mikegreerhomes

ASSESSMENT OF ENVIRONMENTAL EFFECTS

APPLICATION FOR LAND USE CONSENT

LOT 24 PEMBROKE HEIGHTS, WANAKA

5 CALLAGHANS CREEK RISE

ASSESSMENT OF ENVIRONMENTAL EFFECTS

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1. APPLICATION AND PROPERTY DETAILS

DATE:	22 January 2026
TO:	Queenstown Lakes District Council
APPLICANT:	Mike Greer Homes Central Otago Limited
SITE ADDRESS:	5 Callaghans Creek Rise, Wanaka
LEGAL DESCRIPTION:	Lot 23 DP 610757
SITE AREA:	502m^2
DISTRICT PLAN:	Queenstown Lakes District Plan (Operative) N/A (Proposed)
OPERATIVE ZONING:	Northlake Special Zone (Activity Area B1)
PROPOSAL:	One storey residential dwelling
CONSULTATION:	No limited or public notification is required
ACTIVITY STATUS:	Restricted Discretionary

2. THE SITE AND SURROUNDING ENVIRONMENT

The application site is located in the Pembroke Heights subdivision in Wanaka. The site is part of a subdivision through RM220913, which is currently vacant land with roading, services and footpaths installed. The stage is located to the north of Aubrey Road and will provide reticulated services for stormwater, wastewater and water supply.

The site is legally described as Lot 24 DP 610575 and is 502m^2 in size. Access to the site will be via Callaghans Creek Rise which is a local road. The site adjoins other vacant residential lots to the north, south and west. The lot is rectangular which is elongated in shape and is currently vacant and covered in grass. The site is relatively flat which then slopes up at the rear.



Figure 1. *Location of application site within subdivision*

3. NATIONAL ENVIRONMENTAL STANDARDS

The National Environmental Standard for Assessing and Managing Contaminants has been addressed through the subdivision consent (RM220913) for the stage, therefore the NES does not apply to this application.

4. PROPOSAL

The purpose of the application is to obtain land use resource consent approval for a one storey residential dwelling. The proposed dwelling will have a total floor area of 187m^2 and will comprise of four bedrooms, an open plan living, dining and kitchen and a bathrooms.

5. CONSENT NOTICES

The following consent notices are to be registered on the title as a result of the conditions of the subdivision consent; compliance with these are indicated below:

At the time a residential unit is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application', unless otherwise approved under resource consent. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the residential unit.

A new sealed vehicle crossing will be constructed on the site and will be approved through a 'Connection to Council Service Application".

6. ASSESSMENT AGAINST DISTRICT PLAN

The site is zoned under the Northlake Special Zone under the Operative District Plan and N/A under the Proposed District Plan. An assessment of the proposal against the relevant rules of the Operative and Proposed District Plan is indicated below.

Northlake Special Zone (Operative District Plan)					
Rule		**Aspect**	**Standard**	**Proposal**	**Complies**
12.34.4.1	ii	Setback from Roads	4.5m from road	4.26m setback	**No**
12.34.4.1	iii.	Setback from Internal Boundaries	One of 4.5m and all other setbacks 2m	9m setback to rear boundary and 2m to side boundaries.	Yes
12.34.4.1	iv.	Continuous Building Length	16m max	18.8m continuous max length	**No**
12.34.4.1	v	Outdoor Living Space	36m^2 with 4.5m dimensions	36m^2 provided with 4.5m dimensions.	Yes
12.34.4.1	vi.	Garages	Garages must be setback at least level with front facade	Garage behind of front façade.	Yes
12.34.4.1	vii	Walls and Fences	No fences within road setback	No fencing in road setback	Yes
12.34.4.1	viii	Access	Legal access to formed road	Access from road.	Yes
12.34.4.1	ix.a	Earthworks	200m^3 volume max	102.98m^3 total earthworks	Yes
12.34.4.1	ix.b	Height of cut and	Vertical height of any	Retaining walls will	Yes

		fill and slope	cut or fill shall not be greater than the distance of the top of the cut or the toe of the fill from the site boundary	setback same distance from boundary as their height (refer Appendix 2 for heights and distances to boundary).	
12.34.4.1	xi	Outlook Space	Principal living: 6m(d) x 4m(w) Principal bedroom: 3m x 3m All other habitable rooms: 1m x 1m	All outlook spaces achieved.	Yes
12.34.4.2	Iv	Building Height	Flat sites: 8m Sloping sites: 7m	5m max height	Yes
12.34.4.2	v	Building Coverage	40%	38% coverage	Yes
12.34.4.2	vii	Lighting, Glare and Controls on Building Materials	Fixed exterior lighting directed away from adjacent sites and roads. 3.0 lux spill. Building materials LRV 36% max. Consist of unpainted wood, unpainted stone, unpainted concrete or copper	No exterior lighting. Materials: weatherboard max 30% LRV Roof max LRV 20%	Yes
Transport					
Rule		**Aspect**	**Standard**	**Proposal**	**Complies**
14.2.4.1	vii	Gradient of Car Parks	1 in 20 maximum in any one direction	2 carparks provided within garage which is flat.	Yes
14.2.4.1	xiv	Surface of Parking and Loading Areas	Surface of all parking areas shall be formed, sealed or otherwise maintained to avoid dust or noise nuisance, water ponding and run-off.	Garage floor is to be formed and sealed.	Yes
14.2.4.2	i.	Length of Vehicle Crossings	3-6m	Crossing 4.5m width.	Yes
14.2.4.2	v.	Maximum number of Vehicle Crossings	Frontage length: 19-60m = 2 crossings permitted	One vehicle crossing proposed.	Yes

7. ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS ON THE ENVIRONMENT

The site is zoned under the Northlake Special Zone (Activity Area B1) under the Operative District Plan. This shall be assessed against those matters with which the Council has discretion to. Resource consent will be required for the following activities:

Activity Status Rule	Standard not met	Matters of control/discretion
Restricted Discretionary	12.34.4.1 (ii) Setback from Roads	12.34.5.2 (vii)
Restricted Discretionary	12.34.4.1 (iv) Continuous Building Length	12.34.5.2 (ix)

7.1 SETBACK FROM ROAD

12.34.4.1 (ii) Setback from Road *– The minimum setback from road boundaries of any building shall be 4.5m.*

The proposed dwelling will be setback 4.2m from the road boundary at its closest point. It is not anticipated that this will have any adverse effects arising from opportunities for landscaping, building scale and form or open space as the intrusions arise only from the two wing walls of the facade whereas the main façade is still setback 4.5m from the road. With these wing walls being 350mm in width, they will have little to no discernible effect.

7.2 CONTINUOUS BUILDING LENGTH

12.34.4.1 (iv) Continuous Building Length *– Where the aggregate length along one elevation of buildings measured parallel to any internal boundary or internal boundaries exceeds 16m; That part of the building(s) which exceeds the maximum building length shall be progressively set back 0.5m for every 6m of additional length or part thereof from the minimum yard setback.*

The proposed dwelling has a total building length of 18.8m along the boundary where a maximum of 16m is permitted. This exceeds the maximum length by 2.8m and therefore in proportional terms, the exceedance is minimal and does not materially change the scale or dominance of the building when viewed from public or neighbouring properties. The overall bulk, height, and site coverage remain compliant and it is therefore anticipated that the building length is unlikely to result in significant adverse effects.

8. OBJECTIVES AND POLICIES

The objectives and policies which are relevant to the proposed activity and an assessment against these are indicated below:

12.33.2 Objectives and Policies

Objective 1 – Residential Development *- A range of medium to low density and larger lot residential development in close proximity to the wider Wanaka amenities.*

Policy 1.1 *– To establish a mix of residential densities that will provide a residential environment appealing to a range of people.*
Policy 1.4 - *To enable and encourage low density residential activities within Activity Areas B1 – B6.*

The proposal consists of a one storey residential dwelling within the low density area of the zone, which contributes to the range of residential densities within the zone.

Objective 2 – Urban Design *- Development demonstrates best practice in urban design and results in a range of high quality residential environments.*

Policy 2.2 *– To require development to be consistent with the Northlake Structure Plan*
Policy 2.3 *– To require the use of Outline Development Plans in resource consent applications for Activity Areas B1 to B5, C1 to C4 and D1 in order to:*
• implement the objectives and policies of the Zone and the relevant Activity Area and the Northlake Structure Plan;
• determine the general location of anticipated future activities and built form within the Activity Area;
• achieve any required density range within the relevant Activity Area;
• achieve appropriate integration of anticipated future activities
Policy 2.4 *– To achieve a high level of integration through residential lot layout, street design, recreational areas (including walkways/ cycleways, parks and open spaces) and landscaping through the resource consent process using Outline Development Plans.*
Policy 2.5 *– To ensure that development recognises and relates to the wider Wanaka character and is a logical extension of the urban form of Wanaka.*
Policy 25.2.1.7 *– Encourage limiting the area and volume of earthworks being undertaken on a site at any one time to minimise adverse effects on water bodies and nuisance effects of adverse construction noise, vibration, odour, dust and traffic effects.*

The development is consistent with the Northlake Structure Plan as it provides a dwelling designed to the Activity area B1 requirements. The design of the dwelling relates to the character of the surrounding and wider area by providing an interesting façade and use of high quality claddings.

29.2.1 Objective – *An integrated, safe, and efficient transport network that: provides for all transport modes and the transportation of freight;*
b. provides for future growth needs and facilitates continued economic development;
c. reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport;
d. contributes towards addressing the effects on climate change;
e. reduces the dominance and congestion of vehicles, particularly in the Town Centre zones; and
f. Enables the significant benefits arising from public walking and cycling trails.

Policy 29.2.1.1 *– Require that transport networks including active transport networks, are well connected and specifically designed to:*
a. enable an efficient public transport system;
b. reduce travel distances and improve safety and convenience through discouraging single connection streets;
c. provide safe, attractive, and practical walking and cycling routes between and within residential areas, public facilities and amenities, and employment centres, and to existing and planned public transport.

29.2.2 Objective – *Parking, loading, access, and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone and contribute toward:*
a. providing a safe and efficient transport network;
b. compact urban growth;
c. economic development;
d. facilitating an increase in walking and cycling and the use of public transport; and
e. achieving the level of residential amenity and quality of urban design anticipated in the zone.

Policy 29.2.2.5 *– Enable a reduction in the minimum number of car parking spaces required only where:*
a) There will be positive or only minor adverse effects on the function of the
b) surrounding transport network and amenity of the surrounding environment; and/or

c) there is good accessibility by active and/or public transport and the activity is designed to encourage public and/or active transport use and projected demand can be demonstrated to be lower than the minimum required by the rules ; and/ or
d) the characteristics of the activity or the site justify less parking and projected demand can be demonstrated to be lower than the minimum required by the rules and/ or
e) there is an ability for shared or reciprocal parking arrangements to meet on-site car parking demands at all times and demand can be demonstrated to be lower than the minimum required by the rules.

The development will still allow for safe use of the transport network through the provision of off-street parking which is appropriate with to the context of the surrounding area.

9. SECTION 95 NOTIFICATION

A consent authority must publicly notify an application if it decides under s95B that the activity will have or is likely to have adverse effects on the environment that are more than minor.

As outlined above the proposed activity is not likely to have adverse effects on the environment that are more than minor and no persons have been considered adversely affected. Additionally, we do not request public notification of the application, and there are no circumstances that exist in relation to the application that would require public notification.

10. CONCLUSION

In the opinion of the applicant the proposed dwelling shall have all concerns mitigated by the circumstances detailed above. No potential issues arising from the proposed activity can be foreseen; therefore it is considered the proposal will not compromise the intent of the zone and be consistent with the objectives of the district plan.

In summary of the assessment above it is considered that the proposal will have no more than minor actual or potential effects on the environment and that the effects of the proposal are consistent with the environmental outcomes anticipated for the site and locality. I trust this outline of potential effects and mitigation practices to be put in place satisfies all queries on the matter.

The proposal is consistent with the purpose and principles of the RMA 1991 in that it enables people to provide for their economic and social well-being, whilst maintaining and enhancing the quality and amenity of the local environment and avoiding adverse effects. The proposal will enable the construction of a residential unit while the design of the building is consistent with the rules for the zone which ensures amenity values are maintained or enhanced. As such, it is considered that the proposed development will be in keeping with Part 2 of the RMA.

Accordingly, it is concluded that the Council should grant consent to the activity on a non-notified basis in accordance with sections 104, 104C and Part 2 of the Act, subject to appropriate conditions.