

**BEFORE INDEPENDENT HEARING COMMISSIONERS
IN CHRISTCHURCH**

TE MAHERE Ā-ROHE I TŪTOHUA MŌ TE TĀONE O ŌTAUTAHĪ

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of the hearing of submissions on Private Plan Change 18 Cashmere
Fields/Hendersons to the Christchurch District Plan

**SUMMARY STATEMENT OF LIQI CHEN, TRANSPORT, ON BEHALF OF
CHRISTCHURCH CITY COUNCIL**

Dated: 1 September 2026

SUMMARY OF STATEMENT

1. My full name is Liqi Chen. I am employed by Christchurch City Council as a Transport Network Planner within the Asset Planning – Transport Unit.
2. I have prepared transport evidence in relation to Private Plan Change 18 (PPC18), which seeks to amend the Hendersons East Outline Development Plan (ODP) and rezone approximately 11.5 hectares of Rural Urban Fringe Zone land to Residential New Neighbourhood Zone. The proposal is expected to enable approximately 210 additional residential lots.
3. This summary statement highlights the final conclusions and recommendations contained in my evidence report. I have considered the applicant's Integrated Transport Assessment (ITA), subsequent responses to Requests for Further Information, transport matters raised by submitters, and the relevant transport provisions of the Christchurch District Plan.

OVERALL TRANSPORT EFFECTS

4. Overall, I consider that PPC18 can be integrated into the surrounding transport network and that the applicant has undertaken an appropriate level of transport assessment for the proposed rezoning and ODP amendments.
5. I generally agree with the applicant's ITA regarding wider network capacity. The modelling incorporates anticipated background growth across south-west Christchurch and indicates that PPC18 traffic would not cause significant adverse effects on the wider arterial network. Although some intersections will experience increasing delays, those pressures are primarily associated with wider growth rather than PPC18 alone.
6. It would not be practical for PPC18 to address all future network pressures arising from cumulative growth. The primary consideration is whether the development integrates with the existing and planned network and provides suitable infrastructure for vehicles, walking, cycling and potential future public transport.

LOCAL ROAD NETWORK AND DEVELOPMENT STAGING

7. Additional traffic on Leistrella Road requires particular attention. The ITA forecasts volumes towards Hoon Hay Road increasing from approximately 2,600 to 3,550 vehicles per day. Although

these volumes can be accommodated, the increase will be noticeable and has implications for safety, active transport and residential amenity.

8. Development staging is therefore important. I support prioritising the southern ODP area, where access can be provided to Cashmere Road, to distribute traffic onto the higher-order network and reduce early reliance on established residential streets.
9. I recommend that the staging provisions within Appendix 8.10.18.D of the Henderson ODP be amended to achieve even distribution of development traffic to and from the surrounding road network and to provide for the creation of access routes for all modes in a timely manner that aligns with the pace of the development within the site.

CASHMERE ROAD / PENRUDDOCK RISE CONNECTION

10. Council is currently upgrading the Cashmere Road / Penruddock Rise intersection to a roundabout, including provision for a fourth leg connecting into the ODP area.
11. The existing ODP requires a future Cashmere Road access to be separated from the Penruddock Rise intersection. That requirement no longer reflects the planned transport network arrangement. I therefore recommend that the ODP be amended so that the future internal road connection can tie directly into the proposed Cashmere Road / Penruddock Rise roundabout.

RYDAL STREET AND SPARKS ROAD

12. Submitters expressed differing views regarding Rydal Street, including requests for it to become a full cul-de-sac and, conversely, requests for a full vehicle connection to Sparks Road.
13. I do not consider an additional full vehicle connection to Sparks Road to be necessary or desirable. Sparks Road performs an arterial function and accommodates the Quarryman's Trail Major Cycleway. Additional vehicle movements across this corridor would introduce unnecessary conflict points.
14. I therefore support retaining the existing restricted vehicle access arrangement at Rydal Street while improving pedestrian and cycle connectivity between the development and Sparks Road.

KAIWARA RESERVE

15. The Kaiwara Reserve connection is an important walking and cycling link between the development and surrounding community. I do not support vehicle access through the reserve or extending Blakiston Street as a through road, as this would conflict with its recreational and active transport function.
16. I recommend that the ODP reinforce Kaiwara Reserve's function as a walking and cycling connection, with future improvements prioritising the safety, accessibility and connectivity of active modes.

WALKING, CYCLING AND ROAD SAFETY

17. Submitters raised pedestrian and cycling safety concerns at Leistrella Road / Hoon Hay Road, Rydal Street / Leistrella Road, Northaw Street / Rydal Street, Cashmere Road and the Kaiwara Reserve connection. I have done crash analysis and also identified existing safety issues, including crashes involving pedestrians and cyclists.
18. Many deficiencies are existing network issues rather than effects caused solely by PPC18. Nevertheless, PPC18 will increase demand and provides an opportunity to improve active transport integration.
19. As traffic demand on Leistrella Road increase over time as proposed growth and wider network development, the safety, quality, and accessibility of active travel modes facilities will become increasingly important.
20. I support the ITA improvements addressing crossing distances, vehicle speeds, pedestrian crossing opportunities and walking and cycling connectivity. The ODP should identify the necessary structural improvements, with detailed design addressed at subdivision consent stage.

PUBLIC TRANSPORT

21. Existing public transport serves the wider area, but much of the site is approximately 600 to 800 metres from current bus routes and does not meet Council's preferred walking accessibility

target.

22. Future bus provision and routing are not within the applicant's control. However, the internal network should consider future services and provide a spine road capable of supporting the bus service, by early engagement with the relevant public transport authority.

RESPONSE TO CONGESTION AND RAT-RUNNING CONCERNS

23. I acknowledge submitters' concerns about congestion and growth across south-west Christchurch. However, the modelling indicates that PPC18 traffic can be accommodated within the functional capacity of the surrounding network and its specific operational effects are limited compared with wider background growth.
24. For rat-running concerns, the ODP framework provides an appropriate basis for neighbourhood traffic calming. Its detailed form and location should be resolved through subdivision design to achieve a safe, low-speed residential environment while maintaining appropriate connectivity.

CONCLUSION

25. In conclusion, I consider that PPC18 can be appropriately integrated with the surrounding transport network and is generally consistent with the relevant transport objectives and policies of the Christchurch District Plan.
26. The principal transport matters that I consider should be reflected in the amended ODP are:
- appropriate staging and distribution of development traffic, including early access to Cashmere Road;
 - integration of the internal road network with the proposed Cashmere Road / Penruddock Rise roundabout;
 - retention of restricted vehicle access between Rydal Street and Sparks Road while providing appropriate active transport connectivity;
 - reinforcement of Kaiwara Reserve as a walking and cycling connection, without through vehicle access;
 - appropriate walking, cycling and road safety improvements, including improvements

associated with the Hoon Hay Road / Leistrella Road area;

- provision of an internal road network capable of accommodating potential future public transport services; and
- detailed subdivision-stage safety assessment and traffic calming measures.

27. Subject to these recommendations being appropriately incorporated into the ODP and subsequent subdivision processes, I consider that the potential adverse transport effects arising from PPC18 are acceptable or can be appropriately mitigated.

Liqi Chen

1 September 2026