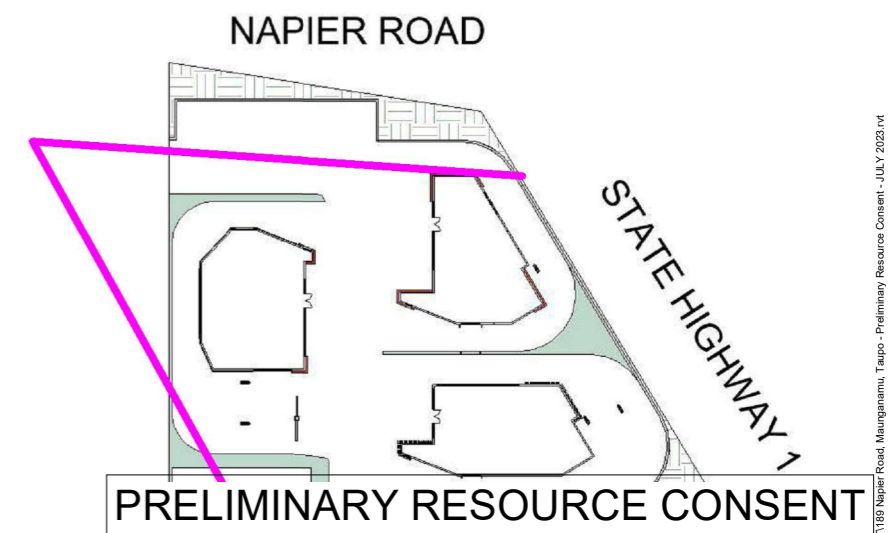
REVISION		
ISSUE NO	AMENDMENTS	DATE

date JULY2023 drw J.N & Z.C job 000
scale @ A1 = 1:50 (A3 = 2 x A1)
sheet status
sheet number RC302 revision

Z:\GMC\3408 - BK Taupo (new)\REV\1189 Napier Road, Maunganamu, Taupo - Preliminary Resource Consent - JULY 2023.rvt



ENTRANCE OFF NAPIER ROAD - V01



NOTES:
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 TEL (09) 476 4244, FAX (09) 476 4246, EMAIL: architects@gmarchitects.co.nz

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sheet
 3D - VIEW 01

REVISION		
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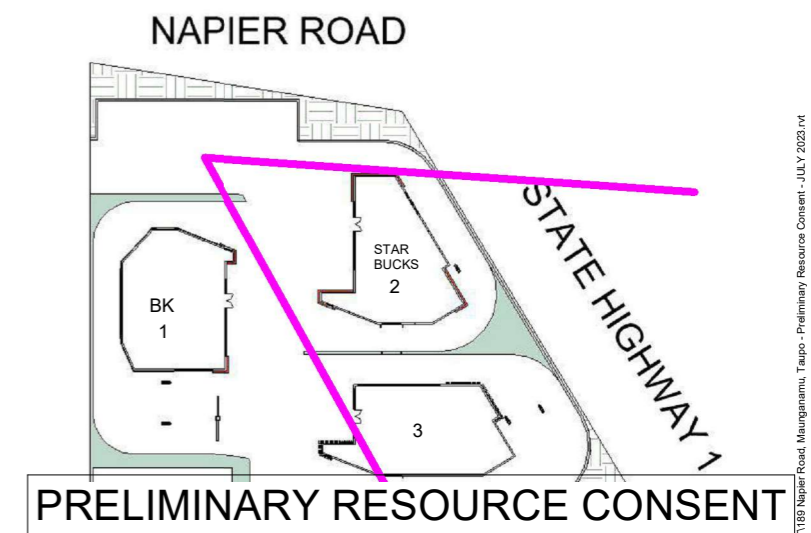
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 sheet status
 sheet number RC500 revision

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20/07/2023 9:23:39 am



ENTRANCE OFF NAPIER ROAD - V02



NOTES:
 1) CONTRACTOR RESPONSIBLE TO VERIFY ALL DIMENSIONS, ANGLES & LEVELS ON SITE PRIOR TO COMMENCING ANY WORK.
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 GMC ARCHITECTS LIMITED
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 PO Box 301 263, Albany, Auckland 0752, New Zealand
 TEL (09) 476 4244, FAX (09) 476 4246, EMAIL: architects@gmarchitects.co.nz

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sheet
 3D - VIEW 02

FOR CONCEPT ONLY

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ISSUE NO	AMENDMENTS	DATE

date JULY2023 drw J.N & Z.C job 000
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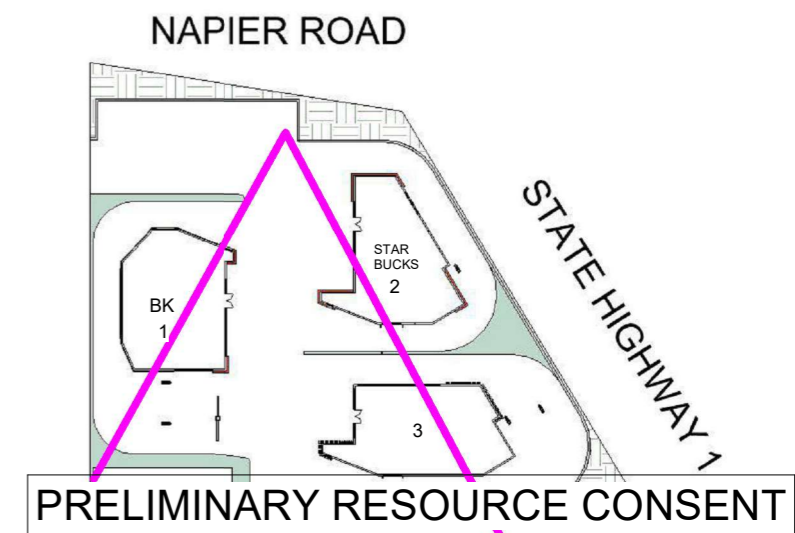
sheet status
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20/07/2023 9:23:40 am

Z:\GMC\3408 - BK Taupo (new)\REV\1189 Napier Road, Maunganamu, Taupo - Preliminary Resource Consent - JULY 2023.rvt



BK DRIVE-TRHU EXIT - V03



NOTES:
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 128a McCLYMONTS RD, ALBANY
 PO Box 301 263, ALBANY, AUCKLAND 0752, NEW ZEALAND
 TEL (09) 476 4244, FAX (09) 476 4246, EMAIL : architects@gmarchitects.co.nz

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sheet
 3D - VIEW 03

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ISSUE NO	AMENDMENTS	DATE

date JULY2023 drw J.N & Z.C job 000
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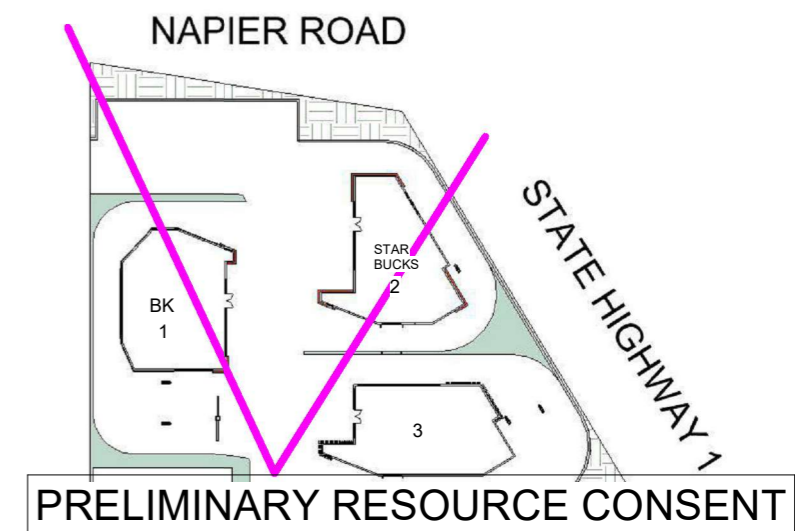
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20/07/2023 9:23:42 am

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ENTRANCE OFF STATE HIGHWAY 1 - V04



NOTES:
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 128a McClymonts Rd, Albany
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 TEL (09) 476 4244, FAX (09) 476 4246, EMAIL: architects@gmarchitects.co.nz

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sheet
 3D - VIEW 04

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ISSUE NO	AMENDMENTS	DATE

date JULY2023 drw J.N & Z.C job 000
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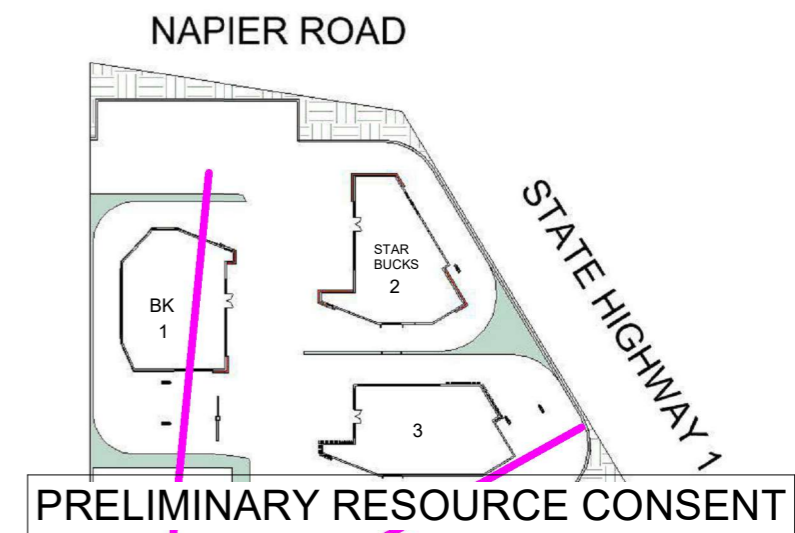
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20/07/2023 9:23:43 am

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ENTRANCE OFF STATE HIGHWAY 1 - V05



NOTES:
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sheet
 3D - VIEW 05

FOR CONCEPT ONLY

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ISSUE NO	AMENDMENTS	DATE

date JULY2023 drw J.N & Z.C job 000
 scale @ A1 = (A3 = 2 x A1)

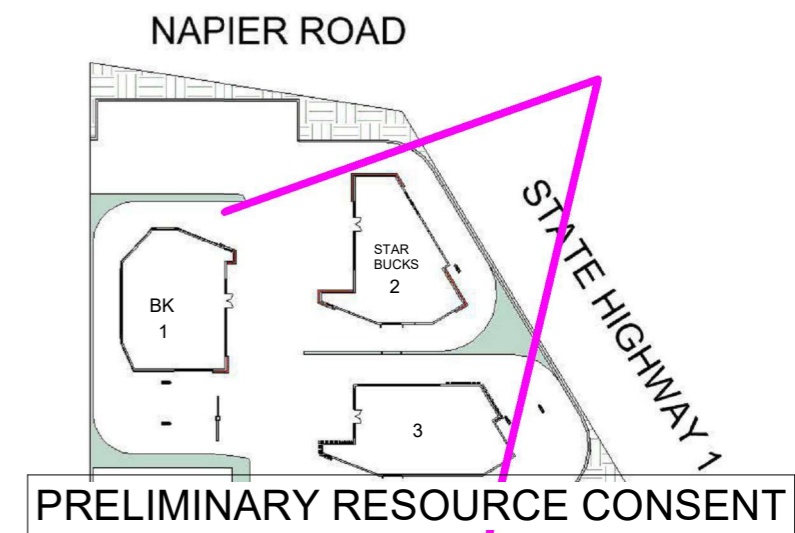
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20/07/2023 9:23:44 am

Z:\GMC\3408 - BK Taupo (new)\REV\1189 Napier Road, Maunganumu, Taupo - Preliminary Resource Consent - JULY 2023.rvt



CORNER OF STATE HIGHWAY 1 - V06



NOTES:
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 128a McClymonts Rd, Albany
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project
 189 Napier Road,
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 Waikato, 3379, NZL
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sheet
 3D - VIEW 06

FOR CONCEPT ONLY

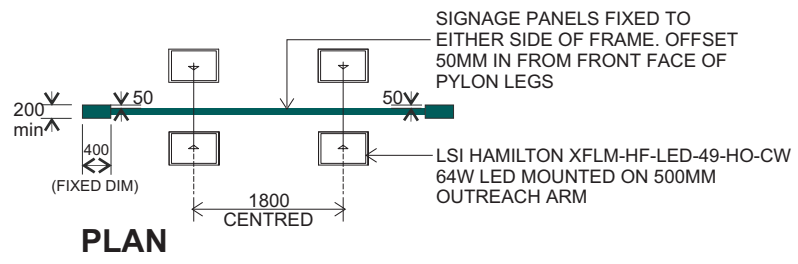
REVISION		
ISSUE NO	AMENDMENTS	DATE

date JULY2023 drw J.N & Z.C job 000
 scale @ A1 = (A3 = 2 x A1)

sheet status
 sheet number RC505 revision

20/07/2023 9:23:45 am

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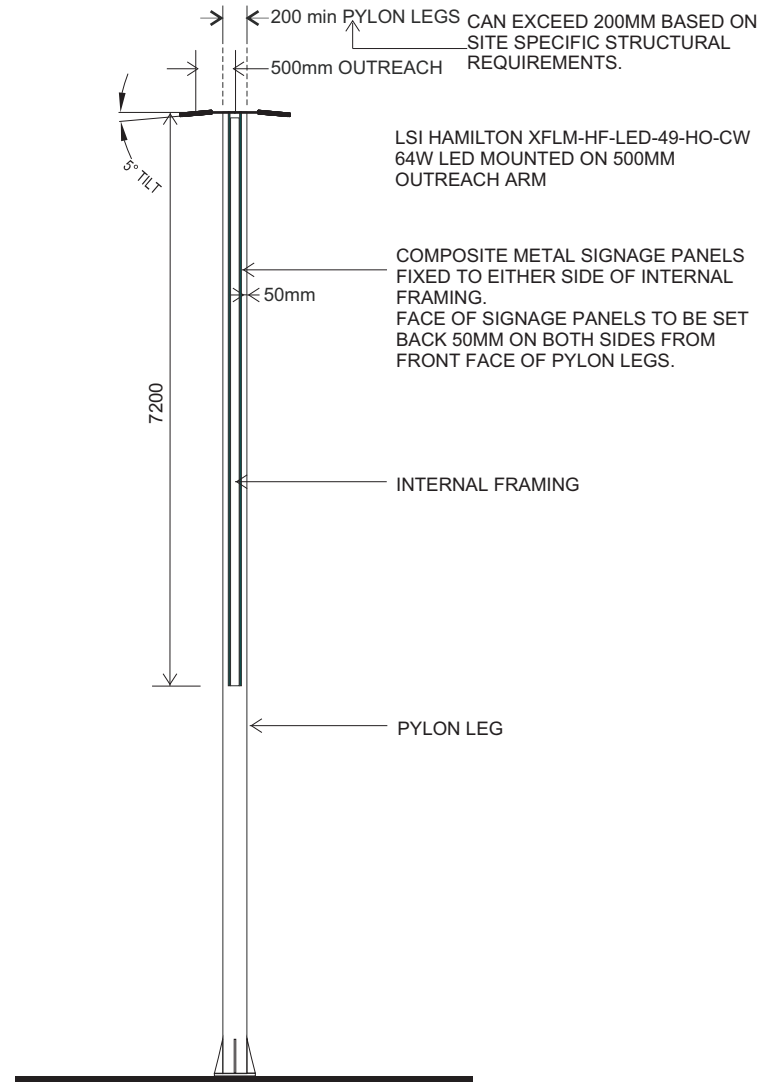


GENERAL NOTES

FOR CUSTOM SIZE PYLON SIGNS, PLEASE CONTACT CUSTOMER COMMUNICATIONS AND STORE DEVELOPMENT PRIOR TO MANUFACTURE.

SHARED PYLON SIGNS ARE SITE SPECIFIC AND VARY DEPENDING ON SITE CONDITIONS AND LOCAL AUTHORITY REQUIREMENTS.

NOTE: PYLON LEGS, STRUCTURE AND FRAMING ARE TO BE TO ENGINEERS SPECIFICATIONS (REFER TO CONSTRUCTION TEAM).



Notes

- SAMPLES REQUIRED OF ALL MATERIAL FINISHES, PAINT FINISHES, FIXINGS AND FINISHES PRIOR TO PRODUCTION.
- SAMPLES OF EVERY SIGN TYPE TO BE SUPPLIED PRIOR TO FULL PRODUCTION.
- ALL FIXINGS TO BE HIDDEN, OR WHERE VISIBLE COUNTER SUNK INTO SURFACE.
- ALL GRAPHIC LAYOUTS TO BE APPROVED BY BUNNINGS PRIOR TO PRODUCTION.

IMPORTANT NOTE

- All design and detail drawings are concept only, Design development, construction detailing and documentation, production art, prototype development, and on-site implementation & management will be the responsibility of the successful signage contractor(s).
- It is the signage contractor(s) responsibility to site check all dimensions and locations re installation requirements.
- It is the signage contractor(s) responsibility to supplying engineering drawings for client approval and ensuring that each entire sign and its size, placement, electrical, footing, installation, manufacture, servicing and any other requirements comply with all local regulatory requirements prior to manufacture and installation.

Colour Specifications:

Do not use this printout for colour matching purposes. Sample to be approved by Bunnings before proceeding.

Material Specification:

Pylon structure:
Steel legs, frame and lugs. Paint finish Bunnings Green Dulux 87745.

Signage panels:
4mm composite metal panels with 0.3mm skins. 2 pack finish in Bunnings Green to match Dulux 87745, Graphics masked & sprayed Bunnings Red to match Dulux 87742. All to be matte finish (30% gloss level)

Fixing details:
14-20 x 42mm Hex Head Self Drilling Screw C3. Screws fixed at 500mm centres across the sign face. Touched up with Bunnings Green paint to match signage panel as required.

Drawing title:

12m PYLON SIGN

Date: JUN 13

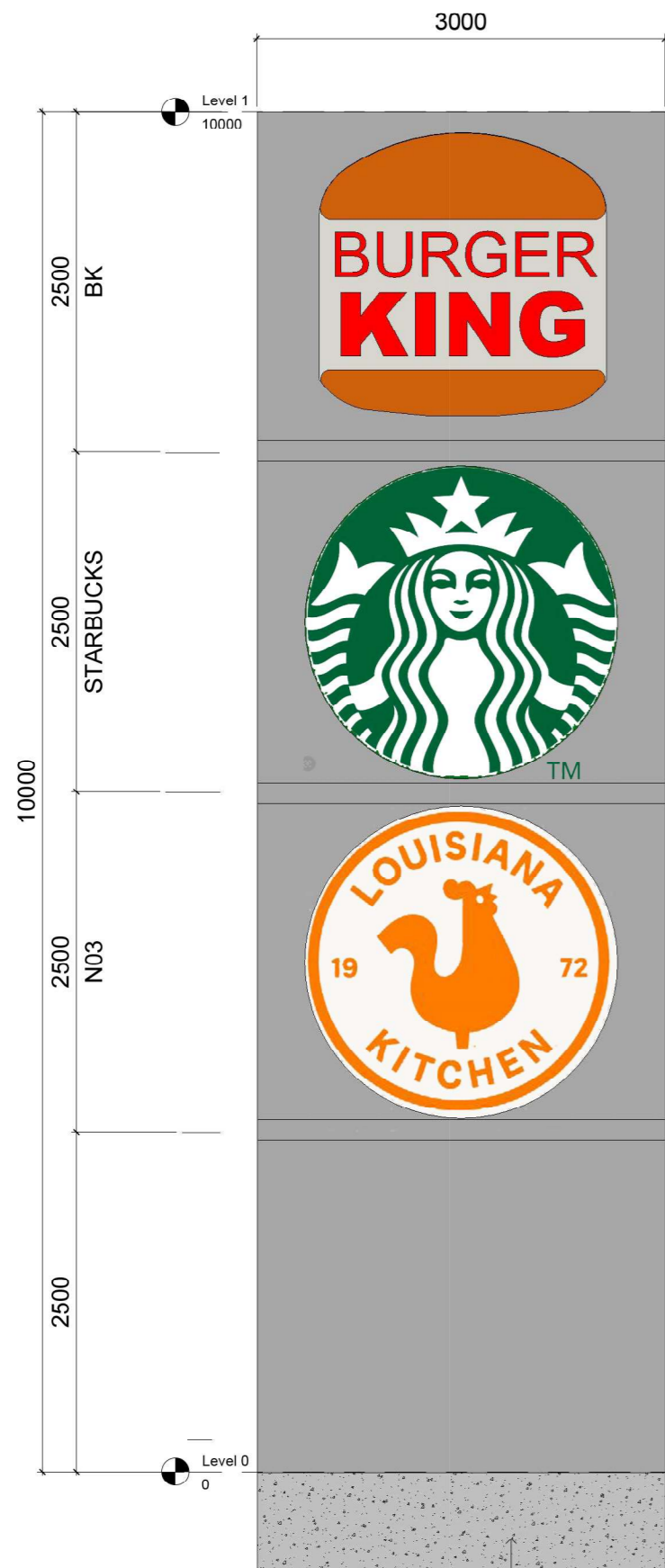
Revision	Revision Date:	
C	General note referring to signage supplier and Property on pages 3 & 4 removed	22/11/13
D	SI Codes added for 'Now Open' and 'Open Soon' banners	
E	Creation of one standard for Pylon sign, i.e the 12m high with new lighting details, paint finish and signage panels colours updated to match the building, general notes added, Open Soon and Now Open banner are detailed in separate drawing (DWG. 21.28) but SI Codes added to this drawing.	09/12/13 25/03/14
F	Updated colour specifications for the red as per STD539. Refer to Bunnings Colour Schedule.	16/06/15
G	Updated colour specifications for the red.	13/07/15

DWG No. 21.4.1



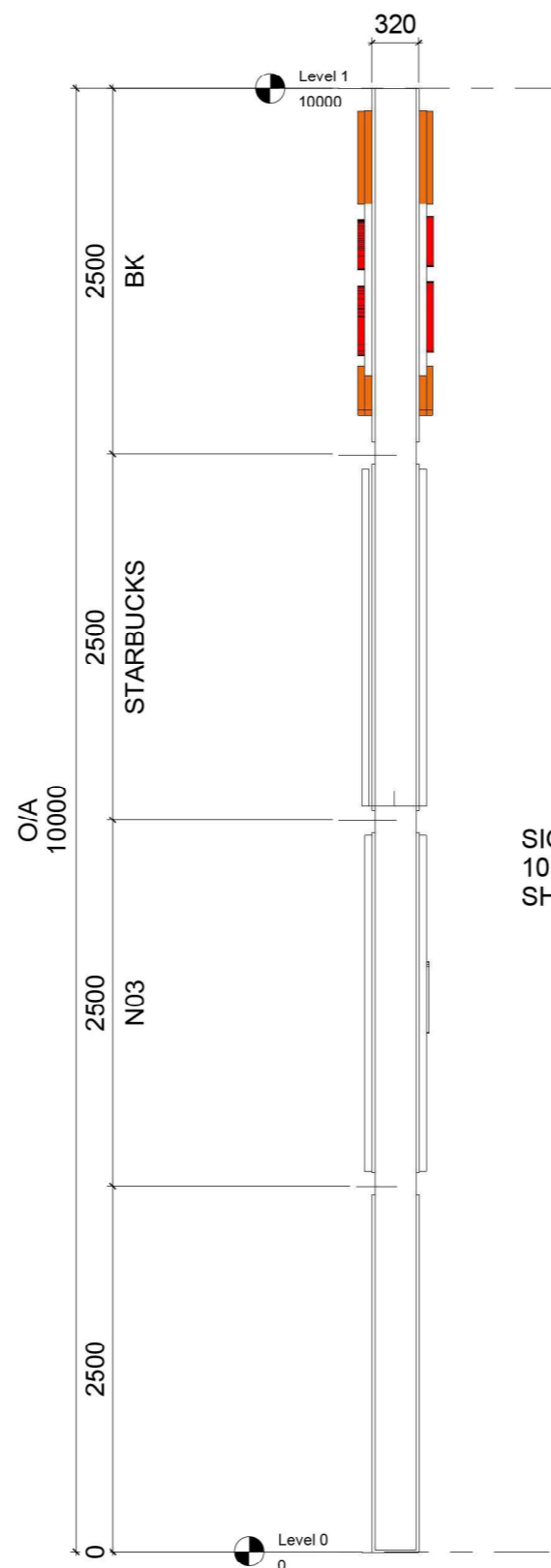
FRONT ELEVATION

SECTION A



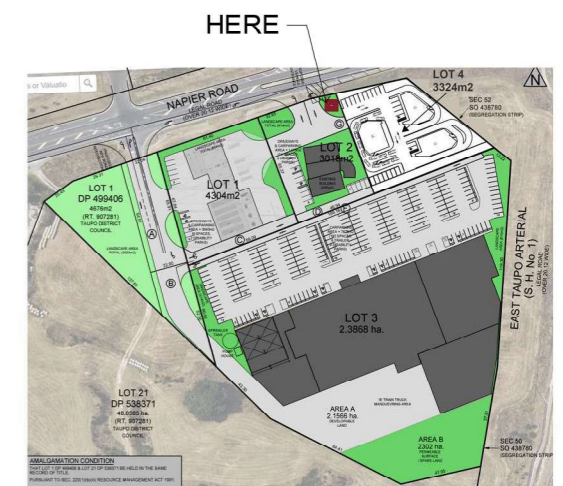
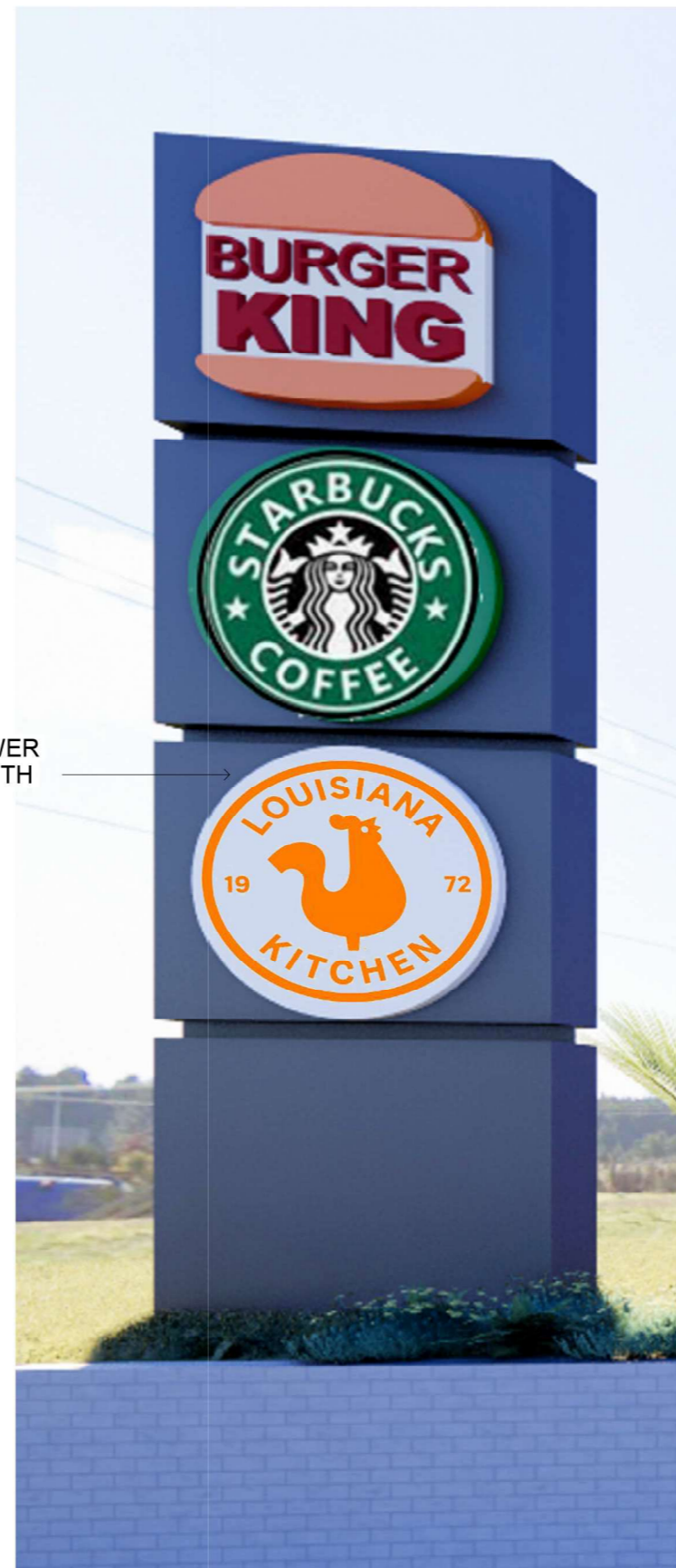
FOOTING AND STEEL FRAME BY ENGINEER

2 North
1:25



1 East
1:25

SIGNAGE TOWER
10.0 X 3.0m WITH
SHOP LOGO



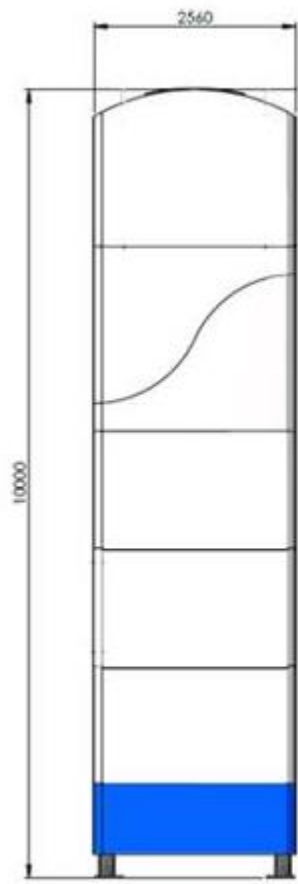
project
189 Napier Road,
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Waikato, 3379, NZL

sheet
ENTRANCE PYLON
SIGNAGE

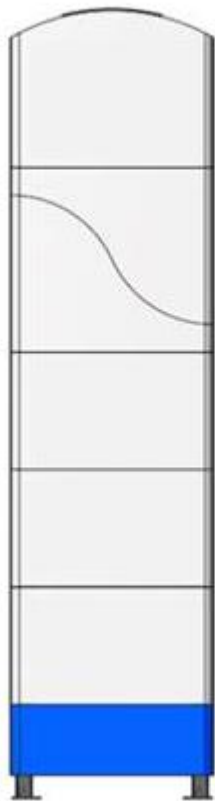
REVISION		
ISSUE	NO	DATE

date SEPT drw J NUKU job 000
scale @ A1 = 1:25 (A3 = 2 x A1)

sheet status
sheet number A100 revision



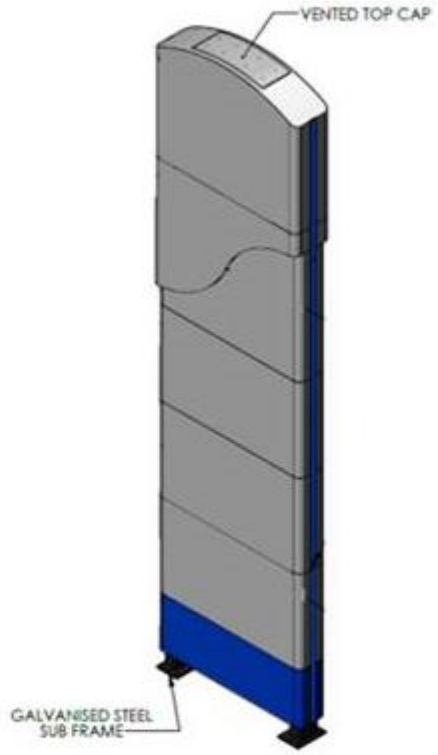
FRONT VIEW



REAR VIEW



SIDE VIEW



10m PYLON



CUSTOMER: SOUTH ISLAND SCREENFABRIK		DRAWN BY: DAVID RUTHVEN	
M&L ENGINEERING PO BOX 101 MOUNTAIN VIEW DUNEDIN 9100		MATERIAL: SUS304/316/316L	
DRG NO: -001	REVISION: 0	FINISH: PAINTED	

SIZE ORIGIN: M&L/MSK
DRG SCALE: 1:50
SHEET 1 OF 14
A3