

Appendix 2: Recommended amendments

General	
DEV-LI6	<p data-bbox="331 344 577 368">[Insert amended ODP]</p> <p data-bbox="331 411 427 435">Context</p> <p data-bbox="331 443 2029 603">Legacy Reference: Lincoln Outline Development Plan 7 (Appendix 37) 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> <p data-bbox="331 643 439 667">Land Use</p> <p data-bbox="331 675 2029 730">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 data-bbox="331 738 2029 930">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 <u>buildings</u> 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 <u>subdivision</u> and complete development on the western side of Marion Place; therefore guidelines are be 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 data-bbox="331 938 2029 1058">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 <u>building</u> 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> <p data-bbox="331 1098 573 1121">Access and Transport</p> <p data-bbox="331 1129 2029 1377">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 <u>site</u> will be achieved via shared surfaces streets, private access ways, and pedestrian links. The enclosed nature of the <u>site</u> allows for transition ‘entrance thresholds’ to be developed near both <u>the</u> 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 <u>site</u> (which would also link to the proposed reserve area). No direct vehicular access will be permitted onto Vernon Drive. All vehicular access will be achieved via the two proposed roads identified within the <u>ODP</u>. 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.</p>

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.


Servicing

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

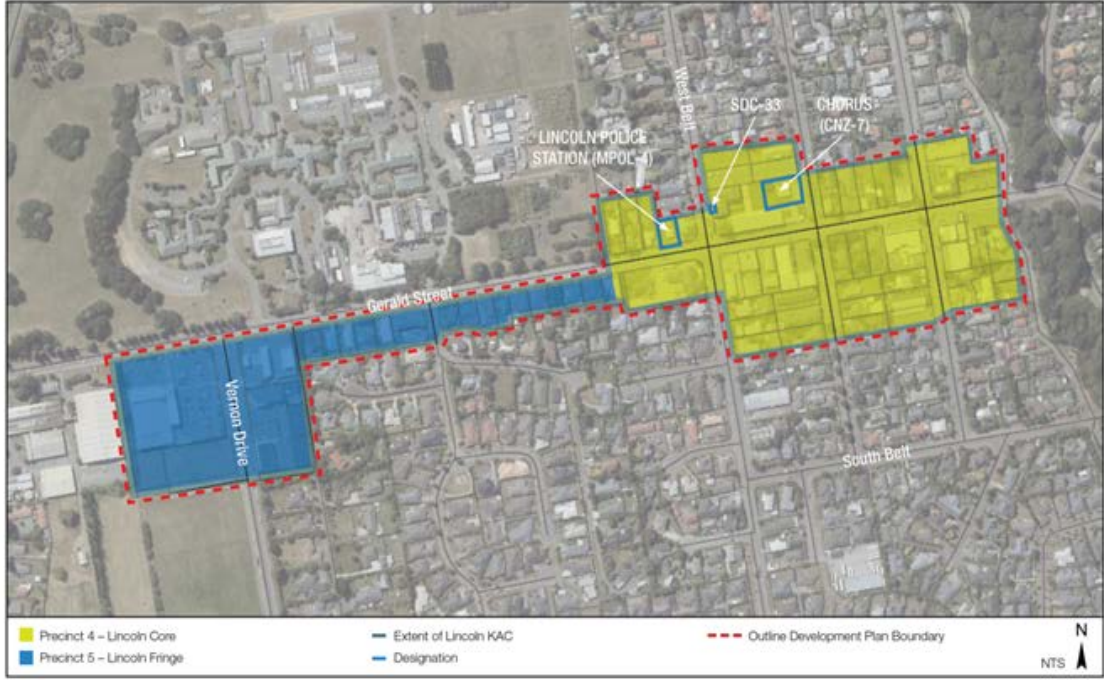
wider strip that serves an additional amenity function, it may fall within public management by the Council. Additional width, more substantially planted, could be made available within the area, or in association with additional width on adjacent land.²⁹

The following spatial amendments are recommended to PDP Planning Maps:


Map Layer	Description of recommended amendment
PDP Planning Map	Amend the planning map to zone 1391, 1393 and 1395 Springs Road MRZ(ILE)) and the Lincoln University car park (Lot 4 DP 538546) KNOZ to ensure the intended zoning matches the cadastral boundaries ³⁰ .

Map Layer	Description of recommended amendment
PDP Planning Map	<p data-bbox="472 234 1279 260">Amend DEV-L16 to exclude 12 Vernon Drive (Lot 1 DP 523433) as follows³²:</p> <div data-bbox="555 331 1301 1235"> <p data-bbox="801 339 1055 355">Lincoln 6 Development Area</p>  </div>

³² V1-0023.002 Broadfield Estates Limited

Map Layer	Description of recommended amendment
TCZ-PREC5	<p data-bbox="472 233 1832 261">Amend TCZ-PREC5 to include 12 Vernon Drive (Lot 1 DP 523433) with amended pedestrian and cycle connections as follows³³:</p> <div data-bbox="510 341 1610 1066"> <p data-bbox="792 341 1330 370">TCZ-PREC 4, 5: Lincoln Key Activity Centre (KAC) Precincts</p>  <p data-bbox="524 1011 696 1054"> ■ Precinct 4 – Lincoln Core ■ Precinct 5 – Lincoln Fringe </p> <p data-bbox="875 1011 1021 1054"> — Extent of Lincoln KAC — Designation </p> <p data-bbox="1211 1011 1451 1031"> - - - Outline Development Plan Boundary </p> <p data-bbox="1541 1011 1599 1054"> N NTS </p> </div>

³³ V1-0023.002 Broadfield Estates Limited

Map Layer	Description of recommended amendment
	 <p data-bbox="1084 639 1585 759">Green Line = footpath along site frontage</p> <p data-bbox="680 970 1236 1091">Yellow arrow = pedestrian and cycle connection</p> <p data-bbox="972 336 1070 624">Vernon Drive</p>

Recommended Amendments relevant to V1-0055 & V1-0068 – subject to further evidence supporting such amendments

V1-0055:			
PDP Planning Map		Rezone the site MRZ and retain the balance land as KNOZ as shown on the ODP, with no ‘Living Precinct’ Overlay over KNOZ	
ODP		Amend the ODP to improve accessibility, connectivity and to address KNOZ and MRZ interface issues, and amend the ODP narrative to reflect these proposed amendments.	
		Refer to the recommended ODP amendments in Appendix B to the Urban Design Peer Review Report in Appendix 3.	
Lincoln Development Area		Insert a new Development Area (DEV-LIX).	
V1-0068:			
PDP Planning Map		Rezone the site MRZ with further consideration of the appropriate minimum density (i.e. 12 hh/ha or 15 hh/ha) depending on any remaining constraints.	
Overlays		Remove the Urban Growth Overlay and Specific Control Area Rural Density (SCA-RD1) Overlay from the site.	
Lincoln Development Area		Insert a new Development Area (DEV-LIX), subject to amending the ODP to: <ul style="list-style-type: none">• Provide a mid-site pedestrian/cycle connection from the local road across the Liffey Stream and esplanade reserve to connect with the existing walkway that starts at Jimmy Adams Terrace and provides direct access to Ararira Springs Primary School and a walking/cycling route to the town centre;• Provide pedestrian/cycle access along the full length of the northern edge of the Stormwater Basin and connect into the existing and proposed track networks at either end and narrative to address the geotechnical, contaminated land, odour, and urban design recommended amendments;• Re-aligning the southern end of the north-south road to connect with the legal road (Moirs Lane) in the southern corner of the site to future proof the possibility of a connection in the long term;• Include a 150m odour setback.	
		Insert an ODP accompanying narrative which reflects the proposal, including the recommended amendments to the ODP and which identifies remaining site constraints (i.e. geotechnical and contaminated land matters). It is of note that the rebuttal evidence for DPR-0209 includes a draft ODP narrative.	
MRZ-REQ12 Development Areas	Amend MRZ-REQ12 to include a 150m setback that applies at the land use development stage. A potential change could be as follows:		
	DEV-LIX	<u>1. Within DEV-LIX, any residential unit or other principal building shall be setback a minimum of 150m from the edge of the treatment pond within SDC-66 ESSS(S) Allendale Lane.</u>	Activity status when compliance not achieved: <u>2. When compliance with any of MRZ-REQ12.X. is not achieved: RDIS</u> Matters for discretion: <u>3. The exercise of discretion in relation to MRZ-REQ12.X. is restricted to the following matters:</u> a. <u>consideration of any reverse sensitivity effects</u>