

**From:** [Denise Sam](#)  
**To:** [Jocelyn Lewes](#)  
**Subject:** Submission on minute 6 for PC69  
**Date:** Sunday, 8 May 2022 7:44:21 pm  
**Attachments:** [Minute 6 Submission 8 May 2022.docx](#)

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Kia ora, Please find attached my submission on minute 6 for PC69, due tomorrow.

Nga mihi nui  
Sam Carrick

8 May 2022

Submission by Sam Carrick on Minute 6 from the commissioner for the proposed Plan Change 69, Lincoln. Seven submission points are summarised in the following table, with suggested changes for each.

Thanks you for the opportunity to provide feedback, and I am in agreement with the intent behind this minute, namely your wish 'to ensure that those amendments are enduring, certain, and enforceable.'

Yours sincerely, Sam Carrick

Submission point	Section number	Proposed amendment issue	Reasoning	Proposed change to the amendment
Point 1	12.1.3.28C	No completion certificate shall be issued under section 224 of the Act (other than for a boundary adjustment or creation of an allotment solely for utility purposes) beyond the 1354th residential allotment in Outline Development Plan Area 9 in Appendix 37, until such time as the Moirs Lane connection to Ellesmere Road, and the seal widening of Ellesmere Road, south of Edward Street, has been completed to the satisfaction of Council.	This is approximately at 80% completion of the development, which will be a number of years into the subdivision being development. This is a significant issue for Lincoln township, as until Moirs Lane connection is complete all traffic from the subdivision will only be able to enter and exit via Springs Road, meaning until 80% completion all traffic from the subdivision to Lincoln amenities and wider to Ellesmere Road / Halswell / Tai Tapu / Banks Peninsula will need to go through Lincoln Village centre. All traffic to the city will also most likely have to go through Prebbleton Village. This is a considerable loading on both villages town centre and people wishing to use the amenities. As raised in many submissions there is already considerable traffic pressure and concerns for these village centres, in particular around school start / finish times as many children have to cross the village centre roads. This is a regular concern raised in community fora, with recent attempts to try and get additional pedestrian crossings and speed	<p>No completion certificate should be issued after a much lower percentage of the subdivision is completed. The council should be able to advise on the best time to do this to minimise negative impacts on the Village centre from the increase in traffic. I note that even if you set this at 40% completion this is still a potential extra 1200 cars (assuming a conservative 2 cars per household).</p> <p>In lieu of specific technical council advice, my suggestion is that given the existing growth that has occurred and existing traffic pressure on the town centres, that this amendment should be set at a maximum of 20% of residential allotments being complete.</p>

			limits for central Lincoln after ongoing close-calls between cars and children.	
Point 2	12.1.3.28E	No road connection shall be formed to Moirs Lane from land within Outline Development Plan Area 9 in Appendix 37 until such time as: (a) Ellesmere Road, north to Edward Street, has been widened; and (b) the Ellesmere Road / Edward Street / Lincoln Tai Tapu Road intersection has been upgraded;	This appears to be in conflict / confusion with 12.1.3.28C – I think you mean ‘north of Edward Street’	Change clause (a) to read “Ellesmere Road, north of Edward Street, has been widened”
Point 3	12.1.4.107	Whether, following consultation with the Ministry for Education, any land is required to be provided for education purposes within Outline Development Plan Area 9 in Appendix 37.	This issue was raised as a significant concern in a number of submissions, both around the provision / impacts on primary, secondary schooling and associated community facilities needed for a quality and balanced education. Lincoln High is currently at design capacity, and all the recent growth surge is yet to come through. The school also has significant and ongoing building issues that are yet to be resolved – see all the port-a-coms that had to be brought in over the last 6 months because buildings have been closed with ongoing earthquake issues. These now sit on the main playing field. As raised in the submissions there is no other current planned land available to cope with growth of this scale, across the whole spectrum of educational facilities. My opinion is that the commissioners minute should be specific on this to issue. Specifically that the Developer, Council and MOE do a thorough and complete evaluation and provision for the educational demand that will occur with growth of this scale.	Whether, following consultation with the Ministry for Education, any land is required to be provided for primary and secondary education purposes, and associated sporting grounds and facilities, within Outline Development Plan Area 9 in Appendix 37. Also, agreement from the MOE that there will be funding for any required high school and primary school facilities.

Point 4	Table 1	<p>Springs Road / Ellesmere Junction Road / Gerald Street traffic signals</p> <p>Anticipated funding mechanism</p>	<p>“Private developer agreement”</p> <p>I am unclear on what this means? – does this have a clear description of what this is in the revised ODP and proposal? This seems vague to me and contrary to the intent of your minute to seek to achieve is certainty and enforceability</p>	<p>Replace with “Private developer funded”</p>
Point 5	Table 1	Moirs Lane connection and Ellesmere Road seal widening south of Edward Street	See the issue raised in submission point 1	As per submission point 1
Point 6	Table 1	Ellesmere Road widening (north of Edward Street)	See the issue raised in submission point 2	As per submission point 2
Point 7	Table 1 and	Upgrade of Ellesmere Road	<p>My concern here is that whilst this is recognising that the road network beyond the subdivision will need investment and upgrading to cope with a subdivision of this scale, it seems non-logical to just focus on Ellesmere Road, when a number of other key connections will also have to cope with the significant increase in traffic loading. Specifically I feel that the same provisions should apply to the capacity of Springs Road north of Gerald Street; Prebbleton town centre; and Gerald Street through Lincoln town centre. All of these have issues with their current degradation and capacity to cope with the current significant traffic growth, let alone growth of this scale.</p>	<p>My recommendation is that additional conditions should also be applied to these roads, along the lines of condition 12.1.3.28E. Specifically:</p> <ol style="list-style-type: none"> <li>1. The upgrade of Gerald Street, from Springs Road to Blakes Road intersections, in the current long-term plan is actually completed (this was supposed to have been done by now, but keeps getting bumped, again in contrast to, and highlighting the importance of, the intention and purpose of your minute)</li> <li>2. Springs Road through Prebbleton town centre is upgraded, or new roundabouts are established on Springs and Shands Roads south of Prebbleton Village to allow safe diversion of Lincoln traffic from Springs to Shands road prior to Prebbleton.</li> </ol>