

Appendix 2: Recommended amendments

General	
DEV-LI6	[Insert amended ODP]
	Context
	<p>Legacy Reference: Lincoln Outline Development Plan 7 (Appendix 37)</p> <p>Located in close proximity to an established retail destination and within close walking distance to the Town Centre and University, this area provides a unique opportunity for higher density housing. This area has been planned as a single entity, but with the opportunity to be separated into individual blocks for sale and development. The ODP outlines the overall development principles for this area, providing a blueprint guideline for finer-grained design outcomes at the site level.</p>
	Land Use
	<p>This development area introduces higher residential densities in immediate proximity to the existing supermarket (an established retail destination) and Gerald Street, which is the central street of the Lincoln township.</p> <p>The area has the potential to achieve a density in excess of 20 households per hectare. It will comprise a residential development of small section sizes, expanding the degree of residential choice available within the town. A medium density core will provide for the potential for up to 11m high residential buildings which overlook a central open space encompassing both a shared space area, linear reserve and a pocket park. The area of residential development along Vernon Drive is of considerable importance as it will serve as a gateway to the Te Whariki subdivision and complete development on the western side of Marion Place; therefore guidelines are in place to ensure an appropriate standard of open space and built form design to create a positive relationship with the street frontage and surrounding area.</p> <p>Two shared space nodes, at the northern and southern ends of a central core shared surface street, will encompass junctions and turning areas associated with the street. These locations are identified as important nodal spaces, where careful design of new building and landscape elements can provide a more distinctive character beyond a simply vehicular function. Furthermore, they offer an opportunity for a more unique sense of arrival that reinforces the difference between conventional roads and shared streets.</p>
	Access and Transport
	<p>The overall movement network has been designed to integrate with existing networks, and provide legible connections for a variety of transport modes. Pedestrian circulation within the site will be achieved via shared surfaces streets, private access ways, and pedestrian links. The enclosed nature of the site allows for transition 'entrance thresholds' to be developed near both the entrances of the area, which shall be designed in association with Council. There is an opportunity for a pedestrian footpath link between the Vernon Drive footpath and the proposed linear reserve running east-west through the site (which would also link to the proposed reserve area). No direct vehicular access will be permitted onto Vernon Drive. All vehicular access will</p>

be achieved via the two proposed roads identified within the ODP. Pedestrian access will also be available to any public footpath on Vernon Drive. The ODP makes provision for future connectivity along the western boundary, particularly in respect of pedestrian footpaths. An opportunity for a new local road connection into the Neighbourhood Centre Zone will also be provided.

Transitions are required between the shared surface part of the road and the adjacent 'standard' roading network to inform drivers that they are entering a different road environment. These will be provided within the short sections of road which lie between Vernon Drive and the shared space, and will each include a reduction in usable carriageway width, a visual narrowing of the carriageway, a change in road surface, and/or a vertical deflection feature such as a speed table.

The shared space which runs through the majority of the site will be designed in a manner that does not use any upstand or level change to differentiate between the carriageway and footpath. Rather, it will be designed and constructed so that the same (or similar) level is maintained between the edge of the buildings fronting the eastern side and western side of the road reserve, as well as on the portion of the road used by pedestrians and motorised vehicles. The legal extent of the road reserve will be clearly delineated through the use of street furniture, different coloured surfacing, minor grade changes and/or other method that does not use a kerb upstand or similar sudden grade change. Further, if any changes of grade are included within the shared space, these will be designed in a manner that does not present a tripping hazard to the blind or partially-sighted. Sufficient cross-fall will be provided within the road reserve to effectively manage stormwater.

The shared space will provide a route to allow the movement of motorised vehicles, which will be designed in a way that can accommodate the passage of a standard refuse collection truck. This route will be clearly delineated to ensure that drivers are appropriately informed of the areas that they are expected to travel within by using methods such as street furniture, landscaping, and varying paving surfaces. The route will be designed in a manner which encourages slow vehicle speeds through providing elements such as tight curve radii at intersections, a curvilinear alignment or careful placement of on-street parking spaces.

Open Space, Recreation, and Community Facilities

The green network of open spaces linear reserve and reserve location will provide amenity within the site to both existing and future residents of Lincoln. These green spaces ensure that local residents have adequate access to quality outdoor and recreational space. This is an integral part of the development structure for this area. These open spaces support footpath and cycle routes, provide visual and climatic buffers, and support service infrastructure.

The linear reserve provides for pedestrian and cyclist circulation between the east and west boundaries of the site. It also creates a strong sense of amenity for adjoining residential development and provides beneficial open space to potential denser built form and creates more permeable blocks. It shall have a minimum width of 10m to allow for later alignment design flexibility depending on the urban grain arrangement. This is sufficient width to accommodate a footpath and vehicle access for maintenance purposes.

A 3m wide planting strip shall be provided along the eastern boundary with Vernon Drive. This width is to provide space for the establishment of a near continuous windbreak of trees to this boundary.

The ODP requires the design and incorporation of an amenity and recreation reserve for the benefit of residents. This will be located in close proximity to both the central linear reserve and the shared surface street. This amenity reserve will be of sufficient size to incorporate a children's play area, a separate seating area and an area of sufficient size to serve as an informal recreation space. This open area should form a part of the frontage to the shared street and should be enclosed and overlooked by higher density housing.

	<p>Servicing</p> <p>A stormwater easement of approximately 3m in width is present along the western boundary of the development area. This will accommodate an underground reticulated stormwater system and dished overflow path along its surface. Permanent access is required along its length for maintenance purposes by the Council. Planting within this width will be limited. Ownership of this strip may be private (together with associated easement access), or, if this is a part of a wider strip that serves an additional amenity function, it may fall within public management by the Council. Additional width, more substantially planted, could be made available within the area, or in association with additional width on adjacent land.</p>
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The following spatial amendments are recommended to PDP Planning Maps:

Map Layer	Description of recommended amendment
Zoning	Amend the zoning of 12 Vernon Drive (Lot 1 DP 523433) from GRZ (now MRZ(ILE) to TCZ.
DEV-LI6	Amend DEV-LI6 to exclude 12 Vernon Drive (Lot 1 DP 523433) as follows:

Lincoln 6 Development Area

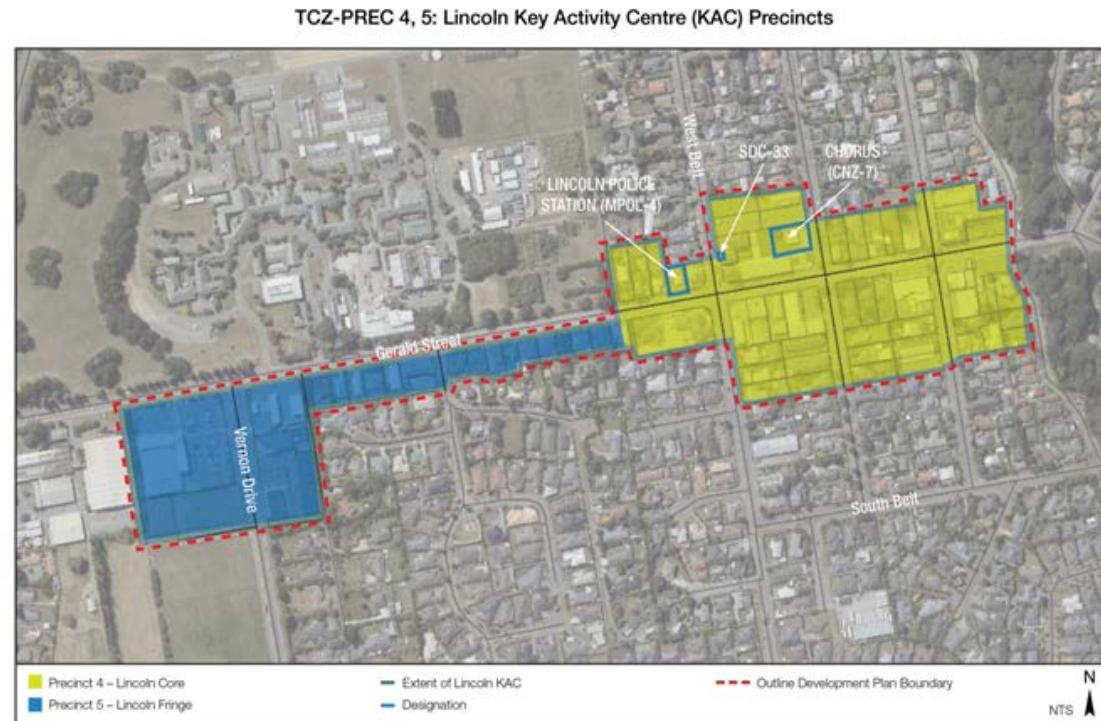


- - - Outline development plan area
- - - Indicative road
- - - Indicative cycle/pedestrian route
- (R) Reserve location (size to be determined at time of subdivision)

- General Residential zone
- Linear reserve



Amend TCZ-PREC5 to include 12 Vernon Drive (Lot 1 DP 523433) with amended pedestrian and cycle connections as follows:



	 <p>Vernon Drive</p> <p>Green Line = footpath along site frontage</p> <p>Yellow arrow = pedestrian and cycle connection</p>
Zoning	Amend the planning maps to zone 1391, 1393 and 1395 Springs Road GRZ (now MRZ(ILE)) and the Lincoln University car park KNOZ to follow the cadastral boundaries:

