

**BEFORE THE INDEPENDENT HEARINGS COMMISSIONER APPOINTED BY
THE CHRISTCHURCH CITY COUNCIL**

UNDER the Resource Management Act 1991 (RMA)

IN THE MATTER of an application for resource consent under section 88 of
the RMA by Cambridge 137 Limited for demolition of a
heritage building and construction of a hotel

APPLICANT Cambridge 137 Limited

**STATEMENT OF EVIDENCE OF
ANDREW LECKIE
ON BEHALF OF
CAMBRIDGE 137 LIMITED**

TRANSPORT

2 October 2024

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INTRODUCTION

- 1 My full name is Andrew Francis Leckie.
- 2 I have a Bachelor of Engineering (Hons) in Civil Engineering and a Master of Engineering in Transportation, both from the University of Canterbury. I am a Chartered Professional Engineer and a Chartered Member of Engineering New Zealand.
- 3 After graduating I carried out a civil engineering role for two years at Fulton Hogan as part of the Christchurch Earthquake rebuild. Following this, I have spent the last 10 years as a specialised transportation engineering consultant. In my current role as a Principal Transportation Engineer with Stantec New Zealand I am involved in transportation engineering assessment and design for a broad range of landuse activities.
- 4 My relevant experience includes providing expert transportation engineering evidence for the Invercargill Licensing Trust's Langlands Hotel development in Invercargill. In central Christchurch, I carried out Integrated Transport Assessments for the Terrace car parking building and the redevelopments of the Team Hutchinson Ford and Miles Toyota sites to accommodate the South Frame Greenway.
- 5 I have been engaged by Cambridge 137 Limited to prepare this brief of evidence in relation to their application for resource consent to demolish the current Harley Chambers and to construct a new hotel in its place.
- 6 My colleague Chris Rossiter managed the preparation of the Integrated Transport Assessment (**ITA**) that formed part of the resource consent application documentation.
- 7 I have reviewed the following documents for the preparation of my evidence:
 - (a) The ITA prepared by my colleague Chris Rossiter;
 - (b) Submissions on the resource consent application; and
 - (c) The section 42A report.

Scope of Evidence

- 8 My evidence addresses:
 - (a) Transport related matters raised in submissions;

- (b) Transport related matters raised in the section 42A report; and
- (c) Comments on proposed resource consent conditions.

Code of conduct

- 9 While the resource consent application is not before the Environment Court, I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023. Accordingly, I have complied with the Code in the preparation of this evidence, and will follow it when presenting evidence at the hearing.
- 10 Unless I state otherwise, this assessment is within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.
- 11 The data, information, facts and assumptions I have considered in forming my opinions are set out in my evidence. The reasons for the opinions expressed are also set out in my evidence.

EXECUTIVE SUMMARY

- 12 I consider the resource consent application already appropriately responds to the concerns raised through submissions, although I have suggested a consent condition requiring a painted stopline and a judder bar at the exit to Worcester Boulevard. With these measures in place, the proposal gives appropriate priority to pedestrians and provides visibility and safety measures to mitigate the risk of traffic entering or exiting the hotel porte-cochere to pedestrians.
- 13 The other concern raised through submissions was the lack of parking onsite. I consider the application properly considers available existing parking around the Christchurch CBD and the proposal not to have additional onsite parking is appropriate in the context of the National Policy Statement on Urban Development (**NPSUD**).
- 14 The Council Officer, on the advice of Council's Transport Planner, Mr Chen, has concluded that the environmental effects relating to transportation will be acceptable, subject to several recommended consent conditions. I agree with his assessment and his proposed consent conditions, with one additional consent condition relating to the Worcester Boulevard exit necessary.

TRANSPORT ASSESSMENT

- 15 Stantec NZ was engaged by Cambridge 137 Limited to provide transportation engineering services in relation to the proposed hotel. As part of this engagement, my colleague, Chris Rossiter, provided design advice on the access arrangements and managed the preparation of the ITA.
- 16 The ITA provides a description of the existing transport environment surrounding the site, the access arrangements for the hotel, and an assessment of transport effects. There have been no recent changes to the transport network that would affect the conclusions in that assessment.

RESPONSE TO SUBMISSIONS

- 17 I have reviewed the submissions on the resource consent application. Only two submissions have raised matters relevant to transport. These are:
- (a) A submission by Jack Halliday which expresses concerns regarding the bus and car drive through. Mr Halliday is concerned the driveway will remove pedestrian priority of the footpath.
 - (b) A submission by Derek Phelps which expresses concerns that there is no car-parking provided with the new hotel.
- 18 I address each of these as follows:

Pedestrian Priority

- 19 Vehicle access to and from the porte-cochere will be via vehicle crossings formed between the adjacent road carriageways and the property boundary. Although vehicles will traverse the footpaths, the formation of the vehicle crossings, including cut down kerbs and continuous footpath surfaces, will indicate that pedestrians have priority.
- 20 At the Cambridge Terrace vehicle crossing, the driver of any vehicle turning into the porte-cochere will have clear visibility of any pedestrians on the footpath and will be able to give way appropriately. The configuration represents a standard design configuration for vehicle access and in my opinion, there are no reasons why it would not operate safely.

- 21 The exit from the porte-cochere will cross the footpath on Worcester Boulevard. The width of the exit means that drivers with their vehicle positioned centrally will have good visibility to pedestrians approaching from both sides. I recommend that a painted stopline and a judder bar be provided within the site boundary to highlight the need to give way to any pedestrians and ensure vehicle speeds are appropriately slow across the footpath. A condition of consent has been volunteered in this respect (**Volunteered Condition**), as included in the evidence of Mr Bonis.
- 22 In my opinion, the design of the vehicle access arrangements addresses pedestrian safety in an appropriate manner and reflects the low volume of vehicle movements that would be expected at each vehicle crossing (forecast to be potentially 100 vehicle movements per day at each vehicle crossing).

Car Parking

- 23 The NPSUD was published in July 2020 and required councils to remove minimum car parking requirements from district plans with the expectation that councils would manage on-street and off-street parking facilities to meet demands. Accordingly, there are no minimum car parking requirements within the Christchurch District Plan that are applicable to this application.
- 24 Since the hotel site is located within the central city, there are multiple options for car parking both on-street and off-street as shown in Figure 24-1 that are all less than 10 minutes walking distance from the hotel. There are four car parking buildings within about five minutes walking distance of the site: Art Gallery, West End, Terrace and Lichfield Street. The Hereford Street and Crossing car parking buildings are 5-10 minutes walking distance from the hotel.

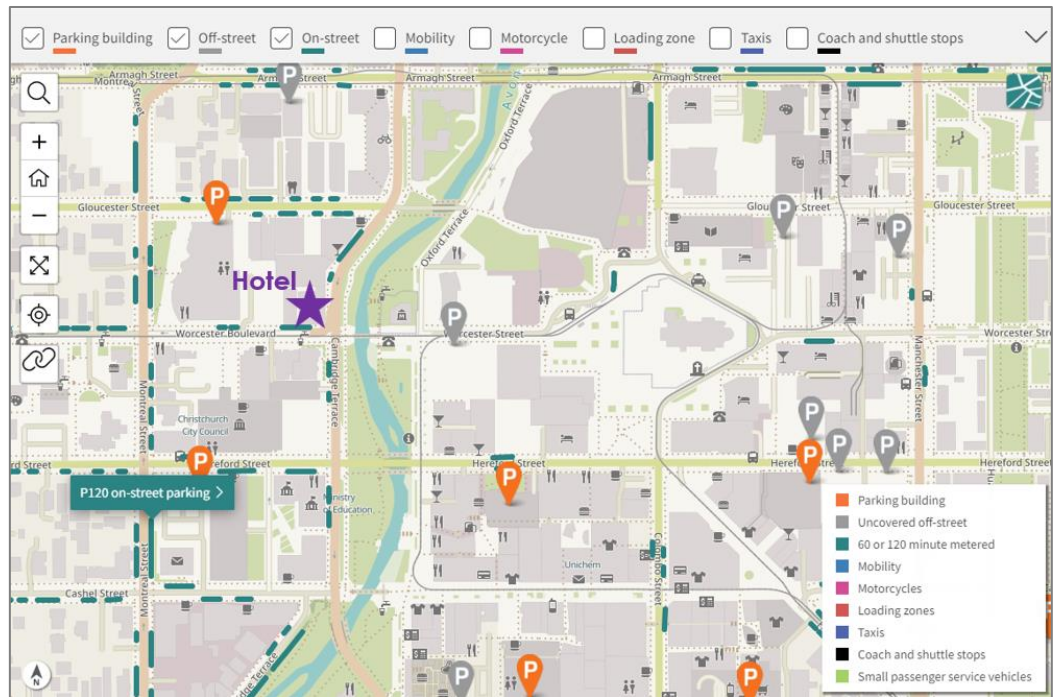


Figure 24-1: Parking facilities (Source: CCC)

- 25 On-street car parking in the area is meter controlled from 9:00am to 6:00pm and has no time restrictions overnight. With this level of car parking supply close to the hotel, I consider that there is no need for additional car parking to be provided at the hotel.
- 26 The small size of the hotel site means that it is only practicable to provide for pick-up / drop-off activity outside the hotel entrance. There is insufficient space to accommodate any on-site car parking.
- 27 I understand that central city hotel operators will typically lease parking spaces off-site so that they can provide a valet parking service to meet guest demands. I consider that this is an appropriate way to manage parking because it utilises spare parking capacity overnight when parking facilities typically have very low occupancy levels.

RESPONSE TO S42A REPORT

- 28 I have reviewed the aspects of the s 42A report that comment on matters relevant to my evidence. I respond to the key matters raised below.
- 29 At paragraph 81, the Council Officer recommends:

- (a) A consent condition be included to provide signage at the Cambridge Terrace indicating maximum vehicle size;

- (b) A consent condition be included requiring a construction strategy and accompanying Traffic Management Plan be provided to demonstrate how safety for road users will be managed during construction; and
 - (c) An advice note be included for the hotel to have internal operational procedures to handle specific parking demands and the arrival of large coach loads of customers.
- 30 I agree with the inclusion of these recommended conditions and the advice note.
- 31 In relation to the two submissions, the Council Officer concludes that the recommended consent conditions will address the concerns related to pedestrian priority and that there is no need to either encourage or require the construction of an underground car park for the hotel.
- 32 With the Volunteered Condition, I agree with the Council Officer's conclusion on pedestrian priority and safety, and also agree with his conclusion on car parking provision.

DRAFT CONDITIONS OF CONSENT

- 33 I agree with the inclusion of the Council Officer's recommended consent conditions 3, 4, and 6(i) relating to access signage, as well as the transport related advice notes.
- 34 In my view, the Volunteered Condition 6(ii) is necessary to ensure pedestrian priority is clear and vehicle speeds across the footpath are appropriately slow. I have reviewed the Volunteered Condition 6(ii) included in the evidence of Mr Bonis and confirm that it is appropriate.

CONCLUSION

- 35 I consider the original ITA and resource consent application, along with the Volunteered Condition, appropriately addresses and mitigates any risk to pedestrians. Further, the proposal to have no on-site car parking is appropriate in the context of a small inner-city hotel where there is no requirement for on-site parking under the relevant national policy statement.

- 36 I agree with the Council Officer that the environmental effects relating to transportation will be acceptable with the proposed consent conditions in place.



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Andrew Leckie

2 October 2024