

**BEFORE HEARING COMMISSIONERS
FOR SELWYN DISTRICT COUNCIL**

UNDER the Resource Management
Act 1991

AND

IN THE MATTER Private Plan Change Request
69 (PC69)

URBAN DESIGN AND LANDSCAPE HEARING REPORT

**HUGH ANTHONY NICHOLSON
ON BEHALF OF SELWYN DISTRICT COUNCIL**

26 October 2021

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1. INTRODUCTION

- 1.1 My full name is Hugh Anthony Nicholson. I am a Director at UrbanShift which is an independent consultancy that provides urban design and landscape architecture advice to local authorities and private clients.
- 1.2 I hold a Post-Graduate Diploma of Landscape Architecture from Lincoln University and a Post-Graduate Certificate in Urban Design from the University of Sydney. I have more than twenty years' experience in both the public and private sectors. I am a registered member of the New Zealand Institute of Landscape Architects (NZILA).
- 1.3 Prior to my current role, I worked as the Design Lead for the *Ōtākaro Avon River Regeneration Plan* for Regenerate Christchurch for two years, and as a Principal Urban Designer for Christchurch City Council for ten years. Before this I worked as an Urban Designer for the Wellington City Council for seven years.
- 1.4 I am a chair / member of the Nelson City / Tasman District Urban Design Panel and the Akaroa Design Review Panel. I was a member of the advisory panel for the development of the National Guidelines for Crime Prevention through Environmental Design (CPTED) for the Ministry of Justice, and a member of the Technical Advisory Group for the Wellington Waterfront.
- 1.5 My experience includes:
- (a) Project leader for the establishment of the Christchurch Urban Design Panel which reviews significant resource consent applications and significant Council public space projects (2008);
 - (b) Project leader for *Public Space Public Life Studies* in Wellington (2004) and Christchurch (2009) in association with Gehl Architects which surveyed how people used different public spaces around the city centre, and how the quality of these public spaces could be improved;

- (c) Steering group and design lead for *Share an Idea* and the Draft *Christchurch Central Recovery Plan* including associated draft district plan amendments to the central city zones which were subsequently reviewed and incorporated into the *Christchurch Central Recovery Plan*;
- (d) Expert urban design witness for Christchurch City Council to the Independent Hearings Panel for the Christchurch Replacement District Plan on the Strategic Directions and Central City chapters;
- (e) Design reviewer for more than fifty resource consent applications for major central city rebuilds for the Christchurch City Council including the Justice & Emergency Precinct, the Central Library, the Bus Interchange and the Christchurch Hospital Outpatients and Acute Services Buildings.

2. CODE OF CONDUCT

- 2.1 I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

3. SCOPE

- 3.1 I have been asked by the Selwyn District Council to carry out a peer review of the Urban Design Statement by Inovo Projects and DCM Urban, and the Landscape and Visual impact Assessment report by DCM Urban for PC69. Where necessary I have provided additional comments on urban design effects in relation to the urban form of Lincoln, and commented on matters raised in submissions that relate to urban design or landscape architecture.

- 3.2 My assessment is focused on the urban design effects in relation to the urban form of Lincoln and does not consider the urban form implications for Greater Christchurch which are addressed in Mr Boyes' evidence.
- 3.3 In my assessment I have reviewed the following documents:
- (a) Appendix Ea – Updated Urban Design Assessment prepared by Inovo Projects and DCM Urban Design Ltd.
 - (b) Appendix Eb – Landscape Assessment prepared by DCM Urban Design Ltd.
 - (c) Attachment 4 – Proposed Outline Development Plan
 - (d) Attachment 5 – Section 32 Evaluation prepared by Novo Group
 - (e) Summary of submissions for PC69 on the Selwyn District Council website¹
 - (f) Draft transport evidence prepared for Selwyn District Council by Flow Transportation Specialists.
- 3.4 I have visited the site on the 11th October 2021.

4. PROPOSAL

- 4.1 PC69 seeks to rezone approximately 186 hectares of Rural Outer Plains Zone to the south of Lincoln township to Living X, Living Z and Business 1 (Local Centre). The application includes a proposed Outline Development Plan (ODP) which would allow for approximately 2,000 new homes if the plan change is approved.

5. STRATEGIC DIRECTIONS

- 5.1 In my peer review and in providing evidence I have drawn strategic direction on good urban form from three sources, the National Policy Statement on Urban Development (**NPSUD**), the Canterbury Regional Policy Statement (**CRPS**) and the Operative Selwyn District Plan (**SDP**), all of which provide overarching guidance.

¹ <https://extranet.selwyn.govt.nz/sites/consultation/PC69/SitePages/Report.aspx>

- 5.2 The **NPSUD** seeks to provide “*well-functioning urban environments*”² that enable more people to live near a centre or employment opportunities, and which are well serviced by public transport³.
- 5.3 In particular the **NPSUD** promotes urban environments that provide good accessibility between housing, jobs, community services, and natural and open spaces, support reductions in greenhouse gas emissions, and are resilient to the likely effects of climate change⁴.
- 5.4 The **CRPS** seeks to manage the urban form and settlement pattern of Christchurch through the consolidation and intensification of urban areas.
- 5.5 The objectives of the **CRPS** direct that residential development should be of a high quality and incorporate “good urban design”⁵.
- 5.6 The **CRPS** also seeks housing developments that give effect to the listed principles of good urban design, and to those in the NZ Urban Design Protocol 2005. These principles refer to the need for well-integrated places that have high-quality connections including walking, cycling and public transport, and that are environmentally sustainable⁶.
- 5.7 The objectives of **SDP** seek that “*growth of existing townships has a compact urban form*”⁷, and that a “*high level of connectivity is provided both within the development and with adjoining land areas*”⁸.
- 5.8 The policies in the **SDP** direct that zoning patterns should not “*leave land zoned Rural surrounded on three or more boundaries with land zoned Living or Business*”⁹, and that townships should be encouraged to grow in a compact shape where practical¹⁰.

² National Policy Statement on Urban Development 2020, Objective 1, p.10

³ Ibid, Objective 3, p.10

⁴ Ibid, Policy 1, p.10-11

⁵ Ibid, Objective 6.2.3 Sustainability

⁶ Ibid, Policy 6.3.2 Development form and urban design

⁷ Operative Selwyn District Plan (Townships Volume), Objective B3.4.4

⁸ Ibid, Objective B3.4.5

⁹ Ibid, Policy B4.3.3

¹⁰ Ibid, Policy B4.3.6

- 5.9 Policy 4.2.10 in the **SDP** goes on to direct that new residential blocks should be *“small in scale, easily navigable and convenient to public transport services and community infrastructure such as schools, shops, sports fields and medical facilities, particularly for pedestrians and cyclists”*¹¹.
- 5.10 Policy B4.3.59 in the SDP for Lincoln requires developments to achieve integration between the rezoning of land for new residential development and associated provisions for utilities, community facilities and areas for business development. The explanation indicates that residential growth may have an impact on schools and other community facilities, and the amount of land available for business activities.
- 5.11 Drawing on the strategic directions outlined above I have reviewed the urban form proposed in PC69 in terms of consolidation or the extent to which it creates a compact urban form for Lincoln, and in terms of connectivity or the extent to which it supports accessibility to a range of services in and around Lincoln using a range of travel modes including walking, cycling and public transport.

6. CANTERBURY REGIONAL POLICY STATEMENT & OUR SPACE

- 6.1 The Greater Christchurch Partnership (including Christchurch City Council, Environment Canterbury, Selwyn District Council, Waimakariri District Council, Te Rūnanga o Ngāi Tahu, NZ Transport Agency and Canterbury District Health Board) adopted Our Space 2018-1048 as a strategy to guide land use decisions in a way that integrates with the transport and infrastructure plans of the partners. In particular the strategy:
- Makes provision for an additional 150,000 people by 2048;
 - Identifies locations for residential growth;
 - Promotes a compact urban form that takes account of transport investments, climate change and sea level rise.
- 6.2 The updated CRPS identifies greenfield priority areas and future development areas for residential development consistent with Our Space

¹¹ Ibid, Policy B4.2.10

2018-2048 together with associated policy provisions to guide Selwyn and Waimakariri District Councils.

- 6.3 The PC69 area sits outside the identified greenfield priority areas and the future development areas and is inconsistent with both Our Space 2018-2048 and the CRPS in that regard.

7. LINCOLN STRUCTURE PLAN

- 7.1 The Lincoln Structure Plan 2008 was prepared in response to the Greater Christchurch Urban Development Strategy 2008 which identified Lincoln as one of the south-western growth centres. The Plan was intended to facilitate the integrated growth of Lincoln Township and to accommodate an additional 3,900 households.
- 7.2 The Lincoln Structure Plan informed the development of a series of associated Outline Development Plans (ODPs) in the SDP, aimed at providing a integrated and strategic approach to residential growth in Lincoln. The PC69 plan change area sits outside the greenfield priority areas identified in the Lincoln Structure Plan and the SDP.
- 7.3 Subject to discussion about the suitability of the land for residential growth, I consider that the approval of PC69 would sit outside the residential growth envisaged in the SDP and the Lincoln Structure Plan. In the following sections I have considered whether the approval of PC69 could result in adverse effects on Lincoln.

8. LINCOLN

- 8.1 Lincoln is the second largest town in Selwyn District situated 22 kilometres south-west of Christchurch and has expanded rapidly since the Canterbury Earthquakes in 2010. In my view the centre of Lincoln is located along Gerald Street between the New World supermarket at the western end and the town centre at the eastern end as shown in Figure 1.

- 8.2 The first of the seven Cs or key urban design qualities identified in the New Zealand Urban Design Protocol is *Context* which sees new buildings or subdivisions not as isolated elements but as part of a whole town or city¹². This principle seeks to ensure “incremental development” that “contributes to an agreed and coherent overall result”.
- 8.3 In 2020 the Lincoln township included approximately 2,900 houses with a population of 8,100 residents. PC69 proposes an additional 2,000 houses which would increase the size of Lincoln by 169% to 4,900 houses. While I do not consider that large scale development is necessarily bad, it is not incremental and the scale of development will potentially affect the character of Lincoln making it more important that it “contributes to an agreed and coherent overall result”.
- 8.4 An increase in the resident population of Lincoln of this scale may also affect the capacity of existing community infrastructure including schools, recreational and cultural centres, medical facilities, and shopping centres. This in itself is not necessarily an adverse effect, however, the plan change proposal does not address these matters.
- 8.5 Policy B4.3.59 in the SDP requires developments to integrate the rezoning of land for new residential development with the provision of utilities, community facilities and areas for business development. PC69 does not address the capacity of existing community facilities and commercial areas in Lincoln, and does not promote an integrated approach.
- 8.6 In my opinion PC69 would significantly increase the scale of the Lincoln township, and I consider that urban growth of this scale would be more appropriately addressed through a comprehensive spatial planning exercise in order to allow alternative growth options to be assessed and discussed with the community in order to promote agreed and coherent outcomes.

¹² New Zealand Urban Design Protocol, Ministry for the Environment, 2002, p.18

9. WALKABILITY / ACCESSIBILITY

- 9.1 Accessibility or 'walkability' relates to providing good access to public services and facilities and places a high priority on walking cycling and public transport¹³. This is referred to in Policy 1 in the NPSUD which seeks to ensure good accessibility that will support a reduction in greenhouse gas emissions, and in Policy 4.2.10 of the SDP which seeks that new residential blocks should be convenient to public transport and community infrastructure particularly for pedestrians and cyclists.
- 9.2 Figure 1 shows 400, 800 and 1,200 radius rings around the supermarket and the Lincoln town centre, and 400 and 800 metre radius rings around the Rosemerryn neighbourhood centre. These give an indication of walkable distances, although actual walking distances will be longer depending on the local network of roads and paths. I note that the new Lincoln Library is located on Gerald Street close to the town centre, and that the Lincoln Domain and associated recreational facilities, as well as the Lincoln Primary and High Schools are sited to the north of Gerald Street.
- 9.3 The walkable catchments provide an approximate measure of how compact the urban form is and to what extent the urban form enables walking, cycling and public transport as realistic alternatives to the use of private vehicles. I consider them to be one measure to assess the proposed plan change against Policy 4.2.10 of the SDP (as well as the various directions relating to consolidation and compactness).
- 9.4 Figure 1 shows that the existing township has a high level of walkability with most existing residential areas situated within the identified walkable catchments of existing commercial centres. If the proposed neighbourhood centre in Flemington proceeds walkability will be further improved to the north of the township.
- 9.5 In contrast the PC69 area has low levels of walkability even taking account of the proposed neighbourhood centre. Less than half of the proposed

¹³ *New Zealand Urban Design Protocol*, Ministry for the Environment, 2005, p.21

residential areas are within 800 metres of the proposed neighbourhood centre and only the two northernmost points of the plan change area are within 1.2 kilometres of the supermarket or town centre, however, there are no connections from these points into the existing township.

- 9.6 I note that the majority of community facilities are located to the north of Gerald Street, and that while the Arariri Springs Primary School is located less than 0.6 kilometres from the north-eastern boundary of the plan change area as the crow flies, it would not be directly accessible over private property or the Liffey Stream. The distance to the school from the eastern boundary of the plan change area via Moirs Lane, Ellesmere Road, Edward Street and Liffey Springs Drive would be 3.25 kilometres.
- 9.7 Part of the Little River Rail Trail runs along the southern half of Moirs Lane, northwards to a pedestrian bridge across the Arariri LII River and into Lincoln providing a pedestrian / cycling connection from the eastern end of the plan change area to Arariri Springs Primary School of 1.2 kilometres.
- 9.8 In my opinion the PC69 area would not provide easy access to public services or community infrastructure particularly for pedestrians, cyclists or public transport users. In particular it would not provide easy access to the schools, the town centre (along Gerald Street), the recreational facilities at the Lincoln Domain, the new library or the medical facilities which are generally located along Gerald and James Street.

10. CONNECTIVITY

- 10.1 Connectivity relates to creating streets that are joined together in city-wide networks that provide choice, and support increased resilience and safer places¹⁴. Well-connected street networks are also recognised as supporting walking and cycling. Policy 6.3.2 of the CRPS and Objective B3.4.5 of the SDP generally seek high levels of connectivity both within developments and with adjoining areas.

¹⁴ *People Places Spaces: A design guide for urban New Zealand*, Ministry for the Environment, 2002, p.32

- 10.2 In assessing the level of connectivity of PC69 I have considered the nature of the proposed edges and connections to adjacent areas including future connections should adjacent land be rezoned in the future. This provides one measure to assess the proposed plan change against Objective B3.4.5 of the SDP (as well as the various directions relating to accessibility and connectivity).
- 10.3 In terms of connectivity into the existing Lincoln township there is one direct street connection along Springs Road which bisects the plan change area. The proposed neighbourhood centre is located at the northern end of the connection which would be positive, however, there would be no direct property access onto the remainder of the Springs Road connection further south which would result in properties turning their backs on the road and limited passive surveillance or activities along the road.
- 10.4 To the west of Springs Road the ODP proposes two road connections and a green link cycleway linking into the unbuilt areas of the adjacent Verdeco Park development. These proposed road connections appear to be precluded by existing subdivisions and in any case they would loop back onto Springs Road and provide no additional connectivity to the wider Lincoln township.
- 10.5 To the east of Springs Road the ODP proposes two green links / cycleways linking into the adjacent greenlinks / pathways in the Te Whariki Subdivision, and two road connections which would not connect to the existing network. Both of the proposed road connections are blocked by private property and reserves and would not provide any connectivity.
- 10.6 In summary the northern boundary of PC69 with the existing township extends just over three kilometres as the crow flies and includes a single road connection and three green links / cycleway connections with the existing Lincoln township. Much of the eastern end of the boundary is defined by stormwater and wastewater ponds from subdivisions to the north. (see Figure 2)

- 10.7 As a comparison of a similar boundary that is defined by natural features, Liffey Stream bisects the existing Lincoln township in a north-south direction. Over a distance of approximately two kilometres there are three primary road crossings (North Belt, Gerald Street and Southfield Drive), three pedestrian bridges and continuous pedestrian walkway along the stream. There are a number of local roads and walkways that also connect to the stream corridor.
- 10.8 The ODP also proposes two road connections, Moirs Lane and Collins Road, at the eastern end of the plan change area connecting to Ellesmere Road. Neither of these roads currently connect through to Ellesmere Road, and both would require the formation of new carriageway on legal road outside the plan change area, and the construction of two new bridges (one on each road) over the Ararira LII River.
- 10.9 I note that the two bridges are sited on either side of Mangōnui, a location on the Ararira LII River that is marked as a kāinga mahinga kai or a site of significance to Ngāi Tahu on Canterbury Maps¹⁵. I recommend that the mana whenua should be consulted over potential impacts on the site.
- 10.10 Parts of Moirs Lane are 14 metres wide and it is unclear whether there is sufficient space to construct a road connection together with a safe cycling facility for the section of the Little River Rail Trail that runs alongside.
- 10.11 In my opinion the proposed street network in the ODP for the PC69 area would have limited connectivity to the existing Lincoln street network with a single direct road connection and three direct pedestrian / cycleway connections . Best practice would suggest that connections should be provided within walkable distances along the boundary without requiring pedestrians to double-back, or spaced at 400 metre intervals.

¹⁵ Mangōnui, "Clay Bar Lagoon" Source: <https://kahurumanu.co.nz/>

Mangōnui is the traditional Māori name for the Clay Bar Lagoon, located near the headwaters of Āraiara (the L II River). Ngāi Tahu kaumātua Hoani Kāhu described Mangōnui as "he hāpua tuna". During the 1879 Smith-Nairn Royal Commission of Inquiry into the Ngāi Tahu land claims, Ngāi Tahu kaumātua recorded Mangōnui as a kāinga mahinga kai (food-gathering place) where tuna (eels), kōareare (the edible rhizome of raupō), koukoupāra (giant kōkopu), pūkeko (swamp hen), pārera (grey duck), pūtakitaki (paradise duck), whio (blue duck), kaaha (shag/grebe or species of bird), and aruhe (bracken fernroot) were gathered.

- 10.12 The Liffey Stream provides an example of good practice with three primary road crossings and three pedestrian bridges over two kilometres which equates to connections spaced approximately every 300 metres. Notably there are primary road connections at the northern and southern ends of the Liffey Stream corridor, and one central road connection. While there is an 880 metre gap between Gerald Street and Southfield Drive, there are two pedestrian bridges situated in between.

11. LANDSCAPE AND VISUAL IMPACT ASSESSMENT

- 11.1 I have reviewed the landscape and visual impact assessment in Appendix Eb of the application prepared by Mr Compton-Moen dated 28 October 2020.
- 11.2 I agree with Mr Compton-Moen's description of the landscape character and values in paragraph 3.1 of his report.
- 11.3 I have used a seven point scale drawn from the NZILA's *Aotearoa New Zealand Landscape Assessment Guidelines*¹⁶ to assess the scale of effects of the Plan Change on the landscape character and the visual impact:

very low	low	mod-low	moderate	mod-high	high	very high
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- 11.4 In my opinion the effects of the proposed plan change on the landscape character from an open rural character to a residential subdivision would have a *moderate-high* impact reflecting the change from an open rural landscape with long views and a small number of built elements which is valued by neighbouring residents, to a suburban landscape with shorter views, enclosed spaces and a greater number of built elements. In forming this opinion I note that Mr Compton-Moen suggests that there will be lower density residential development at the eastern end of the subdivision.

¹⁶ *Te Tangi A Te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*, (Final Draft), New Zealand Institute of Landscape Architects, May 2021, pp. 63-65

- 11.5 I have reviewed Mr Compton-Moen's visual impact analysis and broadly agree with his description of the visual context in paragraph 3.4. I broadly agree with his description of the views, although I note that two of the four viewpoints along Collins Road are opposite proposed wetland areas which constitute approximately 15% of the southern boundary treatment. I do not believe that Mr Compton-Moen has taken sufficient account of the visual effects on properties along the southern boundary of the Te Whāriki subdivision (see Figure 3), or along the southern boundary of the Verdeco Park subdivision which will look directly south over the PC69 area. (See Photos 3 and 4)
- 11.6 Bearing in mind that the visual impact of the proposal is a subset of the attributes that contribute to change in landscape character, in my opinion the visual impact from viewpoints 3 and 4 on Collins Road, and properties on Springs Roads adjacent to the plan change area, and on properties along the southern boundary of the Wright Neighbourhood in Te Whāriki and the Verdeco Park subdivision would be *moderate-high*. I note that Mr Compton-Moen considers that the visual impact of the plan change from these viewpoints would be minor.
- 11.7 While the mitigation measures proposed by Mr Compton-Moen may be positive features of the plan change proposal and may provide some limited mitigation in specific locations, I do not consider that they provide mitigation for the overall landscape or visual impact. MM6 provides some mitigation for the lack of direct access for residential properties onto Springs Road but fails to address the community severance or lack of passive surveillance over the road. MM9 would be a desirable outcome but it is not proposed to be implemented through the Plan Change and cannot be relied upon.
- 11.8 In my opinion the landscape character and visual impacts of the proposed plan change would not be changed by the proposed mitigation measures and would remain *moderate-high*.

12. SUBMISSIONS

12.1 I have reviewed the summary of submissions and further submissions and identified five broad themes that are related to urban design matters. I have identified some submissions which refer to each of the areas but the listed submissions are intended as examples only and should not be regarded as a comprehensive list of all submissions on the theme.

12.2 A number of submissions raised concerns regarding the impact that PC69 would have on the community infrastructure and facilities of Lincoln, and questioned whether there was sufficient capacity to meet the needs of an additional 2,000 households. The impact on schools and medical facilities, and the capacity of the retail area were particular matters that were identified.

For example submissions: 0011, 0032, 0036, 0046, 0060, 0061, 0066, 0069, 0072, 0079, 0083, 0090, 0099, 0093, 0100, 0102, 0104, 0109, 0111, 0110, 0116, 0121, 0125, 0123, 0124, 0131, 0136, 0137, 0142, 0143, 0145, 0146, 0148, 0152, 0154, 0158, 0160, 0161, 0164, 0167, 0168, 0170, 0171, 0174, 0178, 0185, 0188, 0189, 0192, 0198, 0204, 0206, 0208, 0216, 0217, 0219, 0222, 0218, 0228, 0227, 0229, 0231, 0243, 0233, 0237, 0234, 0235, 0247, 0250, 0253, 0255, 0262.

12.3 As discussed previously I note that the PC69 application has not assessed the impact of an additional 2,000 households on the capacity of community infrastructure or commercial land. In my opinion PC69 does not integrate the rezoning of land for new residential development with the provision of utilities, community facilities and areas for business development as required by Policy B4.3.59 in the SDP.

12.4 Loss of identity and change in character of Lincoln was another common theme in submissions with submitters mentioning the loss of the 'village' feel or small town character, together with suggestions that Lincoln might become another commuter suburb.

For example submissions: 0002, 0066, 0073, 0077, 0085, 0094, 0102, 0106, 0107, 0110, 0131, 0135, 0145, 0152, 0156, 0165, 0168, 0170, 0182, 0183,

0188, 0189, 0199, 0209, 0216, 0228, 0229, 0231, 0238, 0252, 0253, 0254, 0258, 0261, 0262.

- 12.5 People's sense of belonging or emotional attachment to a place is generally understood to be based on their shared experiences of a specific territory over time¹⁷. Changes of the scale proposed in PC69 are likely to threaten the perception that local people have of their town, both in the disruption of existing urban patterns and the introduction of new elements.
- 12.6 A number of submissions were concerned that PC69 would lead to an increased reliance on vehicle travel given the lack of provision for public transport and other active travel modes and the likely commuter traffic to Christchurch.
For example submissions: 0072, 0076, 0083, 0131, 0144, 0150, 0168, 0197, 0221, 0225, 0223.
- 12.7 As discussed previously I do not consider that PC69 provides easy access to the public services or community infrastructure in the town centre particularly for pedestrians, cyclists or public transport users. In my opinion there is likely to be an increased reliance on private vehicles to access these facilities. While some of the proposed residents in PC69 might reasonably be expected to be employed at Lincoln University or the nearby research institutes, the majority of jobs are likely to be located in Christchurch and the associated commuter trips are likely to lead to an increased reliance on private vehicles.

13. CONCLUSION

- 13.1 PC69 would increase the number of households in Lincoln by 169%, and I consider that urban growth of this scale would be more appropriately addressed through a comprehensive spatial planning exercise that would allow the costs and benefits of alternative growth options, and their impacts on Lincoln, to be assessed and discussed with the community in order to promote agreed and coherent outcomes.

¹⁷ Carmona, Heath, Oc, Tiesdell, *Public Places, Urban Spaces: The Dimensions of Urban Design*, 2006, Architectural Press, p.97

- 13.2 PC69 does not consider the impact of an additional 2,000 households on the capacity of community infrastructure or commercial facilities in Lincoln, and I consider that it does not integrate new residential development with the provision of community facilities or areas for business development as required by Policy B4.3.59 in the SDP.
- 13.3 In my opinion the PC69 area would not provide easy access to public services or community infrastructure particularly for pedestrians, cyclists or public transport users. In particular it would not provide easy access to the schools, the town centre (along Gerald Street), the recreational facilities at the Lincoln Domain, the new library or the medical facilities which are generally located along Gerald and James Street.
- 13.4 I consider that the proposed street network in the ODP for the PC69 area would have limited connectivity with the existing Lincoln street network with a single direct road connection and three direct pedestrian / cycleway connections along the three kilometre northern boundary. Best practice would suggest that connections should be provided within walkable distances along the boundary without requiring pedestrians to double-back, or spaced at approximately 400 metre intervals.
- 13.5 The scale of PC69 is likely to threaten existing residents' sense of belonging or the emotional attachment they have to Lincoln, both through the disruption of the existing township and the introduction of new elements.
- 13.6 In my opinion the change in landscape character resulting from the proposed Plan Change would have a *moderate-high* impact reflecting the change from an open landscape with relatively long views and a smaller number of built elements that is valued by local residents, to a suburban landscape with shorter views, enclosed spaces and a greater number of built elements.

- 13.7 I note that the two proposed new bridges on the Ararira LII River are sited on either side of Mangōnui, a location that is marked as a kāinga mahinga kai or a site of significance to Ngāi Tahu on Canterbury Maps. I recommend that the mana whenua should be consulted over potential impacts on the site.

A small, square, hand-drawn stamp or signature. It contains the letters 'HN' in a stylized, blocky font. The 'H' is on the left and the 'N' is on the right, both with thick, dark lines.

Hugh Anthony Nicholson

October 2021

Figure 1: PC69 Walkable Catchments

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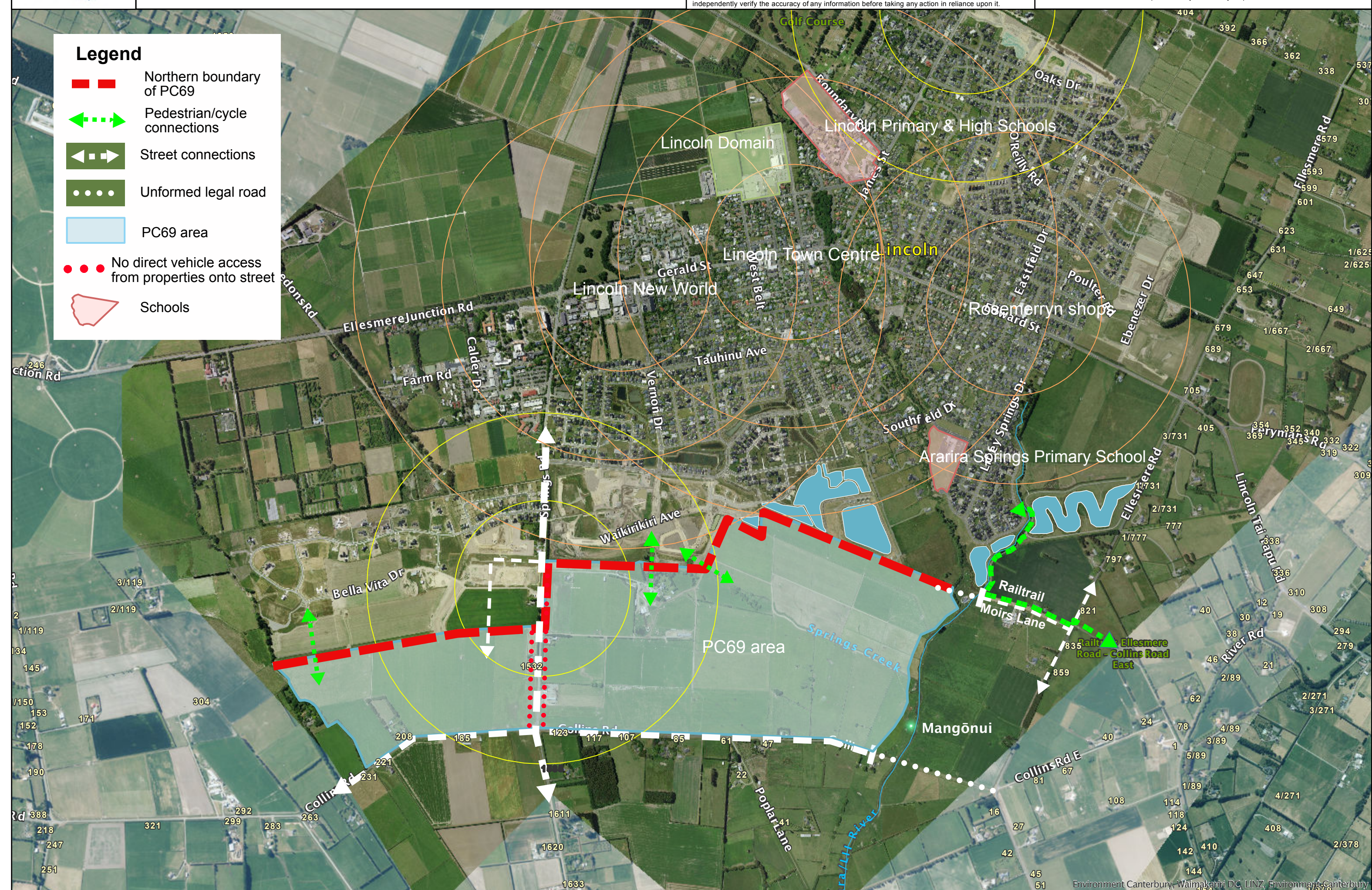
Figure 2: PC69 Connections

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Legend

- Northern boundary of PC69
- Pedestrian/cycle connections
- Street connections
- Unformed legal road
- PC69 area
- No direct vehicle access from properties onto street
- Schools



Attachment 1



Photo 1: Panoramic view of stormwater retention facility on southern boundary of Te Whāriki subdivision looking south over PC69 area.



Photo 2: Looking south-east from a section Papatahora Drive on the southern boundary of Te Whāriki over the PC69 area towards the Port Hills.



Photo 3: Typical view looking south from Bella Vita Drive in the Verdeco Park subdivision with two rows of approved large lot residential sections in the foreground and PC69 area behind.