

**Hearing Stream 4 – Metropolitan Centre Zone  
Wellington City Council**

**In the matter of**

Proposed District Plan review incorporating the Intensification Streamlined Planning Process (ISPP), and the first schedule of the Resource Management Act.

Hearing 4 – Metropolitan Centre Zone

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**Expert Evidence of Cameron de Leijer on behalf of Bus Barn Ltd**

**Date: 08/06/2023**

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**Next Event Date:**

22<sup>nd</sup> June 2023

**Hearing Chair:**

Robert Schofield

**Hearing Pannel:**

Heike Lutz, Liz Burge, Lindsay Daysh

## **Introduction**

- 1 My full name is Cameron Peter de Leijer. I am a Senior Surveyor and Planner at Spencer Holmes Ltd. I specialise in Cadastral Surveying, Resource Management, and Land development.
- 2 I am submitting planning evidence on behalf of Bus Barn Ltd.
- 3 I am authorised to provide this evidence on their behalf.

## **QUALIFICATIONS**

- 4 My qualifications and experience are as follows:
  - 4.1 I have a Bachelor of Surveying from the University of Otago and Bachelor of Science from the University of Canterbury.
  - 4.2 I have 5 years post graduate experience as a surveyor in private practice at Spencer Holmes Limited. During that time, I have worked on a variety of survey projects. I now work closely in the land planning field which includes the preparation of resource consent applications, as well as developing land use strategies for clients.
  - 4.3 In October 2021 I achieved the requirements to be a Licensed Cadastral Surveyor under the Cadastral Survey Act 2002, which is a rigorous set of exams that require knowledge in the law surrounding Cadastral Surveying. Upon obtaining my license to undertake cadastral surveys, I became full member of the surveying professional body, Survey and Spatial New Zealand.
  - 4.4 I previously sat on the Board for the Survey and Spatial Wellington Branch executive team. I currently have a position on the Board of the Positioning and Measurement Stream for Survey and Spatial New Zealand, which is the one of the governing streams of the survey profession.

5 My involvement in these proceedings has been to prepare the original submission and to provide this evidence for the hearing.

### **CODE OF CONDUCT**

6 I have read the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2023. Whilst this is a Council hearing, I have complied with the Code of Conduct in preparing my evidence and will continue to comply with it while giving oral evidence before the commissioners. My qualifications as an expert are set out above. Except where I state I rely on the evidence of another person, I confirm that the issues addressed in this statement of evidence are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.

### **ORIGINAL SUBMISSION**

7 The original submission generally supports the increase in height but also seeks to increase the height limits of the MCZ Zone in for the Bus Barn to be increased to 40m.

8 The submission also requested to alter DEV-R1 which directly relates to the Bus Barn Development Area. This submission point was supported by a submission by Kaianga Ora. However, there were a number of submissions that seek to retain DEV-R1 as proposed.

### **SECTION 42A REPORT**

9 The section 42A report assessed the submission provided and considers that the MCZ Height Control remains as notified as Council is satisfied that the 27m height limit provides for adequate development capacity in the area. The report also states that the surrounding existing areas are low lying and the risk profile is quite high.

10 A 27m building in this higher risk hazard area will require a significant amount engineering to mitigate these risks. This design and construction will come at a high cost as a result. However, the cost difference

between the engineering requirements and construction costs between a 27m and a 40m building is low as the majority of costs are already incorporated the required engineering for the 27m building. The increase in height to 40m will then allow for the cost of the building to be mitigated. Without the increase to 40m, the cost of the permitted building will be too high and will not be viable.

- 11 Attached is an example of the how the site could be developed under the proposed district plan rules. However with the limited height at 27m, there is not a high enough yield to warrant the construction of these buildings, or a return on the investment that will outweigh the risks of completing the development.
- 12 The increase to 40m will also provide additional housing options in the heart of Kilbirnie. This is a desirable suburb to live, as it is close to the beach, surrounded by local amenities and shops, close to schools and is well connected by public transport and bike paths. Therefore increasing this height to 40m is in direct keeping with the NPS-UD.
- 13 While any development in this area be subject to a resource consent, the factors that surround the notification status rely on the noncompliance with maximum and minimum building heights, height in relation to boundaries, veranda control and active frontages. Increasing the height limit will loosen the design restrictions and will allow a design that is less likely to be notified. This will encourage further development of the site.
- 14 While completing this assessment it is noted that MCZ-S3 references a 4m ground floor height, however it is unclear whether this above the ground level or an RL of 4m. We propose that additional wording is added to clarify this requirement (whether above the current ground level or above and RL).
- 15 The S42a report also references the existing low-lying surrounding area within the Kilbirnie Area. While we agree that the surrounding area is currently low lying, the permitted height for the residential area is proposed to be increased to 14m high. While the rest of the MCZ will

retain the 27m height limit as well. As such the permitted buildings will be significantly higher than the existing situation. Therefore, the 40m buildings will be appropriate taking into account the permitted building heights.

## CONCLUSION

- 16 To develop the Bus Barn site to achieve a high enough yield to offset the construction costs and provide a reasonable return on the investment the height limitation needs to be increased to 40m. This will also reduce the potential need for notification and further reduce costs. As a result this will provide a range of housing options in a desirable liveable suburb of Wellington.
- 17 It is also requested that MCZ-S3 is clarified to reference an RL or a height above existing ground level.
- 18 The following relief is sought.

MCZ-S1	Maximum height
1. The following maximum <a href="#">height</a> limits above <a href="#">ground level</a> must be complied with:	
Location	Limit
<b>Height control area 1</b> Johnsonville	35m
<b><a href="#">Height control 2</a></b> Kilbirnie (except as below)	<del>27m</del> <b>40m</b>
<b>Height control area 3</b> Kilbirnie, north of Rongotai <a href="#">Road</a>	15m
MCZ-S3	Minimum ground floor height
1. The minimum ground floor <a href="#">height</a> to underside of structural slab or equivalent shall be 4m ( <b>Either: above RL 4m (NZVD2016) or above existing/proposed ground level</b> ).	

Date: 12/06/2023

A handwritten signature in blue ink, appearing to be 'C.M.' with a period at the end.

Review and Agreed by: Ian Leary

# **BUS BARN REDUX**

Integrated & Comprehensive Urban Development



# PERSPECTIVE 01

South West from Onepu Road

DRAFT

foster + melville

ANZIA REGISTERED ARCHITECTS 5324

Sketch Design

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SK1000





## PERSPECTIVE 02

South West down main boulevard

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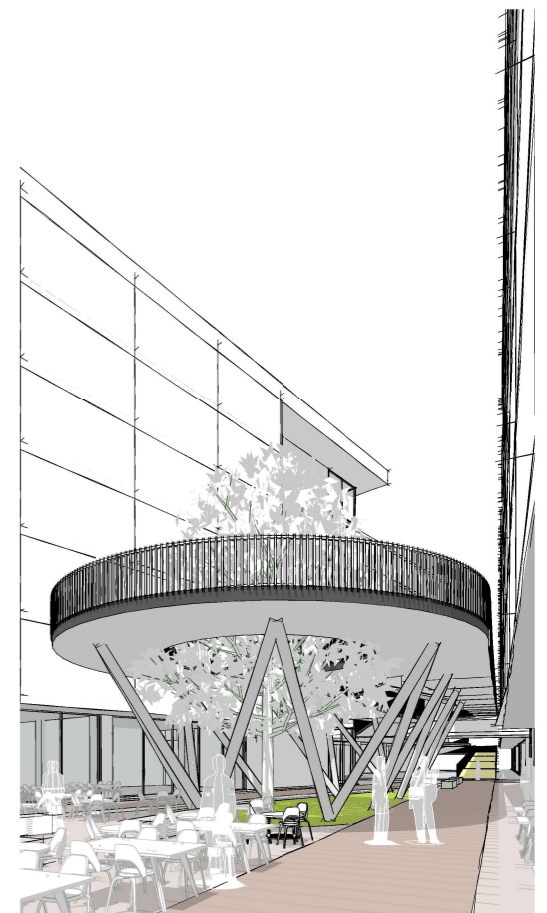
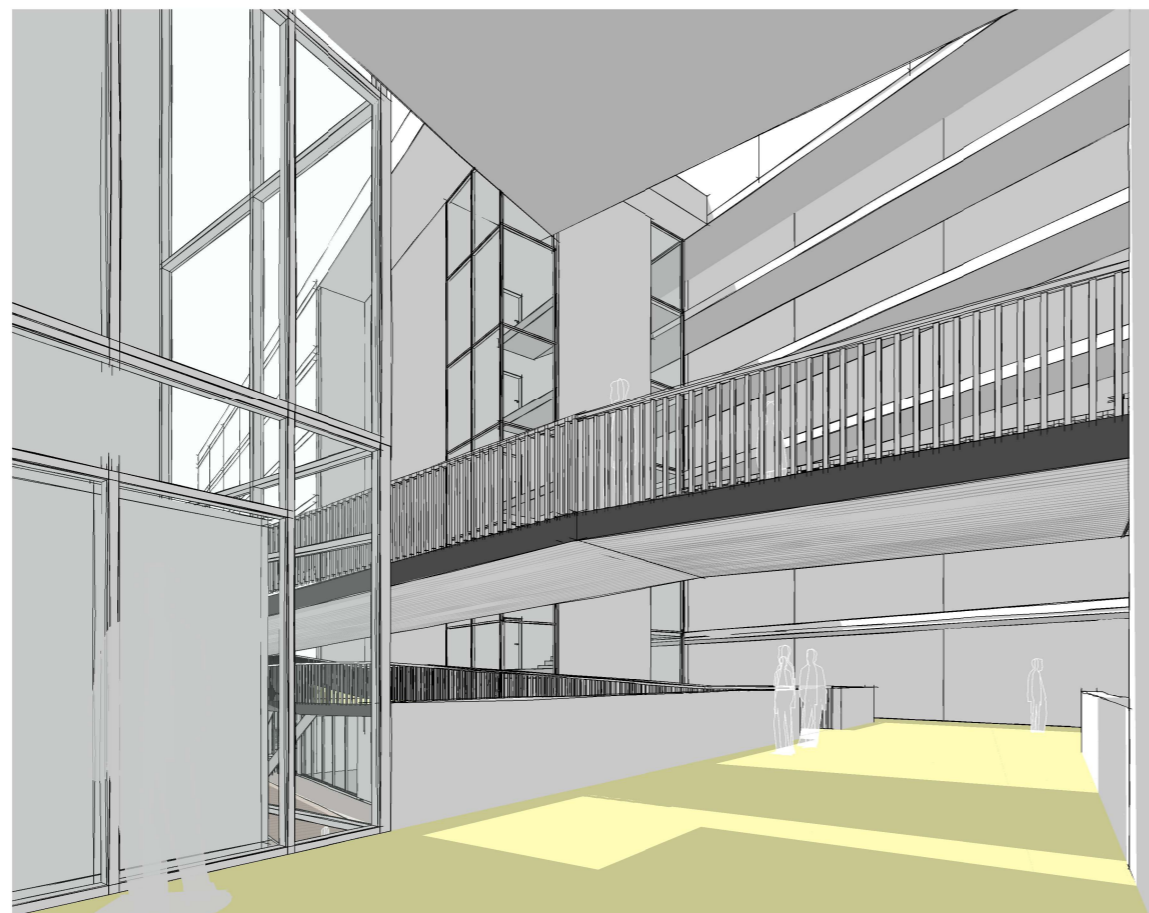
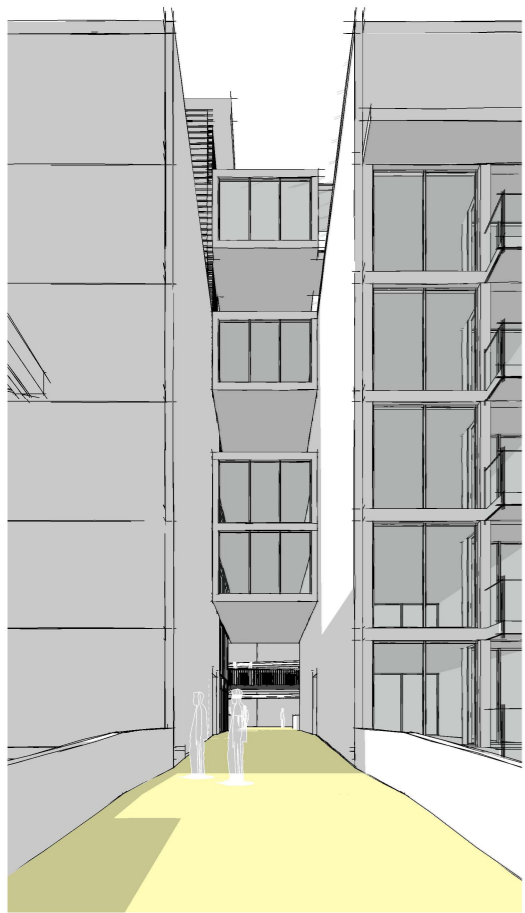
foster + melville

ANZIA REGISTERED ARCHITECTS 5324

Sketch Design

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SK1005



# VIGNETTE JOURNEY

SCALE: NTS

DRAFT

foster + melville

ANZIA REGISTERED ARCHITECTS 5324

Sketch Design

14/10/2021 9:10:40 AM

SK1010



Shared circulation for pedestrians and cyclists / 8 House

Location: *Copenhagen, Denmark*  
 Architect: *BIG - Bjarke Ingels Group*



Engaging urban design for cyclists & pedestrians / New urban space by the University of Copenhagen, South Campus

Location: *Copenhagen, Denmark*  
 Architect: *COBE*



Engaging urban design for cyclists & pedestrians / Lisbon Square

Location: *Porto*  
 Architect: *Balonas and Menano Architects*



Engaging urban design and the Stoop Step / Project unknown

# PRECEDENTS

DRAFT

foster + melville ANZIA REGISTERED ARCHITECTS 5324

Sketch Design

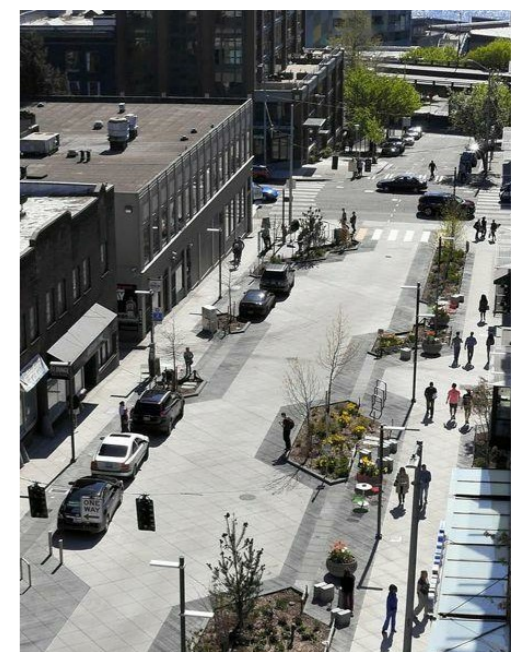
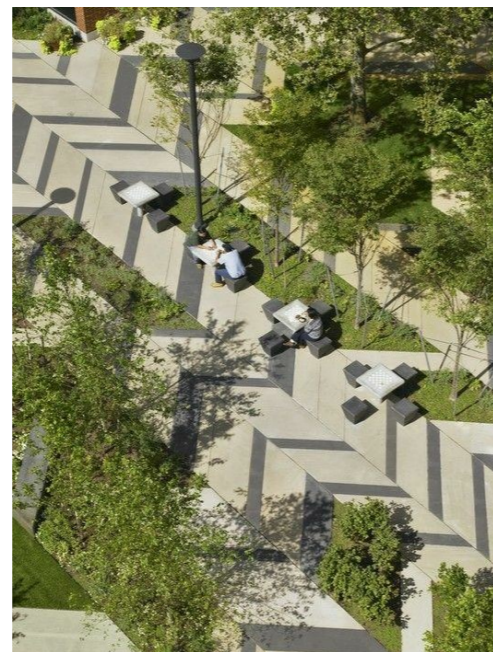
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Flexible work spaces / Lyall Bay Junction

Address: 68-74 Kingsford Smith Street, Lyall Bay  
 Developer: Gibbons<sup>so</sup>  
 Architect: Designgroup Stapleton Elliott



Woonerf Street Design / Various projects

Woonerf - 'living street'  
 The street becomes a social place rather than just a channel for vehicular movement.

# PRECEDENTS

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Sketch Design  
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SK1105



**FIGURE GROUND PLAN - GF**



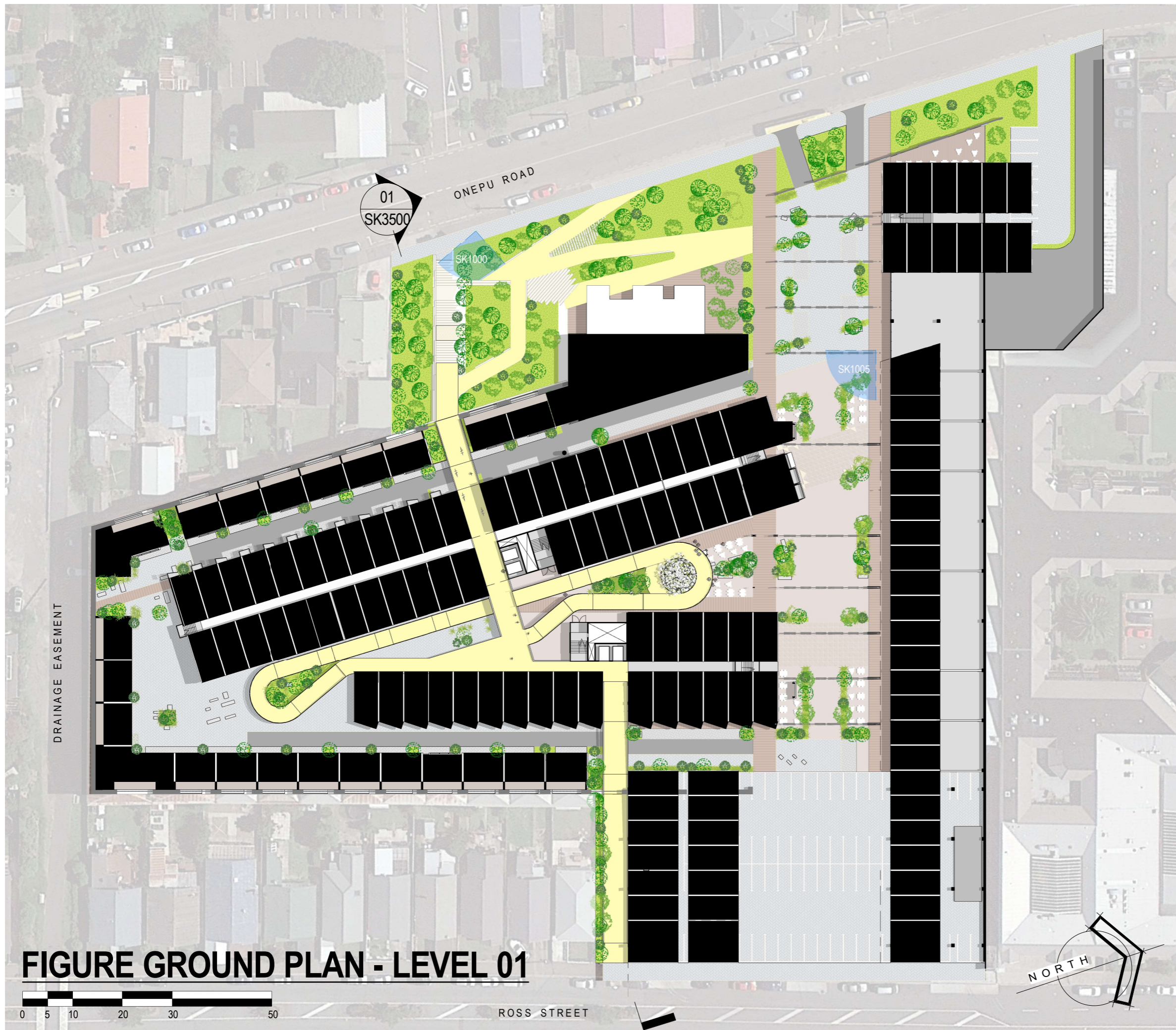
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Sketch Design

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**FIGURE GROUND PLAN - LEVEL 01**

**DRAFT**

foster + melville ANZIA REGISTERED ARCHITECTS 5324

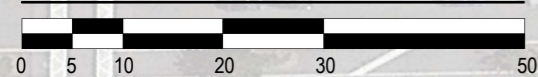
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**SITE PLAN**



**DRAFT**

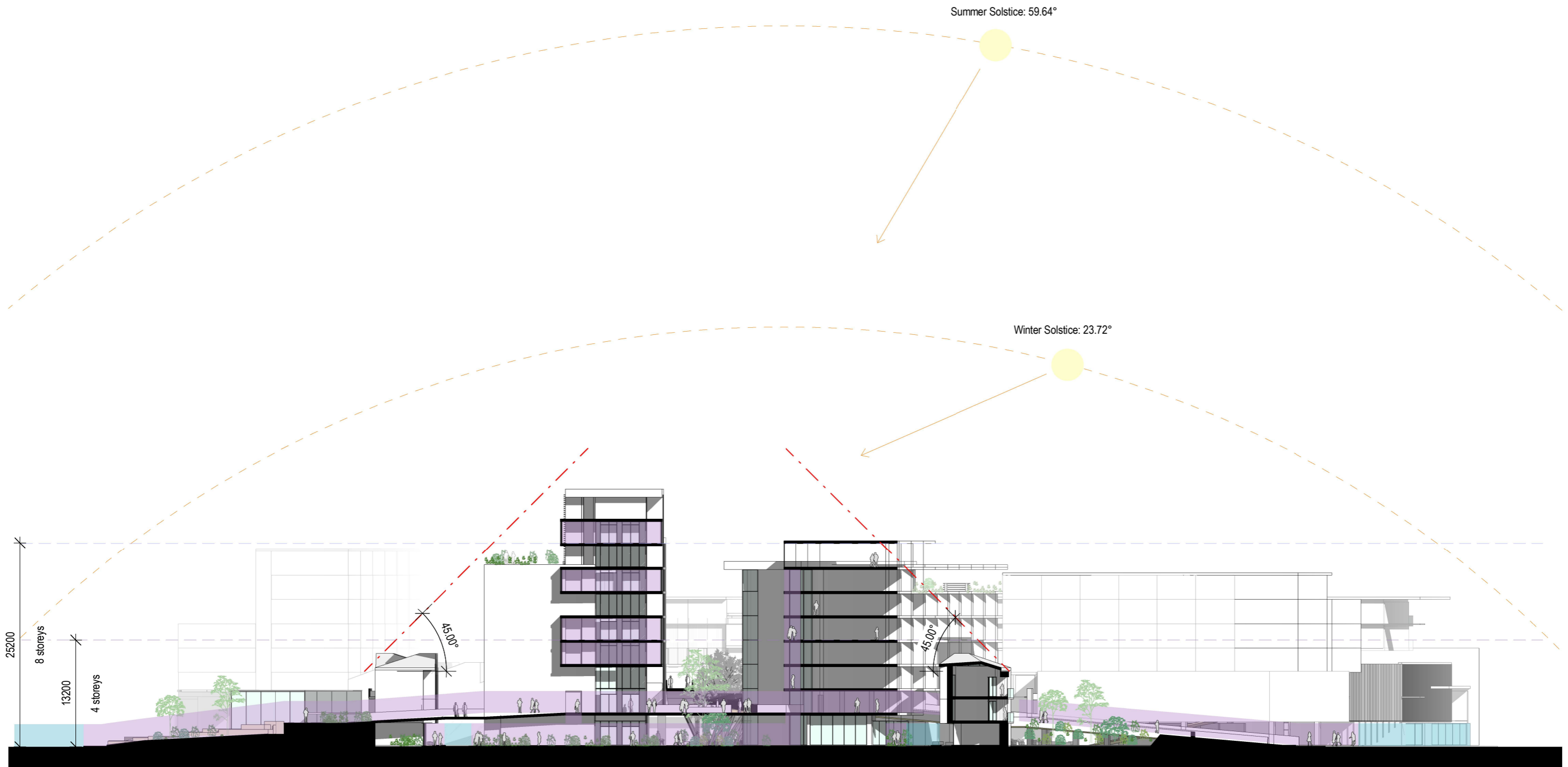
foster + melville

ANZIA REGISTERED ARCHITECTS 5324

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SK2020



# GA SECTION - West - East

SCALE 1 : 500

DRAFT

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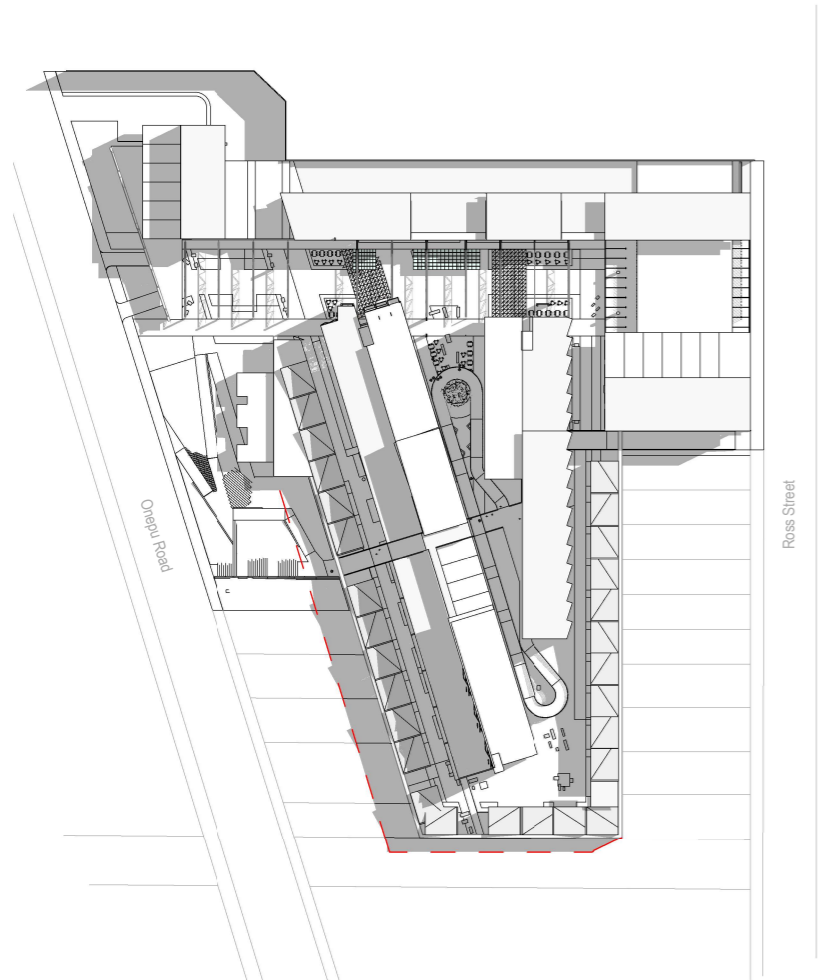
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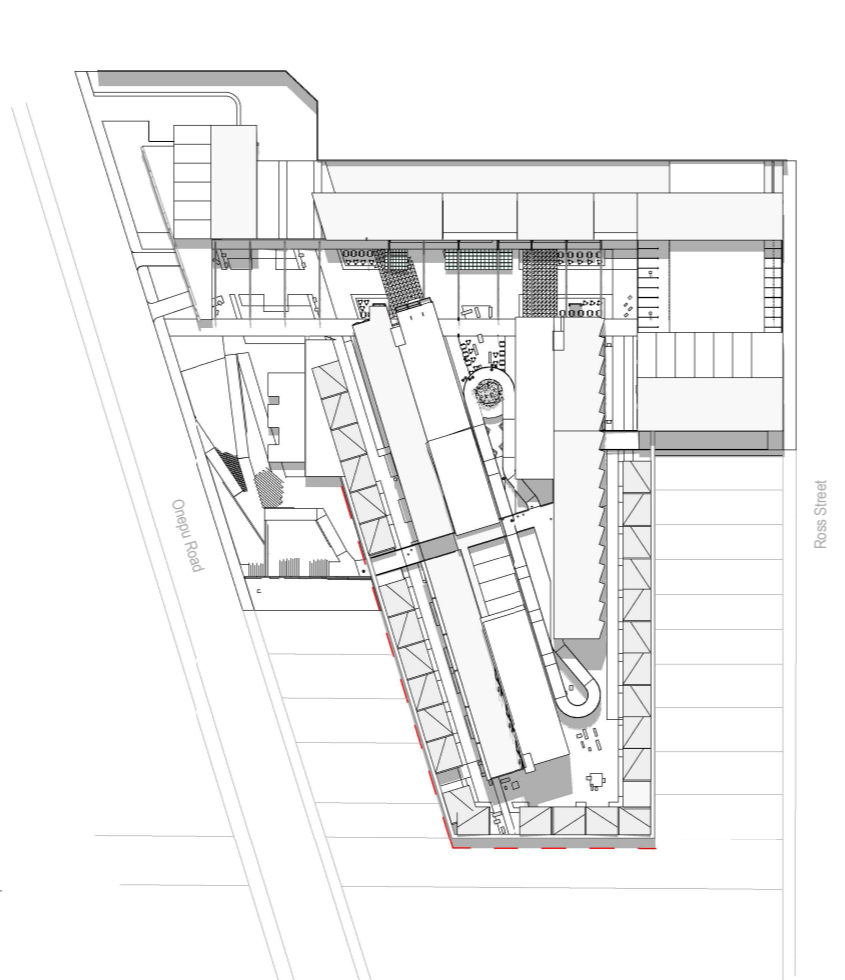
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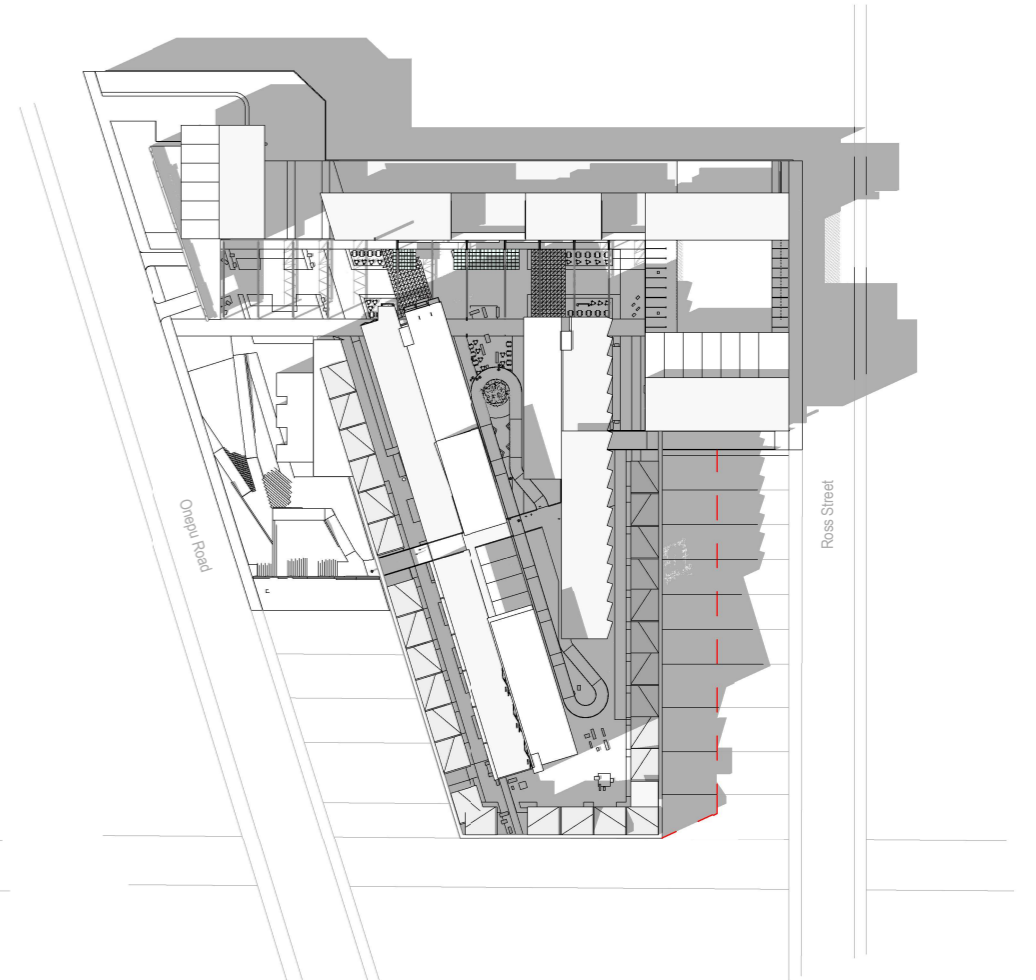




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SCALE = 1:2000



02 02 - Summer Solstice - 12pm  
SCALE = 1:2000



03 03 - Summer Solstice - 5pm  
SCALE = 1:2000

# SUN SHADING SEQUENCE

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DRAFT

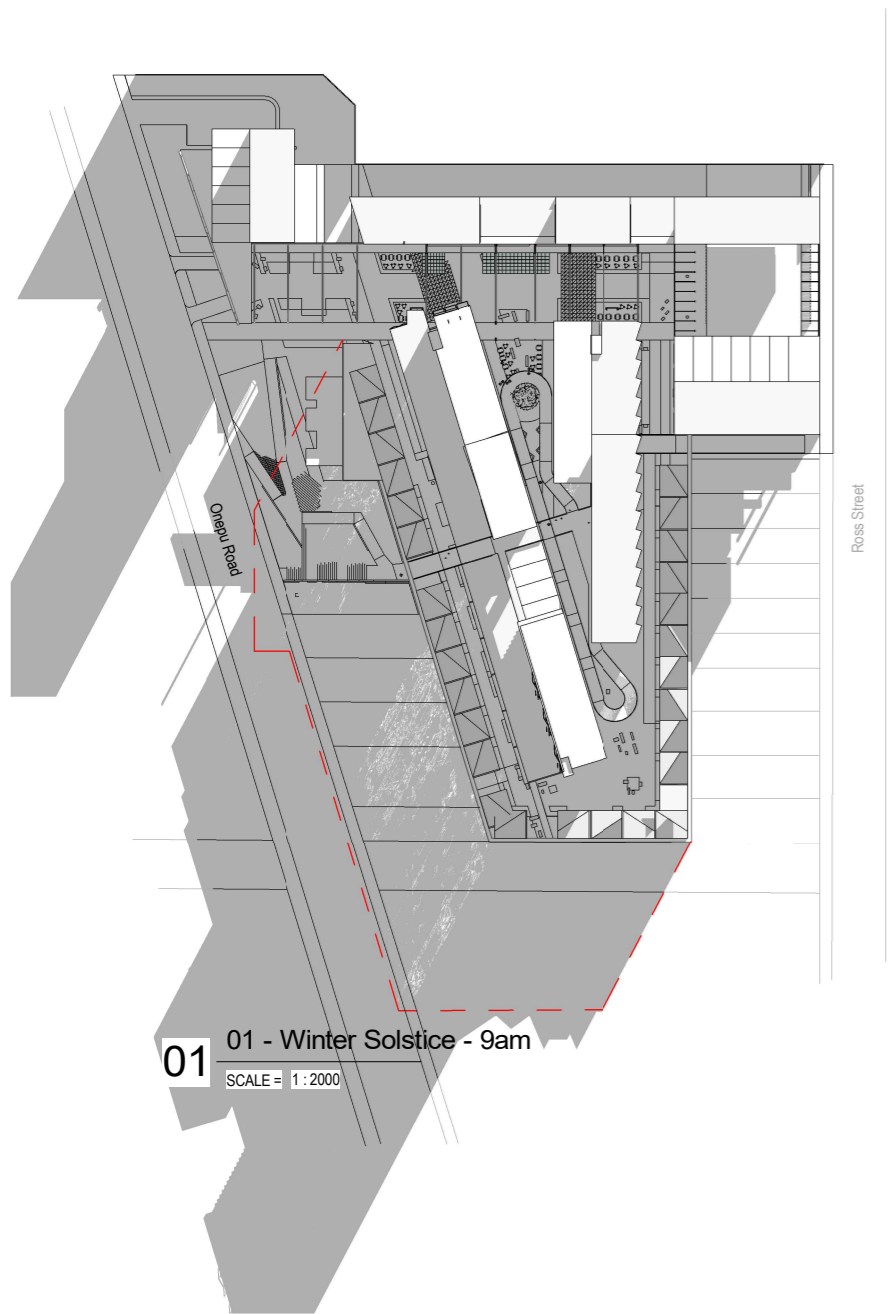
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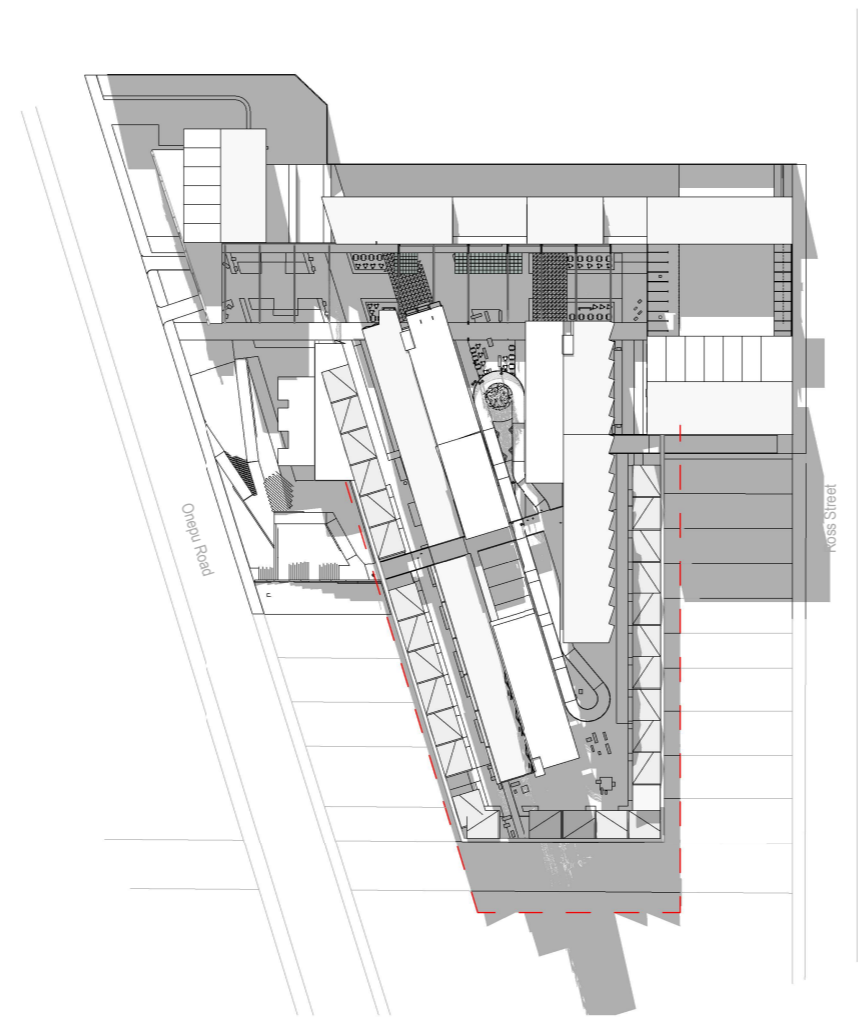
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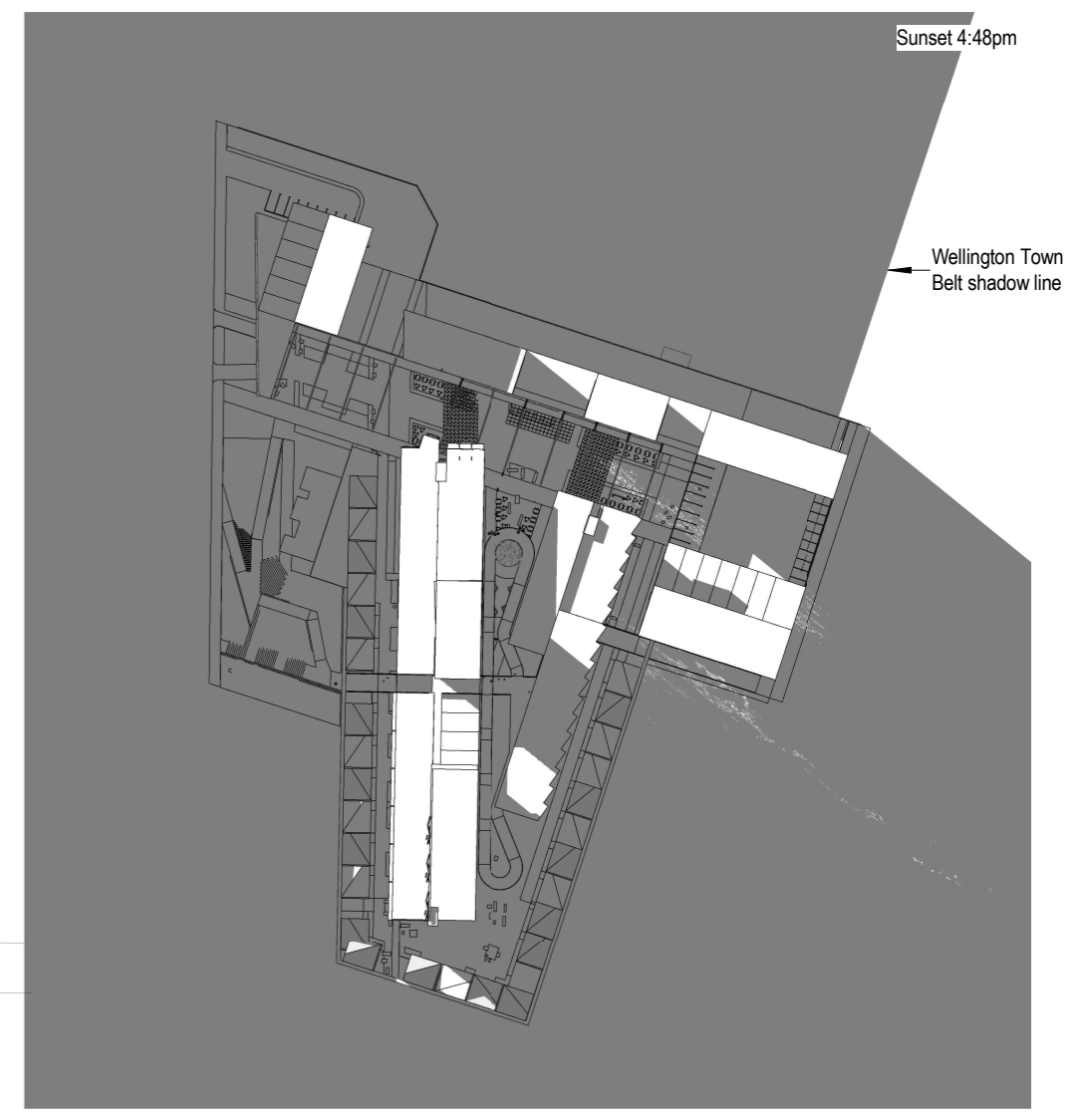
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03 Winter Solstice 4 10pm  
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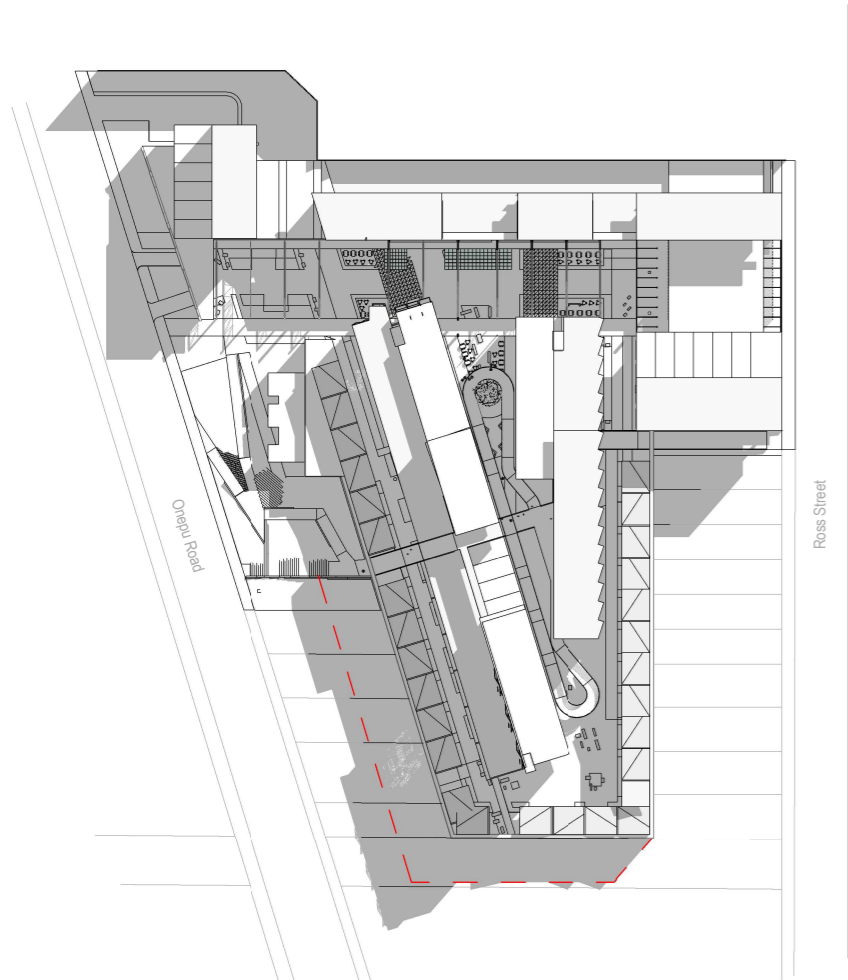
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foster + melville ANZIA REGISTERED ARCHITECTS 5324

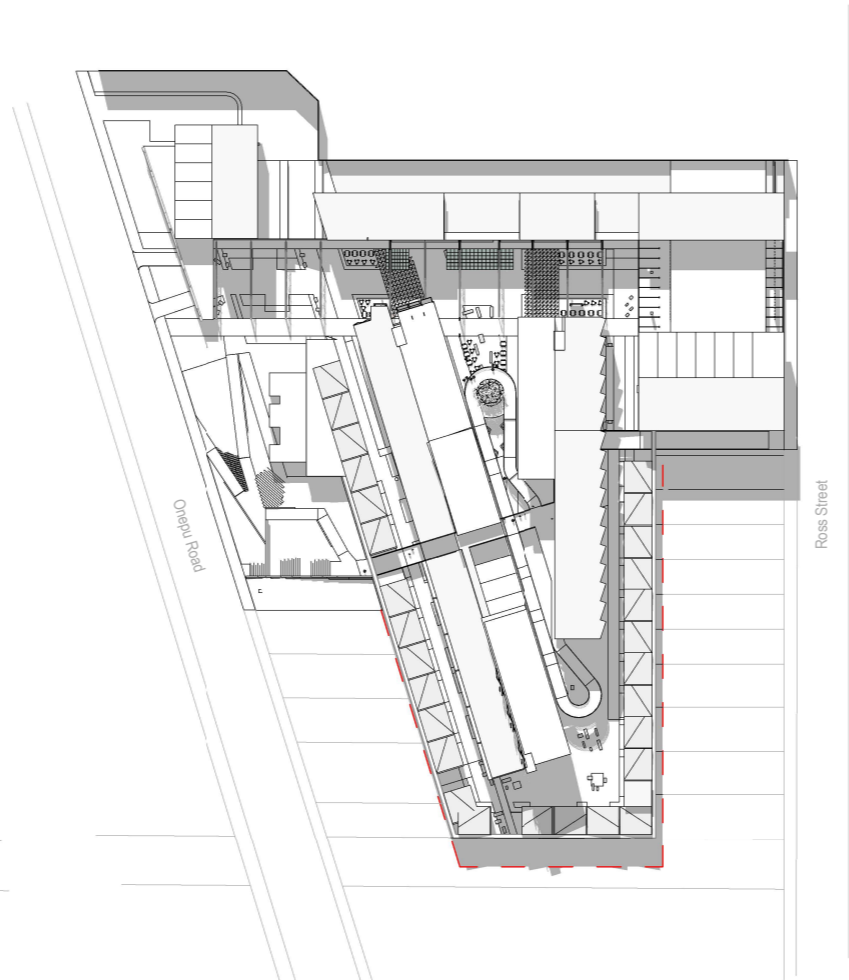
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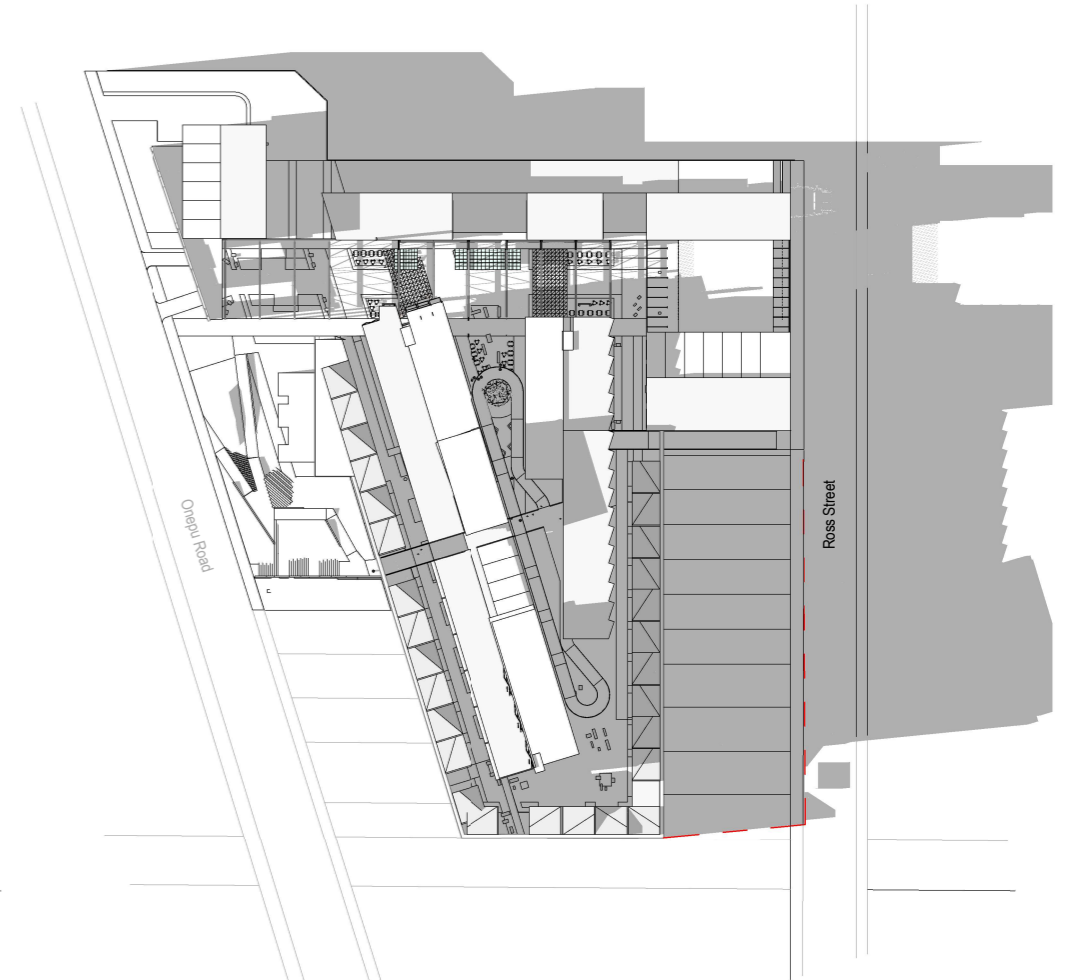
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03 03 - Spring Equinox - 5pm  
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foster + melville

ANZIA REGISTERED ARCHITECTS 5324

Sketch Design

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