

Proposed District Plan Change 7

Outline Development Plan Area 1

INTRODUCTION

This Outline Development Plan (ODP) has been prepared as part of Proposed District Plan Change 7. The wider site (described as Area 1) includes some 68ha of land comprising the southern half of the "Dairy Block" (a greenfield site formerly used for educational and research purposes) and a number of existing rural blocks to the southeast of the Dairy Block.

The ODP employs sound urban design principles to establish a framework from which future development of the area will be guided. In its formulation, the ODP has considered the provisions of the Selwyn District Plan, the Canterbury Regional Policy Statement, the Lincoln Structure Plan (LSP), and the Ministry for the Environment's Urban Design Protocol.

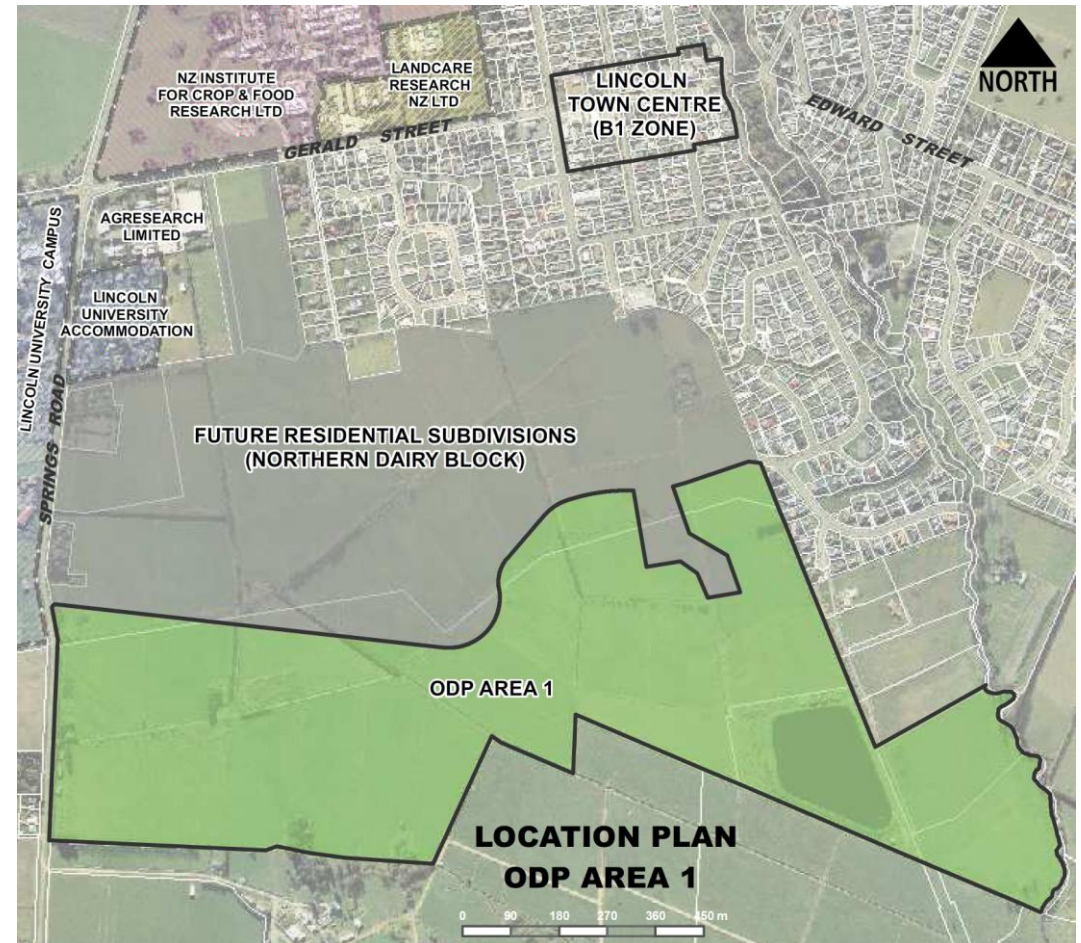
OUTLINE OF CONTENTS

The ODP has been broken down into three sub-plans, and sets out the following key components:

- **Road Network and Density** – this plan shows the proposed roading hierarchy, and defines the function that each element of the network will perform. In addition, it identifies areas where higher-density residential uses can be located.
- **Green Network and Active Transport** – the 'green' plan identifies areas where key open spaces will be located, and establishes buffer areas to preserve and enhance amenity values for residents both within and outside the ODP1 site. This plan also indicates areas where specific provisions will be made to cater to pedestrians and cyclists.
- **Blue Network and Services** – The final plan in the series indicates the location of future infrastructure requirements and the proposed stormwater management network.

INTEGRATION WITH THE TOWNSHIP

The ODP site is located between Lincoln University and the existing Lincoln Town Centre. The formulation of the ODP has considered the relationship between these two significant features, and in particular how that relationship can be enhanced through the future development of the site. The ODP has likewise been designed to integrate with the surrounding land uses, including the approved residential subdivisions which apply to the northern 'half' of the Dairy Block.



ROAD NETWORK & DENSITY

The primary aim of the overall movement network is to move away from a car-orientated development to a scheme that allows for safe provision of a range of transport options. This has resulted in the creation of short interconnected blocks to encourage connectivity and inter-block permeability, both within the site, and to neighbouring areas.

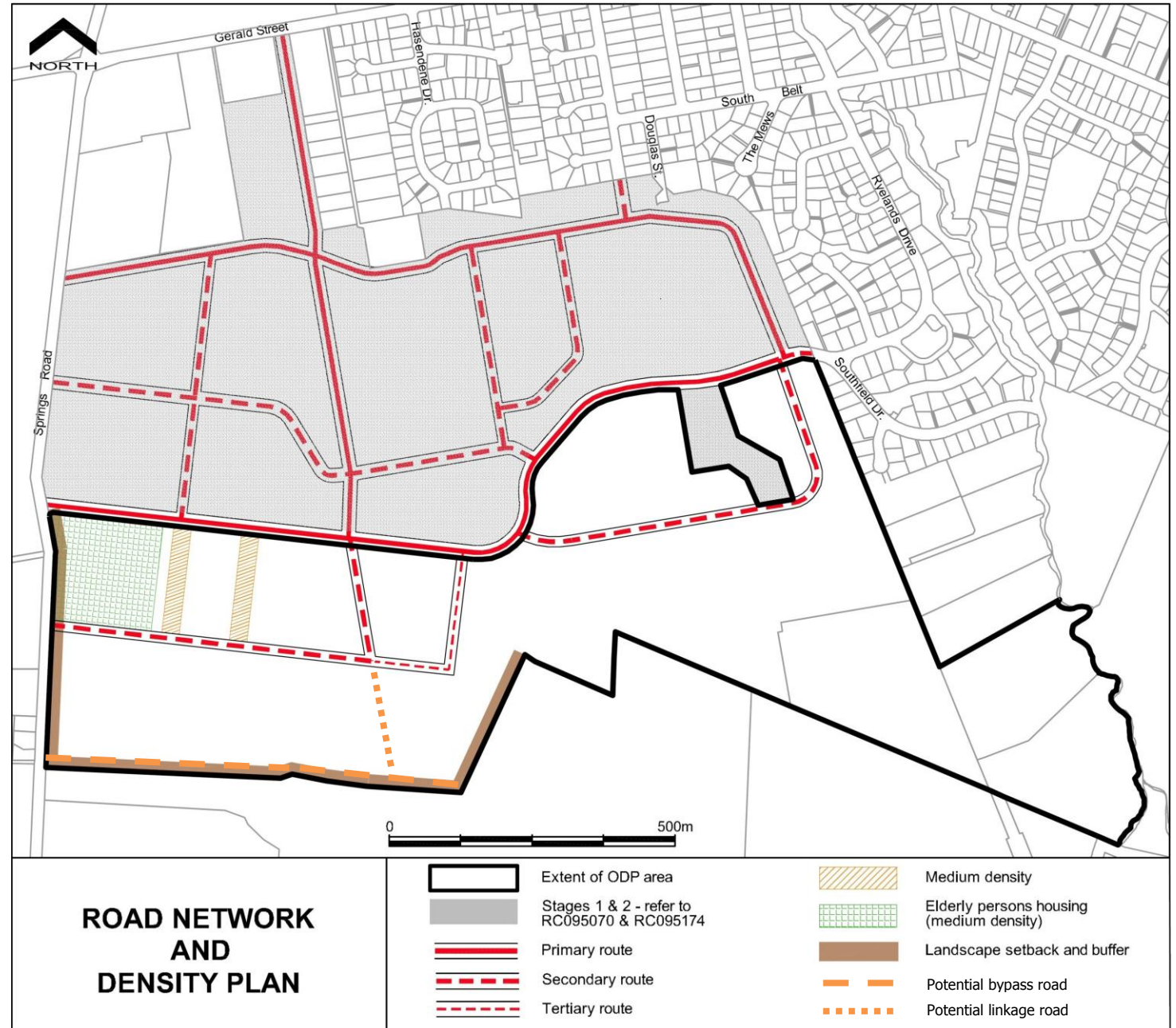
Streets run generally east-west where possible to allow for correct solar orientation of buildings. The overall network has been designed to accommodate public transport in the event that local services are expanded in the future.

Primary and secondary routes have been identified which form the 'backbone' of the network. The Primary Road - which provides for cycle lanes, footpaths, and parking - functions as a collector road, catering to the large proportion of through traffic. It will connect Springs Road in the west to Southfield Drive in the east, and integrate with the road network created by the subdivisions in the Northern Dairy Block. Secondary Roads will also offer footpaths and parking, however their chief function is to provide local access to residences.

The area will include Tertiary Roads to cater solely to local property access; however most of these have not been shown on the ODP. This will allow for appropriate design flexibility at final subdivision stage.

Provision has been made under the LSP for a potential bypass road in the vicinity of the Dairy Block; however no formal plans for the road have been made to date. Nevertheless, should the Council eventuate a bypass road via the Dairy Block the landscape buffer shown could potentially accommodate such a use and a linkage road could be formed to provide a connection through to Gerald Street.

The ODP Area shall achieve a minimum net density of 10 households per hectare. Higher density residential uses may be located at an elderly persons housing area and within other 'Medium density' areas adjacent to key open space linkages having access to Primary and Secondary Roads to provide increased housing choice for future residents.



GREEN NETWORK & ACTIVE TRANSPORT

Green open spaces will provide amenity for existing and future residents in Lincoln. Key locations and linkages have been shown on the ODP. These spaces should maintain the 'open' character of Lincoln and ensure that local residents (particularly those in higher density areas) have adequate provision of and access to quality outdoor spaces. Council's open space requirements cited in the LTCCP and Activity Management Plans should be adhered to during subdivision design. For example, current Council standards require 1ha of open space for every 1000 new residents in development areas.

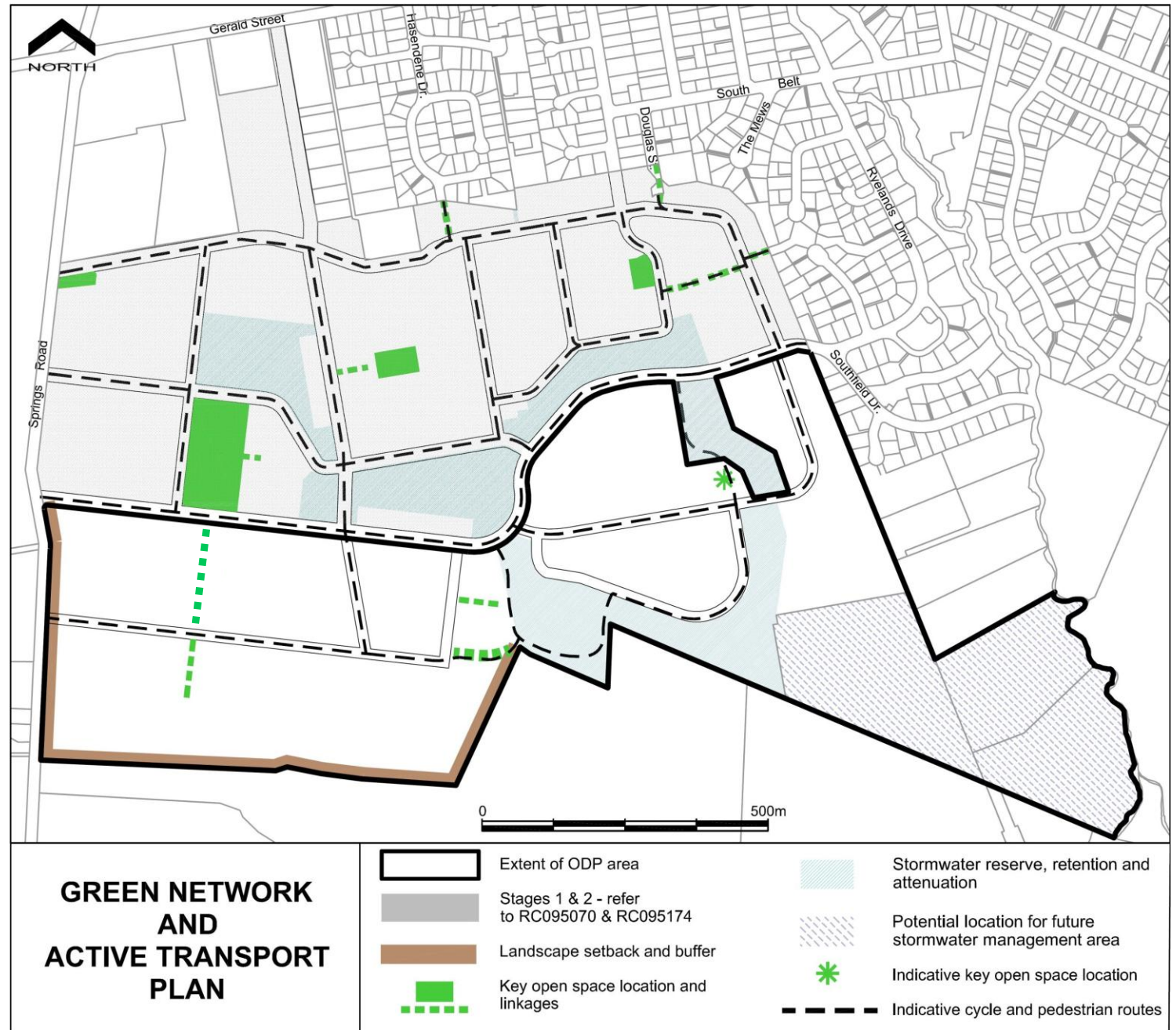
Landscaped buffer areas are proposed in certain areas along the periphery of the ODP Area where it adjoins non-residential activities. This will ensure effects arising from conflicting land uses are minimised, particularly reverse sensitivity with rural neighbours. Unless otherwise specified by Council, buffers will remain in private ownership.

Active transport options are encouraged by the overall network design. Blocks are designed to be short in length, but where larger blocks occur, provision for mid-block pedestrian linkages should be made.

In addition to the footpaths provided along the road network, off-road pedestrian routes will be available through reserve spaces, including the integrated stormwater management network.

Cycle lanes shall be provided on both sides of the Primary Road. Secondary Roads will be designed to achieve lower overall speeds, creating a safe, comfortable environment for cyclists and pedestrians alike. Off-Road cycle opportunities should be provided within the stormwater network.

The net result of the active transport network will be a neighbourhood which is well integrated internally, and which connects to and links the University, Town Centre and other neighbouring residential, community-based and employment areas.



BLUE NETWORK & SERVICES

The ODP Area provides for an innovative stormwater management network. This system uses five levels of treatment to ensure that discharge quality to the LII (and eventually to Te Waihora) are equal to or better than pre-development levels. This includes a network of swales, sumps, wetponds, wetlands, and attenuation basins. Where appropriate, educational materials should be integrated into the design of the network to raise local awareness about the importance of the system and the effects that local residents can have on its efficient operation.

The ODP also recognises the wetland system identified in the Lincoln Structure Plan as a potential alternate stormwater management solution. This wetland system has not been finalised to date; however it may be developed in lieu of portions of the stormwater management area identified in the Dairy Block.

The proposed wastewater network will include a system of gravity mains and pump stations to convey wastewater off-site. This network will integrate with the system which services the Northern Dairy Block subdivisions and includes the relocation of the existing Lincoln Township rising mains. The land to the east of the Dairy Block should gravity feed wastewater toward the south-eastern extent of the ODP area, where it would then be pumped to the existing rising main shown. Indicative locations of pump stations have been shown; however, the final number and precise location of these assets will be finalised at subdivision stage.

The subdivisions to the north also include the provision of a freshwater bore which could be sized to provide potable water to future dwellings in the ODP area. An existing irrigation bore in the south-western portion of the ODP area could be converted for residential use if required. Water mains in the land to the east of the Dairy Block should align with the future tertiary road configuration.

