Sally Bulling and Matthew Jenkinson

Application for garage at 66 Cedar Drive



September 2026

J Carter Planning

APPLICATION PURSUANT TO SECTION 88 THE RESOURCE MANAGEMENT ACT 1991

1. Applicant's full name:

Sally Bulling and Matthew Jenkinson

Email Correspondence:
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Phone:
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2. Invoicing Details:

Sally Bulling

3. Details of the site:

(a) Address/location to which this application relates:

The subject site lot is 66 Cedar Drive, Kelvin Heights, Queenstown.



Figure 1: Location of subject site. (Source QLDC District Plan map 1 September 2026)

(b) Legal Description

The subject site is legally described as Lot 204 Deposited Plan 11164 held in CFR OTA2/1060. A copy of the Computer Freehold Register is attached, marked [**C**].

(c) The owner/occupier

The site is in the ownership of Sally Bulling and Matthew Jenkinson.

(d) District Plan Zone(s):

The site is located within the

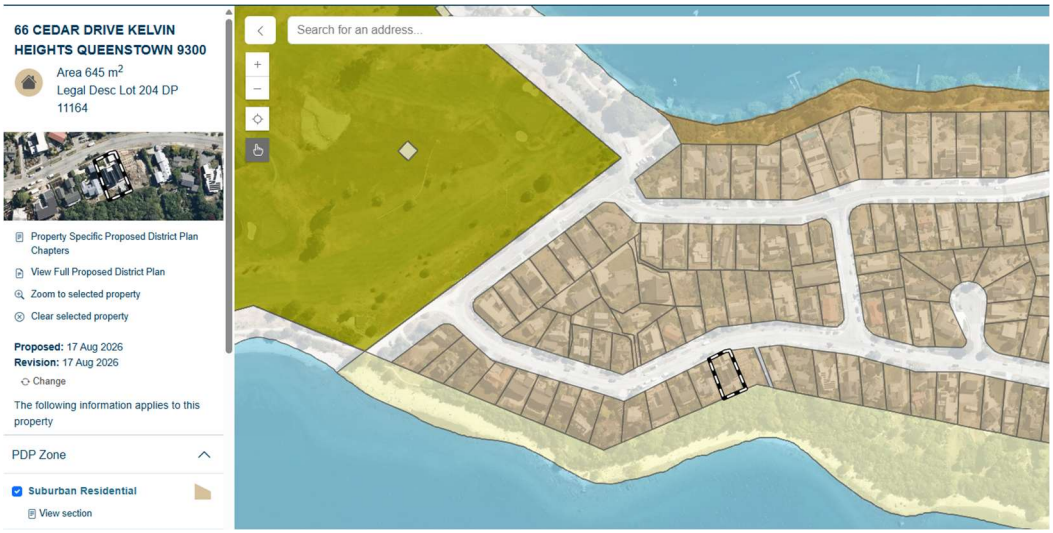


Figure 2: Location showing zoning under the Proposed District Plan (PDP) (extracted from QLDC maps 1 September 2026)

5. Brief description of the proposal

This is an application to construct an enclosed garage over the existing parking space, as illustrated on the plans attached and marked [**D**].

6. NES for Assessing and Managing Contaminants in Soil to Protect Human Health 2012

Based on the applicants review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply. Nor is this a change in use, or result in any soil disturbance and is not a subdivision.

No other National Environmental Standard is relevant.

7. Other consents:

No other consents are required.

8. Information required to be submitted:

This application includes the following:

- Computer Freehold Register for the property
- A plan showing the location of the site
- Assessment of Environmental Effects

DECLARATION

The Council relies on the information contained in this application being complete and accurate. The Applicant must take all reasonable steps to ensure that it is complete and accurate and accepts responsibility for information in this application being complete and accurate.

If signing as the Applicant, I/we hereby represent and warrant that I am/we are aware of all of my/our obligations arising under this application including, in particular but without limitation, my/our obligation to pay all fees and administrative charges (including debt recovery and legal expenses) payable under this application as referred to the Fees Information section.

If signing as agent of the Applicant, I/we hereby represent and warrant that I am/we are authorised to act as agent of the Applicant in respect of the completion and lodging of this application and that the Applicant is aware of all of his/her/its obligations arising under this application including, in particular but without limitation, his/her/its obligation to pay all fees and administrative charges (including debt recovery and legal expenses) payable under this application as referred to the Fees Information section.

I hereby apply for the resource consent(s) for the Proposal described above and I certify that, to the best of my knowledge and belief, the information given in this application is complete and accurate.

JCarter Planning
September 2026

ANNEXURES:

A Assessment of Environmental Effects

B Completed Application Form (Form 9)

C Computer Freehold Register and relevant interests

D Architectural plans prepared by Ben Hudson Architects

ASSESSMENT OF ENVIRONMENTAL EFFECTS

Application to construct a garage over an existing parking space at 66 Cedar Drive

On behalf of Sally Bulling and Matthew Jenkinson

September 2026

Annex A – Assessment of Environmental Effects

FOURTH SCHEDULE
Information Required in Application for Resource Consent

1. A description of the activity:

As illustrated on the plans, attached and marked [**D**], it proposed to construct a covered garage over the existing parking space located on site. By way of background the existing dwelling obtained resource consent in 2022 (RM220723). This included uncovered vehicle parking as illustrated below:



Figure 3: approved resource consent, red circle around vehicle parking space.

It is proposed that the vehicle parking space is covered, so that it can be used as a garage. There are no other changes proposed to the site or the dwelling.

As illustrated on the plans (Annex [**D**]) and the below, the existing block wall to the east will be retained, as will the vehicle crossing and driveway.

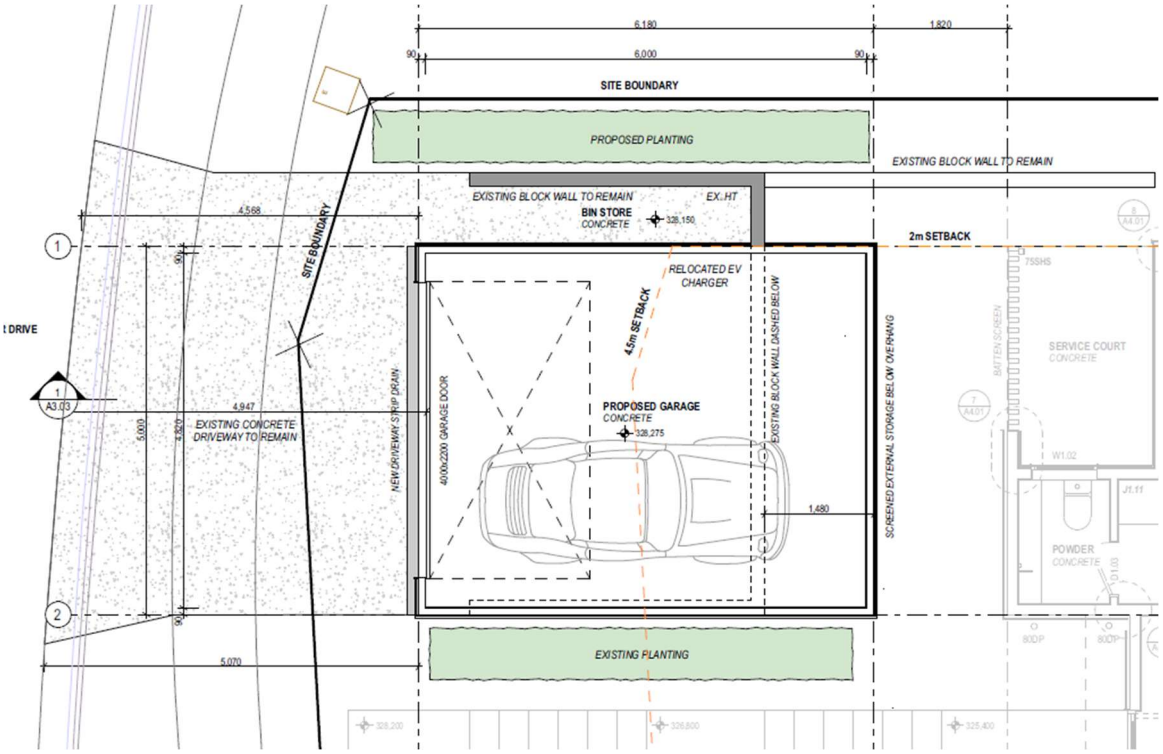


Figure 4: Extract from plans showing the proposed garage

The garage will be 6.18m in length, and 5m in width. It is set back 2m from the internal boundary and is 1m from the road boundary. The formed road is 5m from the front façade of the garage at its western side, and 4.5m at its eastern, this is because of the curve in the road at this location, as illustrated on Figure 5 below.



Figure 5: showing the site and its relationship to the road.

2. Description of the site

The subject site is located at 66 Cedar Drive and is legally described as Lot 204 Deposited Plan 11164 held in CFR OTA2/1060. A copy of the Computer Freehold Register is attached, marked [**C**].

The site is 645m^2 in area and contains the dwelling constructed in accordance with resource consent RM220783 and building consent BC221431. As illustrated above the existing car park area is uncovered and provides a flat off street car park area accessed directly off Cedar Drive.

The site and those surrounding are located within the Lower Density Suburban Zone of the District Plan. The following photographs, taken on 2 September 2026, illustrate the nature of the site and the surrounding environment. Cedar Drive is an established quiet residential street and is wide, with on street parking available on both sides. Because of the orientation and slope of the dwellings on the southern side of the road many have garaging located close to the street, with the dwellings located below, gaining views to the lake. The dwellings on the northern side of Cedar Drive are at a higher elevation, and gain views across to the lake above the buildings on the opposite side of the road.

Cedar Drive is wide, with footpaths and grass verge on both sides. It is gently sloping and has a gentle curve in this location.



Photograph 1 – looking east from the existing vehicle crossing.



Photograph 2- looking west from the existing vehicle crossing



Photograph 3- looking south along site boundary

3. Description of other activities

No other activities are part of the proposal to which this application relates.

4. A description of any other resource consents required for the proposal

No other consents are required for this proposal

5. An assessment of the activity against any relevant provisions of a document referred to in Section 104(1)(b)

Section 104(1)(b) requires that the Council must have regard to any relevant provisions of—
(i) a national environmental standard:
(ii) other regulations:
(iii) a national policy statement:
(iv) a New Zealand coastal policy statement:
(v) a regional policy statement or proposed regional policy statement:
(vi) a plan or proposed plan; and

There are no relevant objectives and policies within higher order documents, including the Otago Regional Plans and National Policy Statements. The Proposed Queenstown

Lakes District Plan is relevant, and the relevant provisions are assessed in the following sections of this AEE.

6. Resource Consents triggered

This application is for all matters requiring resource consent under the District Plan, rather than for the specific list of consent matters / non-compliances identified by the author. As such, if the Council is of the view that resource consent is required for alternative or additional matters to those identified in this AEE, it has the discretion to grant consent to those matters as well as or in lieu of those identified in this AEE.

I note that, if the Council is of the view that the activity status of any of the matters requiring consent is different to that described in this AEE, or that some or all of the matters requiring consent should be bundled or unbundled in a way that results in a different outcome to that expressed in this AEE, the Council has the ability under Section 104(5) of the Resource Management Act 1991 ("Act") to process the application regardless of the type of activity that the application was expressed to be for.

The following resource consents are sought:

6.1 Operative District Plan:

The ODP is no longer in effect; the Suburban Residential Zone is effectively operative pursuant to Section 86F of the RMA.

6.2 Proposed District Plan

Rule 7.5.6.1 requires that all buildings are setback at least 4.5m from the road boundary. The proposed garage is located 1m from the road boundary. This requires a Discretionary Activity consent.

7. Section 95A Notification

It is requested that the application is processed on a non-notified basis, for the following reasons as set out in the Assessment of Effects below:

The applicant does not request public notification of the application (s95A(2)(b)). There is no rule or national environmental standard which requires or precludes public notification of the application (s95A(2)(c)). There are no special circumstances that exist in relation to the application that would require public notification (s95A(4)).

The consent authority shall publicly notify an application if it decides under s95D that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)). An assessment in this respect follows.

8. Assessment of Effects on the Environment (s95D)

8.1 Mandatory Exclusions from Assessment (s95D)

A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).

B: Trade competition and the effects of trade competition (s95D(d)).

8.2 Permitted Baseline (s95D(b)) and receiving environment

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect.

It is the consented environment that is of relevance in this situation, given that the dwelling and car park space has been constructed in accordance with RM220723. That resource consent approved the location of the car park space within the road setback and the internal boundary setback. In this regard the resource consent decision outlined the breach as follows:

*A **discretionary** activity resource consent pursuant to Rule 7.5.8.1 for a breach to the 4.5m road boundary setback where the proposed parking area protrudes into this setback, and pursuant to Rule 7.5.8.2 for a breach to the internal 2.0 metre boundary setback where the proposed retaining wall and steps will be located against the eastern boundary and the exterior wall of the residential unit protrudes into the western boundary setback by a maximum of 0.541m.*

The decision also outlined the permitted development standards that are met. This still applies, and the only matter requiring resource consent is the location of the garage in the road boundary setback. As illustrated on the plans the garage complies with the internal boundary setback of 2m and it also complies with the recession plane.

8.3 Assessment: Effects on the Environment

The proposal to construct the garage is a discretionary activity, and therefore the Council is not limited in its discretion. The potential effects on the environment are considered to be visual amenity including dominance, shading and outlook, and traffic safety. These are addressed below.

8.3.1 Visual Amenity

The proposed garage has a height of 3m and will be clad in vertical timber to match the dwelling. The garage door will be finished in a recessive colour. Planting is proposed to the eastern side of the garage, consistent with the existing planting to its west.

Because of the relatively small scale of the building and its recessive colour, using natural timber, it will not be visually prominent nor dominant. It is only 5m in width and encloses an existing (and approved) car park space, providing an attractive frontage to the street.

The proposal does not require any changes to the vehicle crossing, and the separation from the internal boundary setback creates space between the adjacent property and the garage.

Overall, the enclosure of the car park space with a small scale attractively clad and designed garage will not adversely affect amenity values of the environment. The garage will not cause visual dominance and nor will it block views or cause shading.

Effects on the environment will be less than minor.

8.3.2 Traffic safety

Currently the vehicles reverse manoeuvre onto the street from the existing car park, and therefore the effects of the proposed garage are limited to the extension of the walls and reduced visibility as opposed to introducing reverse manoeuvring onto the street.

While the garage is located only 1m (approx.) off the road boundary it is set back off the street so that the driver has visibility both ways before reversing on to the carriageway. As illustrated on the photographs above, Cedar Drive is gently sloping, with a gentle curve. It is a low volume and low speed environment and the carriageway is very wide, providing generous verges with a footpath on both sides and ample space for both manoeuvring and parking.

Pedestrians also have good visibility and the risk of conflict between a reversing vehicle and pedestrians or cyclists is low.

The effects of locating the garage within the road setback on traffic safety and efficiency will be no more than minor. This is largely due to the low traffic speed, low traffic volume and the gentle gradient, and curve, and width of the road and the and verges.

8.4 Summary: Effects on the Environment (s95A(2))

In summary, the effects of the proposal on the environment will be no more than minor. The garage is small in scale and clad in recessive colours such that it won't cause visual dominance. Enclosure of the car park area will be an attractive addition. Because of the nature of Cedar Drive and the location of the garage effects on traffic safety will be no more than minor.

Overall, these factors ensure the overall effects on the environment will be less than minor.

9.0 Effects on Persons

Section 95B(1) requires assessment as to whether there are any affected persons (under s95E) in relation to the activity. Section 95E requires that a person is an affected person if adverse effects of the activity on the person are minor or more than minor (but not less than minor).

The garage complies with recession planes and the internal boundary setback. This is best illustrated on the south elevation. The location of the garage in the road setback will not cause shading or dominance on any person, and nor will it reduce any persons outlook.

Effects on persons will be less than minor and no person is deemed to be affected.

9.1 Summary of Effects on Persons (S95B(1)

Adverse effects will be less than minor; as such the proposal will not result in an adverse effect on any person.

10. Overall Notification Determination

In determining whether the application should be publicly notified, it must be established whether the activity will have or is likely to have adverse effects on the environment that are more than minor. It is concluded that the adverse effects of the activity will not be more than minor and that the application need not be publicly notified.

11. Relevant District Plan provisions (s104(1)(b)(vi))

The proposed development is a discretionary activity. The objectives and policies of the District Plan are relevant under Section 104(1)(b) of the Resource Management Act 1991.

The relevant objectives and policies are contained in Chapter 7 of the PDP. The following provides an assessment of the proposal against those of relevance.

Objective - Development within the zone provides for a mix of compatible suburban densities and a high amenity residential living environment for residents as well as users of public spaces within the zone

The proposal will maintain high amenity values, through use of recessive cladding and attractive design.

7.2.1.2
Encourage an intensity of development that maximises the efficient use of the land in a way that is compatible with the scale and character of existing suburban residential development (excluding existing residential densities), and maintains suburban residential amenity values predominantly one to two storey building heights.

The proposal represents an efficient use of the site in a manner compatible with the surrounding character, and the amenity values of the local environment will be maintained.

7.2.1.3
Ensure that the height, bulk and location of development achieves a suburban-intensity character of the zone, and maintains reasonable amenity values for users of neighbouring properties, in particular, privacy and access to sunlight.

The proposed garage is a low height, and small scale and complies with recession planes and internal boundary setbacks, ensuring that it will maintain amenity values of the users of the neighbouring properties, in particular by maintaining privacy and access to sunlight.

7.2.6 Objective - Development efficiently utilises existing and planned infrastructure and minimises impacts on infrastructure networks.

Policies

7.2.6.1
Ensure access and vehicle parking for each residential unit, including reasonable day-to-day loading and servicing needs, is located and designed to optimise safety and efficiency of the road network and minimises impacts on on-street vehicle parking.

The garage will enclose an existing parking space, and will not adversely affect safety and efficiency of the road network. It will not impact on street vehicle parking.

29.2.2
Objective - Parking, loading, access, and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone and contributes 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*

Enclosing the parking space and locating the garage in the road setback will maintain safety and will maintain residential amenity values. It will not adversely affect the efficiency of the transport network, nor impact economic development.

12. Summary of Objectives and Policies

Overall, the proposal aligns with the objectives and policies of Chapter 7 and 29.

13. Assessment of the activity against Part 2 of the Act

The construction of a garage on the site as proposed represents an efficient and appropriate use of the site while avoiding adverse environmental effects. This application promotes sustainable management and therefore achieves Section 5.

In terms of Section 7, the proposal will retain amenity values and will not adversely affect the quality of the environment.

14. Conclusion

The proposal is to construct a garage within the road setback, enclosing an existing car park space that was approved via resource consent. The addition of the garage is illustrated at (Annex [**D**].

The proposal requires a discretionary resource consent for the location of the building within the road setback. All other development standards are complied with, including internal boundary setback and recession planes. No other changes are proposed to the site.

The garage is an attractive design, with a low height and clad in recessive colours. The proposal will result in effects on the environment that are no more than minor. No person is adversely affected.

The proposal has also been assessed against the objectives and policies of the PDP, and it is concluded that it is consistent with and complementary to them.

It is therefore requested that the proposal is approved on a non-notified basis in accordance with the plans submitted with this application.