

Lincoln University

Canterbury

New Zealand



# Lincoln

## A vision for our future

LINCOLN  
UNIVERSITY  
*Te Whare Wānaka O Aoraki*



# **“LINCOLN - A VISION FOR OUR FUTURE”**

a community-participation based envisioning project for the future Lincoln village

facilitated and documented by the Lincoln University Project Team

## **Volume I of II**

### **Lincoln - A Vision for our Future**

(Volume II - Background Data)

**a joint Selwyn District Council - Lincoln University Project**



**November 1998 - May 2001**



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***“Lincoln - a vision for our future”*** was carried out with the willing assistance and input from a lot of people.

The Lincoln Project Team wishes to thank everyone who has participated, including:

the Lincoln Community Committee especially for their practical assistance

The Lincoln and Districts Historical Society

members of the Lincoln Businessmens Association

Lincoln District Rotary Club

David O’Connell and Terrianna Smith, Ngai Tahu

all staff who have assisted from the Selwyn District Council and Lincoln Service Centre

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John Visser, Sharyn Ogg, David Baxter, Rose Donaghy and Sheryll Ashton for their assistance in the workshops and scribe roles!

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Colin Meurk (Landcare), Bruce Arnold (Dept. of Conservation) and

Louisa Davies (Landscape Architect on behalf of Christchurch City Council) for their advice

all Lincoln University staff and students who have contributed

and all those members of the Lincoln community who gave their time, often several times over, to participate in the workshops and provide us with their observations, comments and visions.

## *The Lincoln University Project Team*

**Dr Jacky Bowring** is a lecturer in design in the Landscape Architecture Group at Lincoln University. She has particular interests in the cultural landscape and associated ideas of sense of place and critical regionalism. She also has a strong interest in design and has won a number of awards, the most recent a Cavalier Bremworth Award in November 2000.

**Dr Maria Ignatieva** holds a Masters Degree in Landscape Architecture from St. Petersburg Forest Technical Academy and a PhD in Botany from Moscow State University (Russia). Maria was teaching history of landscape architecture, urban ecology and botany courses at St. Petersburg State University, St. Petersburg Forest Technical Academy and Michigan Technological University (USA).

Maria lectured at Lincoln University (Landscape Architecture Group) until November 2000 before moving to teach in the United States. Her main research interests are urban ecology, planting design and history of landscape architecture.



Maria Ignatieva

**Professor Chris Kissling**, BA & MA(Hons) University of Canterbury, PhD (McGill), FCIT (Fellow, Chartered Institute of Transport, FRAeS (Fellow Royal Aeronautical Society) leads the Transport Studies programme at Lincoln University. He joined the university as Reader in Resource Studies in 1990 and was appointed Foundation Professor of Transport Studies in 1994. He is a Past Chairman of the New Zealand Council of The Chartered Institute of Transport (CITNZ) and an appointed member of Environment Canterbury's Regional Land Transport Committee. His research interests encompass transport systems analysis including all modes of transport.

**Roy Montgomery** is a Lecturer in the Environmental Management Group, teaching in resource management including heritage conservation. He completed post-graduate study in 1990 in management of natural resources. He has long been interested in ecological and environmental issues. Current research focusses on the "workings" of the Resource Management Act 1991 particularly the extent to which the more "participatory" principles of the Act can be realised.

**Dr. Stefanie Rixecker** is a Senior Lecturer in the Environmental Management & Design Division at Lincoln University. She teaches subjects on sociocultural perspectives of resource management; environmental systems analysis; and gender, environment and development. She has published research (theoretical and applied) on such topics as: biotechnology and technology policy; cultural risk and minority populations; policy design; community-based environmental management; environmental justice; and environmental education. Stefanie's previous extension work includes community-supported and United Nations sponsored projects on biodiversity, biotechnology and sustainable communities.

**Anne Steven** is a private consultant landscape architect in Christchurch with a wide range of experience in landscape planning and design. She is a graduate of Lincoln College (1988) and an Associate Member of the NZ Institute of Landscape Architects. Her role has been to "run" the project and to co-ordinate the work undertaken.



From left to right:  
Jacky Bowring, Roy Montgomery,  
Stefanie Rixecker, Chris Kissling,  
Anne Steven



## PREFACE

The extent to which local communities want, or even can, take responsibility for their future direction is a commonly asked question. Certainly in New Zealand the response to central government devolution, through a variety of policy and legislative initiatives, has been the proliferation of community based resource management projects. Such projects are frequently established in response to an environmental crisis, eg., rabbit control. There have also been a number of “*mainstreet*” re-development projects (eg. Rangiora, Timaru). Few projects have taken holistic or strategically forward thinking perspectives including the whole settlement area.

**Communities should be able to actively participate in decision-making processes affecting them. Public participation is not just a matter of re-acting to externally-derived proposals. Local initiative, local knowledge and local energy allows communities to manage and plan for themselves.**

In “*Lincoln - a Vision for our Future*”, we have encouraged the Lincoln community to participate in such a planning and implementation process. The community includes staff at the Crown Research Institutes, staff and students at the University, and local landowners as well as the residents of Lincoln. The aim of the process is to gain a clear understanding of what the community sees the issues and opportunities to be, how they might be addressed, and to facilitate the formation of a set of visions for Lincoln’s future.

This report embodies these visions and strategies to achieve them, based on consultation with the community and information gathering over a 17 month period. The visions and strategies are intended to be an independent guide and reference for on-going environmental management and future development affecting the Lincoln community.

*the Lincoln Project Team*

*All inquiries can be directed to the Lincoln Community Committee Chair, Mr J Baker (tel. 3252 483) or the Secretary Mr G Meijer (tel. 3252 661).*

*Further comments and recommendations will be noted and will be considered by the Lincoln Community Committee.*

*Any recommendations in Volume I will be duly actioned involving consultation with the Selwyn District Council.*

*The Lincoln Community Committee*

## INTRODUCTION



## PART 1.0 INTRODUCTION

### Lincoln at a Glance



One of the first things you notice about Lincoln is that you almost don't notice it. It is an unassuming place, even by the traditional standards of modesty found in many New Zealand rural towns. Of course it has a number of churches, all quite substantial structures and each interesting in its own way. There is a community centre on the main street with a library close at hand, a shopping centre of some twenty or so businesses, and a hotel on one of the main street corners in the almost classical small-town New Zealand "pub" style. A large black labrador dog does the rounds of the shops on the main street in the mornings, stopping occasionally for a rest in the middle of an adjoining street. You know there are thriving schools somewhere in the immediate vicinity. Schoolchildren of varying ages and University students come and go, often in packs, in their typically casual, sometimes noisy fashion, whilst older residents of the village tarry, taking their time in a slightly quieter way. The fastest moving objects are generally the large trucks that rumble somewhat self-consciously through town. They are rivalled only by the muted roar of a skateboard ferrying its young passenger about the village and mothers on errands doing five things at once, yet still managing to laugh and joke with those in less of a hurry.



In essence then, Lincoln is a small, relaxed and unchanging place at first glance. It is fortunate in that it seems to have remained relatively untouched by the "rural downturn" of the past twenty years, a period which helped send many small service towns into what until very recently seemed to be irreversible decline. Things have certainly picked up in some parts of the rural sector, and perhaps it is to be expected that a place such as Lincoln should just count its blessings and let whatever modest growth that may follow take place unhindered. Yet there is something very different about Lincoln. It does not make, nor has it made in the past, any great "claims to fame", not even as a University or "College" town despite the fact it has had the university and research institutes as next door neighbours for over 100 years. When considering who the community is, the range of stake-holders is perhaps wider than for most small rural centres including University staff, visitors and students, research institute staff, local farmers, sports players from far and wide. It is surrounded by land with "versatile soils", soils which for better or worse can be cloaked in residential housing developments. There are pressures from several directions, literally and metaphorically speaking, to more than double the size of the village (at present some 2300 people in approximately 580 dwellings) over the next decade or so. The suburban sprawl of the city of Christchurch continues apace to the northeast of Lincoln, taking great bites of the rural landscape around and moving closer to engulfing small settlements, while the neighbouring Lincoln University (LU) and Crown Research Institutes (CRIs) reassess their land asset portfolios of farms and research areas with a view to "opening up" land for possible residential development. At the same time, the proposed Selwyn District Plan has been recently released. It's provisions may have significant implications for the future landscape of Lincoln.

Lincoln has been a quiet place for a long time, *too* long, it now seems, and it needs to be better heard, better seen and better defined.

## **“Lincoln - a vision for our future” - the project**

**“Lincoln - a vision for our future”** is a community initiated, public participation-based, expert-facilitated project envisioning the future environment of Lincoln. It is really a process, whereby the community determines for itself what its visions and strategies are for Lincoln.

The visions and strategies, embodied in this document, are both an initiative and a reference and guide to future development or landscape management projects of any scale, enabling each to contribute incrementally to the “bigger picture” envisaged by the community. The community is also empowered to make submissions on proposed developments and other planning proposals that affect them (such as the draft Selwyn District Plan just recently released) with the strength of a “shared” community vision (as opposed to individual) behind them.

It must be noted however that the Selwyn District Council (SDC) does not necessarily endorse any of the visions and strategies, and that this document is not binding on any one or any body in any way and has no legal status (ie, it is not enforceable under any law or regulation). Nor does it purport to replace the process of district planning under the Resource Management Act 1991. Nevertheless it is envisaged that this document will be significantly referred to by the authors of other design and planning efforts that affect Lincoln.

### **The broad objectives of the visioning process are:**

- to provide a framework and strategies for integrated, holistic and strategically planned growth and development that is also realistically achievable, embodied in something that is more than just a “planning document” or report.
- to recognise and build upon the special natural and cultural features and landscape character of Lincoln
- to identify and work with the key biophysical linkages between Lincoln and the surrounding area
- to identify and address the key environmental/resource management issues
- to fully involve the community and promote interaction and cohesion between its members which includes LU and the CRIs.
- to enhance the ongoing relationships between the village community, University and the Crown Research Institutes
- useful contribution of academic and professional expertise to the Lincoln community

The process is intended to be on-going rather than a close-ended project. Ultimately, it is anticipated that one or more vision documents will be produced as formal outputs, but it is not expected that the process terminates only with the presentation of a consultant-style report. As Lincoln moves into the future, and people come and go, the visions will evolve. The Project Team members are members of the wider Lincoln community and have a collective sense of commitment to the project beyond the immediate timeframe specified.





**Fig 1.1**      **Location Map 1:50 000**

## BACKGROUND



## PART 2.0 BACKGROUND AND IMPETUS FOR THE PROJECT

### Background

Like several other small rural Canterbury centres, Lincoln is experiencing increasingly rapid and arguably less desirable, fragmented and divergent growth and change. This is widely perceived as threatening the desired character and values of the village landscape, and of making Lincoln a “could be anywhere” place.

Many of the services and activities associated with the founding and early function of the village as a rural service centre have long since gone. The original spatial focus of the village, Market Square, is now an empty space, the focus of commercial activity having shifted west along the main street into space it wasn’t designed for. The time is ripe for a fresh look at Market Square and the potential it offers. Lincoln University, the CRIs and the schools are critical to the economic vitality and character of the village but they have also generated problems such as increasing volumes of traffic not easily accommodated by the existing infrastructure. In the near future, the population and built area of Lincoln may more than double, if current residential development proposals go ahead. This represents opportunities for good planning and design to enhance the overall village landscape, but equally, new development could very easily create new landscapes that contribute little to, or indeed detract from, the desired overall “vision” for the village landscape.

There are also issues about the future use and management of key areas such as the Liffey Reserve, as well as straight-forward amenity and landscape management issues for particular areas which need to be addressed.



Recent Development  
- The Mews

A number of individual projects, such as traffic control measures, new railings for the Liffey bridge and various street plantings, have been initiated, planned and implemented to resolve specific issues or beautify selected areas in an on-going way. Although of merit in their own right, these projects are happening piecemeal, in the absence of an integrating, co-ordinated Lincoln-wide strategy or visionary “master plan”.

It is now felt very strongly in the community that there should be a concerted effort to give greater coherence to what is there, and to design and shape the future of the village - what could be there - at a grass-roots level. There is concern, given the extent and location of proposed near-future development, that the opportunity for achieving an overall vision will be permanently lost, for example, the provision for a logical, comprehensive transport network that will be able to accommodate future growth as well as current volumes of traffic. If a convenient pedestrian and cycle network cannot be created then the vision of less car-based transport is unlikely. If such a network was planned now then new development could provide it incrementally.



Liffey Bridge railings

The community wishes to take a more active role in determining its own future, to ensure the things they value about Lincoln are protected and enhanced yet providing for future growth and development. There is also an increasing desire within communities to recognise and actively

express what is special and unique to their own place and a desire for belonging to somewhere and having pride in it, even seemingly small and ordinary things.

Many community members would also like to be part of a distinctive, strongly-knit community.

While the conventional planning process, in particular the District Plan, automatically attends to some of these concerns, it cannot attend to all of them. During the course of this project the district plan was being redrafted and has just been released. By having a cohesive community-wide vision(s) agreed to, embodied within this document, informed and confident responses can be made to the proposals.

## **The Beginnings of the Project - a “Townscape Plan”**

In 1998, the Lincoln Advisory Committee (now the Lincoln Community Committee - LCC, the local community board) representing the community, decided to have an integrating landscape strategy for the village prepared - a Lincoln “Townscape Plan”. This was not the first time this had been attempted in Lincoln.

In 1974, an environmental plan for Lincoln<sup>1</sup> was prepared in response to similar circumstances, when it was felt the village’s rural character was being increasingly threatened by the quickening pace of subdivision and expansion. This primarily visual study attempted to develop guidelines to protect the existing village landscape character, with recommendations for a future visual character for Lincoln.

Despite the comprehensive nature of the report, with in-depth resident surveying, its recommendations have for the most part not been implemented.

Whilst some of the recommendations are no longer possible due to actual changes over the last 26 years, it remains an important reference document for visual landscape character with a number of the issues and ideas still relevant today.

The Selwyn District Council (SDC) agreed to fund the preparation of the Lincoln Townscape Plan, and the Committee approached the Landscape Architecture Group of Lincoln University to undertake the project.

A number of staff at the University had for some time thought that more could be done for Lincoln by the University and the proposal was received with enthusiasm. The project was seen as a way of creating a stronger positive working relationship between the University, research institutes and village residents and businesses, who together make up the main community of Lincoln. Through the process, each sector can actively and positively contribute to the shaping and management of its local environment.

Due to resource and time constraints, the Landscape Architecture Group were unable to take it on. However the University’s Environmental Management and Design Division, of which the Landscape Architecture Group is part, reassessed the proposal and took it up.

Lincoln University prides itself on offering top courses in land and natural resources management, landscape architecture and social sciences. Most of these courses as a matter of principle encourage local

participation in management decisions. The Lincoln project presented a means of putting into practice and “showcasing” the theory, research and technology studied at the university. The project could also provide good opportunities for research and student projects. Having “local content” in the teaching programmes, where students interact with and study the nearby community, makes obvious sense, and in return it allows the residents of the town to get to know staff, students, and the work of the University on a more direct level.

In keeping with the broad scope of environmentally-based teaching and research undertaken at the University, and the promotion of holistic approaches to environmental design and management, the initial purpose and objectives of the “Townscape Plan” (which was largely a street-enhancement exercise) were reviewed and it was expanded into the visionary community participation-based process described earlier. A new brief was prepared which included a project Team of divisional staff from different disciplines representing the different “layers” of the landscape (*Fig 2.1*). Five of these staff formed a core working Team. An external landscape architect was employed as Team leader. The University agreed to match Council funding through allocation of staff time and resources and in the spring of 1999, a formal agreement to undertake the project was made, and work began in October 1999.

**Fig. 2.1 *Lincoln University Project Team***

<b>“Layers of the Landscape”</b>	<b>Environmental Management and Design Division Staff Members</b> (Core Team members in bold)
COMMUNITY	<b>Roy Montgomery</b> <b>Stefanie Rixecker</b>
GEOHYDROLOGY	Tim Davies
ECOLOGY	Ian Spellerberg Ken Hughey <b>Maria Ignatieva</b>
TRANSPORT	<b>Chris Kissling</b>
HERITAGE	Roy Montgomery Maria Ignatieva Hirini Matunga
ARCHITECTURE AND URBAN DESIGN	Ali Memon Roy Montgomery
VISUAL CHARACTER AND VALUES	<b>Jacky Bowring</b>



It was originally intended to complete a document containing the visions for Lincoln by July 2000, with most of the public consultation completed by Christmas 1999.

However end of year university-related commitments, and the time required to plan the method of consultation and allow for adequate advertising time meant that public consultation could not begin until late January 2000. After the first public workshops, which had a low (but enthusiastic!) participation rate, it was clear that more opportunities needed to be provided for the community to articulate their visions, ideas and concerns. A series of further workshops were carried out over 2000, fitted in between the University commitments of the Team members. The final workshop was run at the end of August.

The draft of this report was released in March 2001 and the community invited to respond to it until early May.

## **The Progress of the Project**

*Figure 2.2* describes the path the project has followed since its inception in 1998. The first 12 months or so were spent determining the objectives and terms of reference for the project and a project Team. By October 1999, the Team were ready to start and initial scoping work and workshop planning was well underway by 2000.

An initial main workshop was held at the end of January 2000 (run twice). Between February and September a range of consultation with the community was undertaken including a series of 6 theme workshops in June and in August, culminating in a workshop on August 26 in the Community Hall whereby a range of draft visions and implementing strategies were presented for “public vote”. A draft of the “final” vision document was completed and made publicly available by March 2001.

## **Community Planning Models**

Planning and design is not just a matter of the drafting, notifying and execution of procedures by experts, as set down in plans or legislation, for example. Neither is participation by the public just a matter of *reacting* to proposed plans, regulations, and applications for resource consents or plan changes under the Resource Management Act 1991 (RMA). In many democratic societies it is regarded as important to allow for people to *initiate* courses of action without having to invoke laws or regulations. Recently in New Zealand “Community Concept Plans”, Stream Enhancement Plans and other community-based plans have become popular. They generally embrace a “bottom-up” philosophy insofar it is assumed local people know what is good for a local area and recognising that there are things that local people can do to manage or plan at the local level without relying entirely upon council or agency control and resources.

The “Lincoln - A Vision for our Future” project is one of these “grass roots” initiatives. While the Selwyn District Plan will cater for some of the aspirations of Lincoln’s residents, the Lincoln Community Committee has sought to have, with expertise from Lincoln University, the aspirations for the future of the village captured in a way that District Plans generally do not provide for. The final results are not formal planning documents as such, but guidelines, which the local authority should be able to act upon, or assist with, in terms of getting people to act in accordance with them.



“... allow people to initiate courses of action ...  
... local people can manage and plan at the local level ...”

# Fig 2.2 LINCOLN-A VISION FOR OUR FUTURE

## THE PROGRESS OF THE PROJECT Oct'99 - June'01

1998-OCT 1999	LCC obtain funding from SDC for "Townscape Plan" and approaches LU EMDD of LU agrees to do project, objectives reviewed & agreed to Project Team assembled.		
1999 OCT-DEC	<p>Oct... Review of Project Objectives, Programme, Scope of Work, Team Members Set their Briefs</p> <p>Nov... 3* Mtg. with LCC Early Scoping of Issues, Background Reading, Planning Workshop Collecting Resources including Colour Aerials of Lincoln</p> <p>Dec... Advance Advertising of Public Workshops 7* Mtg. with Lucas to review consult techniques 13* Mtg. with LCC Early Mtg. with L+D H.S. on Village Walkabout</p>	22* First Team Meeting	PRELIMINARY & BACKGROUND WORK
2000	CHRISTMAS - NEW YEAR BREAK		
JAN.	Project Re-named "Lincoln-A Vision for our Future" by LCC Further Advertising of Workshops Press & Newsletter Articles	29* Public Workshop	
FEB.	* PUBLIC WORKSHOP (repeat) on-going review of Literature and Gathering of Information - "Open Door" Policy Identification of further consultation required		
MAR.	ERST 601 Post-grad Students do their project Workshop results collated and released in Interim Report and Community Leaflet Drop follow-up Articles in local Papers & Newsletters		PERIOD
APRIL	Community Comment Invited 11* Public Meeting at Mill Stream Reserve 19* Follow-up Workshop		
MAY	Concept Plan prepared for Mill Stream Reserve and submitted to LCC stage II Workshop Planning	29* Mtg. with Lincoln BMA	MAIN CONSULTATION
JUNE	Advertising of Stage II Workshops 8* Mtg. with Ngapi, Tabu representatives at Taumutu Mavae 19* Liffey Green Spaces Workshop 21* Streetscape Workshop Transport Workshop 30*		
JULY	Further planning and advertising of Stage II Workshops Interim report on June Workshop findings released John Visser begins his final year Major Design Project on Lincoln	LUSA interviewed	
AUG.	Mtg. with LU Planning Group 1* Recreation Workshop 15* Mtg. with Rotary 16* Cultural Heritage & Community Spirit Workshop	26* Final Workshop "Bringing it all together"	
SEPT.	LASC 317 3rd year Students do Lincoln Village Green Areas Project ERST 303 Heritage Conservation Projects 1* Mtg. with SDC staff Follow-up Articles in local Paper/Newsletter Radio & CTV Interviews		
OCT.	John Visser presents his Major Design Project 1* Heritage 'visions' discussed with L+D H.S.		DRAFT REPORT
NOV.	Preparation of Draft Document Begins		
DEC.	1* Annual Christmas Street Fair in Lincoln - Display Put up about Project		
2001	CHRISTMAS - NEW YEAR BREAK		
	Preparation of Draft Visions Document Continues Released for Public Comment by mid-March. * Meeting with LCC 30/5		FINAL REPORT
	VISIONS DOCUMENT COMPLETED by July 1, 2001		

# **LINCOLN - A Vision for our Future**

## **Schedule of Theme (Project-Based) Workshops Stage II of Public Consultation**

**Dear Lincoln Community Member**

A second round of public workshops on Lincoln village is planned for the months of June and August, as promised at the end of the first public workshops held earlier this year.

At the earlier workshops, participants described their “visions” for Lincoln and what they saw the village issues to be. A number of key themes have been drawn from these workshops and other forms of consultation carried out. This second round of workshops is based around these themes.

The aim of the theme-based workshops is to explore each theme in more detail and give greater definition and depth to the broad visions outlined in the first workshops. Ways of achieving the visions can be worked out by identifying specific projects, prioritising them, and identifying human and other resources available to implement them.

**At the final workshop on Sat 26 August, we hope to present to you “vision proposals and options”, based on all the information we will have gathered by then, and to invite your comment and discussion.**

From the information provided by you at all these workshops, especially the final one, we will be able to prepare a draft “vision” for Lincoln, which will be put back to you for comment.

**You are warmly welcomed (and encouraged!) to attend any and every workshop. Ideally, you would need to attend the whole workshop which will probably be 1-2 hours long. No preparation or materials are necessary, however we do ask that you think about the themes you are interested in prior to the workshop, and to bring along your visions.**

*Please turn over for the schedule of workshops planned.*

## Schedule of Workshops

### June Workshops

<b>Mon 19 June</b> <b>start 7:00pm</b> John Hayward Room Lincoln University	<b>The Liffey and other Green Spaces for Lincoln</b> (Facilitator: Maria Ignatieva)	how would you like the Liffey to be and what other visions do you have for Lincoln's green spaces?
<b>Wed 21 June</b> <b>start 7:30pm</b> John Hayward Room Lincoln University	<b>Lincoln's Streetscapes and Village Approaches</b> (Facilitator: Anne Steven)	how do you want the streets of Lincoln to function and look, and how could village approaches be designed?
<b>Fri 30 June</b> <b>start 7:00pm</b> John Hayward Room Lincoln University	<b>Moving Around Lincoln Township</b> (Facilitator: Chris Kissling)	possible transport futures for Lincoln (vehicular, public and private, cycles walking, rollerblades, etc)

### August Workshops

<b>Wed 9 August</b> 7pm, John Hayward Rm Lincoln University	<b>Recreation in Lincoln</b> (Facilitator : Chrys Horn)	recreational needs and visions for future recreational opportunities
<b>Mon 14 Aug</b> 7pm, John Hayward Rm Lincoln University	<b>Cultural Heritage</b> (Facilitator: Roy Montgomery)	exploring Lincoln's cultural history and visions for expression and recognition
<b>Wed 16 Aug</b> 7pm, John Hayward Rm Lincoln University	<b>Community Spirit</b> (Facilitator: Stefanie Rixecker)	community togetherness, vitality and empowerment, town & gown, social services
<b>Sat 26 August, 10am</b> <b>Community Hall</b>	<b>Bringing It All Together</b> (Facilitator: Jacky Bowring)	visions for village futures as a whole

This schedule will also be on the community noticeboard and at the Lincoln Library, along with a campus map to show location of John Hayward Room.

**For further information, tel. Anne Steven, 3556-189, email [anne@etive.southern.co.nz](mailto:anne@etive.southern.co.nz) or any of the workshop facilitators at Lincoln University.**


We look forward to working with you at the workshops!

*the Lincoln Project Team*

Redrafting of the Selwyn District Plan was undertaken over 1999/2000, and this has involved relatively recent use of household surveys. Surveys have also been conducted in the past for the purposes of generating such things as an environmental plan for the village of Lincoln, and these appear to have yielded limited tangible results. In order to avoid the survey-fatigue phenomenon, and because we believe there are good alternatives to surveys when trying to develop practical visions for the future of a community from within that community, the main approach was via community workshops.

In embarking upon this project, the Team members were aware that the academic literature and their own experiences in community development provided a variety of examples for working with communities. In addition to reviewing the literature on community participation and consultative models, Team members spoke with different people experienced in community participation exercises based in New Zealand. Team members also spoke to members on the Lincoln Community Committee to ascertain priorities for the project, gain some initial views and receive any suggestions or comments regarding possible mechanisms for gathering the relevant information for the project.

Ultimately, the Team chose to use more *participatory* than consultative processes as the foundation for understanding and gathering information for the project. Participatory processes enable a more *open, ongoing dialogue* to be generated, and this enabled one of the primary goals for the project, namely developing and sustaining integrity and trust between the Project Team and the community. Participatory approaches to creating a vision for a township can only be successful when an *honest and direct exchange of ideas* can be enacted. Thus, the Team decided to create and implement a process of participatory meetings (workshops) wherein participants could be *open and frank about their views* and suggestions. Additionally, the Team chose to extend these discussions over time and into a series of “theme” workshops, so that ideas could be elaborated and focussed upon. Enabling participation meant extending the timeframe for the project (from 6 months to a year), but the Team agreed to this in order to ***create a community-based vision***, rather than an expert-driven vision, for Lincoln.



Participatory processes  
allow, open and on-going  
dialogue . . .  
. . . and honest and direct  
exchange of ideas . . .  
. . . the foundation for  
a community-based Vision

The Lincoln Visions Workshops were premised on the assumption that the project was for the community and that the community members should be enabled to speak and share their visions in a safe, constructive and empowering environment. Based upon this principle, the Team used participatory techniques framed around public workshops. The initial two scoping workshops used a technique called the **Nominal Group Process**, and this was also used in some of the subsequent themed workshops.

The Nominal Group Process enables individual and group decision-making by providing a structure for ensuring that three types of communication and sharing occur. The three types of communication facilitated through this technique are:

- (1) *self-focussed, independent thinking*, whereby each individual brainstorms for themselves without any interference by other group members;
- (2) *idea sharing*, whereby the individuals offer their ideas to the group without interference or pressure from the group members; and





(3) **group discussion and synthesis**, whereby group members discuss all of the contributions and choose to synthesise, bundle and prioritise them.

Activities for each stage can be moulded to suit the topic at hand, and the progression of activities ultimately yields a form of group consensus regarding the question at hand.

All of the materials from the initial two workshops provided the foundation documents and ideas for the subsequent “theme” workshops (see inserted yellow flier). The raw information collected from the initial workshops and the first round of theme workshops was also made available back to the community via public reports, inviting further comment (copies of this information are contained in Vol II). An open door policy was also adopted. The information also informed and influenced the Team’s ongoing one-to-one consultation with individual community members and organisational representatives, e.g., Rotary. Ultimately, the combined information enabled the Team to create a cluster of themed workshops which reflected the main areas which the community had identified as relevant and significant for Lincoln’s future. The themes and the outcomes of these themed workshops are discussed throughout this document. The results from the themed workshops were brought back to the community for comment in the final public workshop held on 26 August 2000. This feedback, combined with the materials and information gathered throughout the year, provide the impetus for the suggestions and visions offered in this final report.

## **Previous Consultation**

The Lincoln community has been subject to a number of consultation methods and discrete consultation activities have taken place ever since the establishment of the SDC. The Project Team did not review each SDC activity within Lincoln township; rather, it focussed upon the consultative activities which most related to the brief for the vision project. As such, only a few documented consultation activities stood out as relevant for understanding the historical context of Lincoln township as well as ensuring that this project did not duplicate previous projects or consultation attempts.



Two previous consultation activities were deemed the most relevant for this project. These were the 1974 jointly authored report, *An Environmental Plan for Lincoln Village*, mentioned earlier in this document, and the “*Lincoln Township Questionnaire*” commissioned by the SDC in 1998. In both cases, the researchers chose to undertake a survey which was promulgated as a questionnaire and directed to each household in Lincoln township. Such a format allows each individual respondent to answer pre-set questions. In both cases, respondents had a set of questions with preset answers to fill out. The preset answers or responses were either in the form of a preference gradient, i.e., ranging from strongly disagree to strongly agree, to a series of options applicable to the question.

The 1998 questionnaire was part of the SDC’s attempts to gather information regarding Lincoln residents’ views of their community and its future development. This was part of the ongoing process of consultation needed for drafting the district plan after the initial plan was withdrawn. The questionnaire was essentially three mini-questionnaires which focussed upon residential density, heritage and amenity values, and town growth options. The questions included preset responses, but

in many cases there was additional space for write-in comments, whereby residents could communicate any additional information which they wished to emphasise or which seemed ignored through the survey design. A total of 236 valid cases contributed to the tabulated data. Although the Project Team was not provided with the total number of surveys issued, the total responses suggest that a complete or full review of Lincoln residents' responses was not gleaned by accessing 236 people. Thus, the information gathered through this survey only provides tentative guidance regarding the residents' views about residential density, heritage and amenity values, and town growth options. As such, information from the questionnaire was not used as a sole source. Instead, the Project Team chose to incorporate the three themes from the questionnaire in order to enhance and extend the information gathered to that stage.

Similarly, the 1974 report proved useful in the sense that it outlined some areas of interest for the respondents and provided some feedback for researchers. However, the passage of 25 years necessitated revisiting the topics since the township and its residents had changed during this timeframe. Additionally, views and trends alter over periods of time, and it was necessary to return to the township to see whether and where attitudes and preferences had changed over the past quarter century.

As stated previously, the Project Team chose not to design a questionnaire, despite their ongoing use in Lincoln since at least 1974. Partly, this decision was due to the Team's aim of fostering open, public dialogue and increased community spirit which could not be easily generated through individual (and anonymous) surveying. Additionally, the primary project reference point was to draft a future vision for the village — a vision which incorporated possible physical landscape and intangible community characteristics. This meant that the Project Team needed to meet with community members and key representatives in order to ascertain the "feel" of the township as much as the more technical or clinical aspects of the township, e.g., section size, which had been the focus of the 1998 questionnaire.

Thus, the Team chose to use participatory workshops to gather information and to ensure that the community had opportunities to be actively involved in sharing ideas and forwarding suggestions for "future visions." The chosen participatory approach also enabled certain advantages which surveys neglect or minimise; the advantages from this process are that:

- Participants gain access to new insights and progressive ideas for improving the community

- Government and business leaders become more familiar with the public's views

- Participants provide feedback and suggest alterations to proposals for change

- Participants are more likely to work through potential problems and solutions

- More people are likely to volunteer for projects due to the community spirit generated from the participatory ethos

For these reasons, a series of workshops and activities were designed to enable ongoing feedback from the Lincoln community. These are documented in the following sections and in Volume II.

## **Student Project Work**

Apart from the mainstream consultation process, student project work also contributed.

During the course of the academic year for 2000 a number of subjects have contained Lincoln village components, both at undergraduate and postgraduate level. In ERST 601 Advanced Theory in Resource Studies, postgraduate students studying the strengths and weaknesses of various social science approaches to resource management issues were required to canvass opinions from daytime shoppers and pedestrians in the Central Business District of the village on individual visions for the future. Apart from recording the results, students were also required to relay some of these views via in-class role-plays, each student portraying a character encountered during the course of interviews. In ERST 303 Heritage Conservation, undergraduate students were encouraged to select particular buildings in Lincoln township for a project which required them to write a conservation/management plan for a building or site. As a result, some detailed profiles of local buildings have been produced that would not otherwise have been done (see Volume II for example work). In SOCI 207 Principles of Urban and Regional Planning undergraduate students were required to carry out, as participants, a nominal group process workshop technique on the future of Lincoln township, yielding a unique student's-eye-view of issues and ideas for the Project Team to consider.

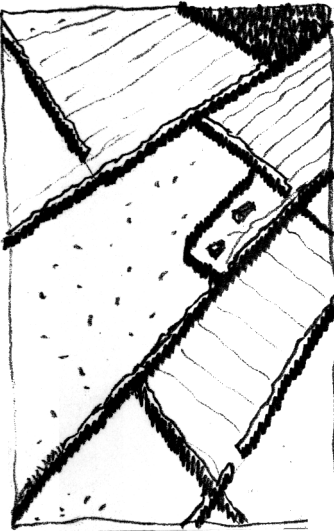
In the Landscape Architecture Group, 3<sup>rd</sup> year landscape architecture students completed an Ecological Design project (LASC 317), Lincoln Village Green Areas, with Maria Ignatieva. In this project students were asked to design a district-wide "green framework" for wildlife habitat and natural landscape character including Lincoln. The framework was exemplified by a case study on Millstream Reserve.

This work formed the basis of ecological visions for Lincoln described in *Section 5.2.1 - Ecological Strategies*

A final year landscape architecture student, John Visser, also based his Major Design on Lincoln village and focussed on ecological design. Copies of his work are in Vol II.

## LINCOLN, THE PLACE

## 3.1 LANDSCAPE CONTEXT



Lincoln is situated on the Canterbury Plains, a vast gravel plain heavily modified by agriculture and settlement (*see p.3 for location map*). The landscape form is dominantly horizontal, with vertical contrast coming from the rectilinear patterns of shelterbelts and the views to the Alps to the west and Port Hills to the east. In terms of colour and texture, the palette of the landscape context is relatively minimal. Dominated by the vast sky which characterises Canterbury, the landscape is dominated by the colours of the agricultural landscape – dark green shelterbelts, ochres of cropping, emerald pastures when seasons allow. Within Lincoln itself the soft green backdrop of the Liffey Reserve trees creates a contrast with the agricultural landscape beyond. One of the most vivid descriptions of the landscape context of Lincoln is the poem by Basil Dowling:

### Canterbury

On this great plain the eye  
Sees less of land than sky,  
And men seem to inhabit here  
As much the cloud-crossed atmosphere  
As the flat earth. Trains travel fast and straight,  
And travellers early or late  
Think of their destination  
More than of pasture, wheatfield, wayside station.  
Here birds and winds fly free,  
And tree is miles from tree.  
Except where in dark ranks they muster  
Against the gales or cluster  
Befriending lonely farms.

Till definition fades in bluish vague  
Distance: the dreams begin  
To see in vision colourless and thin  
Beyond the western foothills lost  
The huge and desolate ranges of the Coast.

*Basil Dowling (1949)*



*Skyline Trees*

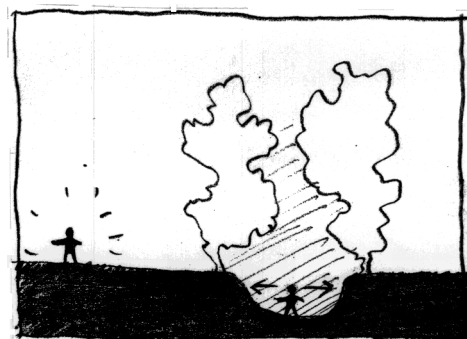
## 3.2 LANDSCAPE CHARACTER

The “rural village feel” is perhaps the most significant part of Lincoln’s landscape character. It is frequently mentioned, although it may be more a persistent memory than a reality. The rural feel is suggested by feelings of “smallness”, “trees” and “old buildings”(P1-3,16). This is more of a visual dominance rather than absolute quantity of these elements. For example the Liffey trees dominate the skyline within the village, providing a backdrop but they cover a relatively small area..

The Liffey Reserve is particularly important for the role it plays in the landscape character of the village, and is important for orientation within the village. It suggests a distinct east and west side to the village, and the stream channel provides an opportunity to “go down into” the landscape as a contrast to the flatness of the plains. The Liffey has many character



areas along its reasonably modest length (P4-8), including the wide flat expanse and rush-filled pond near the Country Club, and the area known as the Dip, where North Belt crosses the Liffey. The Liffey provides a sense of maturity to the village and a feeling of establishment, an anchorage to place. The trees significantly enhance the visual quality of the village, providing a constant backdrop and skyline, with seasonal change. They are a foil to buildings and roads, serving to unify the visual clutter inherent in built areas.



Ivey Hall



Pioneer Cottage

There is a strong desire in Lincoln for an overall identity, and this is most strongly manifested as visual distinctiveness. Recent developments such as Millstream Drive (P9), The Mews, and changes in the shopping area, are perceived to be challenging some of the visual characteristics and identity of the village. Workshops results indicated many people were not in favour of the style and appearance of the modern suburban development in Lincoln.

The streetscapes are crucial to the landscape character of Lincoln. It was the desire for a streetscape plan that motivated the original calls for a Townscape Plan, which has subsequently expanded into this Visions document. Some streets have special and attractive qualities (eg, Kildare Terrace, P10), but others are visually poor (e.g., West Belt, P12). The style of boundary fences, street planting, and the relative proportions of carriageway to path and planted areas are the main elements that determine the atmosphere of the streetscapes - these need re-consideration in Lincoln. Market Square (P13) is particularly in need of redevelopment both to simply improve its appearance but also to reinstate it as the "village square" - there is a tremendous opportunity now to do this.

Old buildings and bridges (P16,17) have significance to the landscape character of Lincoln. They are visual keystones which give the village meaning and a sense of heritage. They also provide landmarks for navigation.

There are some parts of the town which lack visual amenity and require attention. For example, the surroundings of the pub (P14), the Domain entrance, the back of the fire station, the fish and chip shop area (P15).

In summary, the most significant positive factors about the visual character of Lincoln are the old buildings, trees in general and the Liffey Reserve. The retention and enhancement of these elements is central to further development and on-going maintenance efforts. The visual character is uneven, containing a range of "gems" such as Ivey Hall, and the plantings around the CRIs, together with the broader setting of the agricultural landscape and glimpses to the Southern Alps and Port Hills. However, as identified in the 1974 study, these visual aspects are vulnerable to change, as they account for only a small proportion of the total area of Lincoln. They could easily be lost or obliterated by future development. Concern over piecemeal and insensitive development reflects the appreciation of these elements as crucial to Lincoln's identity and landscape character. For example, smaller section sizes and bigger houses mean substantial tree plantings are less able to occur in the ongoing subdivisions. Landscape change therefore needs to be carefully designed and managed to ensure that the very factors that have made the village an attractive place for further residential development are not destroyed in the process.



P1 “ ....smallness,  
mature trees,  
old buildings ...”



P2 Coronation Library





P3 “ .....trees, greenness, small scale.....” (cnr. Edward Street and East Belt)



P4 The Dip



P5 The Liffey Reserve .....  
*“enclosed, shady,  
 down in a gully, large trees....*



P6 The Liffey near  
 the Country Club -  
 opening out, large sedges





P7 Liffey Pond by the Country Club



P8 L1 and Millstream Reserve - open, willow lined





**P9 New residential development**



**P10 Attractive streamside street**



P11 Roblyn Place is also considered attractive by some members of the community



P12 West Belt is in need of visual improvement to reduce scale, soften and “green” it.



Market Square - ripe for re-development as revitalised heart of Lincoln





P14 Another visually sorry area - the surrounds of the pub



P15 and the area outside the supermarket and fish'n'chip shop



**P16 Cultural heritage - Pioneer Cottage ...**  
(Photo: Sarah Sheeran)



**P17 Ivey Hall (now the Lincoln University Library) with Chris Booth sculpture and native McCaskill garden**





P18 Landcare grounds

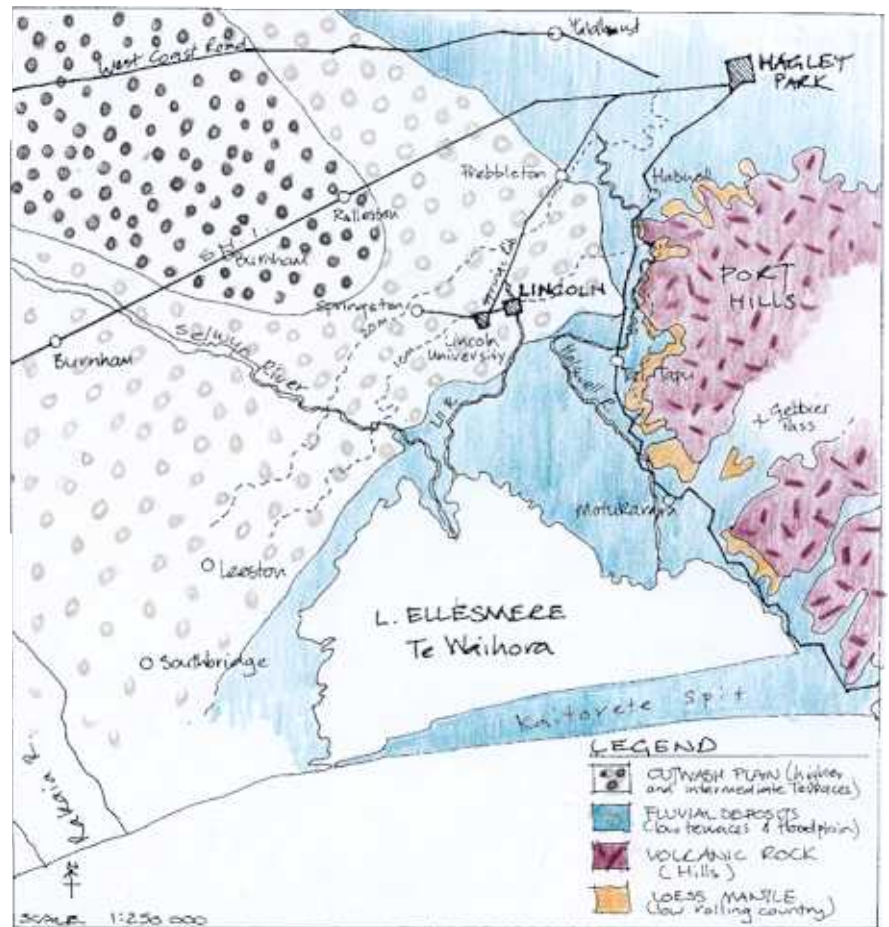


P19 Rural landscape character, opposite Millstream Reserve (soon to disappear under housing)

### 3.3 THE PHYSICAL ENVIRONMENT

#### Geomorphology and Hydrology

20 000 years ago glacial outwash surfaces and postglacial alluvial fans of greywacke gravels issued out from the Southern Alps coalescing to form the Canterbury Plains including the area of Lincoln (*Fig 3.1*).



**Fig, 3.1 Lincoln - Physiological Setting**

10 000 to 3000 years ago the main rivers and smaller streams cut down through the gravels exposing fresh surfaces and laying down new deposits along the borders of the rivers, forming sequences of terraces.

Lincoln village is situated on alluvial landforms that have a characteristically smooth, gently undulating surface as a result of being built by these glacially fed rivers. Altitude is around 10-12m above sea level. They generally slope to the east and southeast, draining towards Lake Ellesmere and the Port Hills. The upper Liffey Stream has formed a narrow, steep-sided, winding gully, giving surprising relief to the flat plains around.

Lincoln is situated in the basin of the Halswell and Selwyn Rivers, and Liffey/L1 Creek/L2 River, all of which drain into Lake Ellesmere. The Liffey stream is an essential water artery of the village and there are several other small streams in the area. A network of linear channels drain the surrounding farm land.

Groundwater is a major resource and Lincoln is well known for the many wells and springs in the area. Groundwater is recharged by seepage from

surface watercourses and by infiltration of rainfall and irrigation water (Burden, 1984). There is only slow, minor sapping of spring heads (eg, the Liffey) (Knox, 1969; Tim Davies, pers. comm., 2000).

## **Soils**

Mantled with loess, the different river terraces described above underlie the different soil types found around Lincoln today.

There are 4 main types of natural soils at Lincoln (T. Webb, pers. comm, 1999)(*Fig 3.2*):

1. Templeton and Eyre soils formed on the intermediate terraces which were stonier and well-drained. Eyre soils are shallow stony, silt loam and sandy loam, Templeton soils are deep to moderately deep, silt loam and fine sandy loam.
2. Wakanui soils developed on finer-textured, imperfectly drained sediments, being deep silt loam or silt loam on sandy loam with mottled subsoils.
3. Temuka soils, permanently saturated and gleyed deep clay loams, formed on poorly drained low-lying areas filled with fine silt and clay.

## **Natural Hazards**

Earthquake is the most serious natural hazard. If and when an Alpine Fault earthquake occurs, Lincoln will be severely shaken - about MM 8+ shaking on the Modified Mercalli scale, which means old structures might suffer serious damage, and people might be injured by falling objects in houses. It is recommended to take simple precautions - like attaching vases to shelves to prevent them falling; screwing high bookcases to walls; tying water cylinders to the house frame; closing cupboards with latches (Tim Davies, pers. comm., 2000).

Although situated on the broad area once traversed by the Waimakariri River, which threatens much of this central eastern plains area with floodwater, floods are not likely to be significant in Lincoln from the Waimakariri or from local streams. The Liffey is groundwater-fed mostly, carries very little sediment and is some metres below street level.

## **Wildlife**

Exotic birds and mammals such as duck, thrush, sparrow, blackbird, hedgehog, rabbit, rat, mouse, domestic dog and cat dominate in Lincoln village and surrounding rural areas.

There are some native birds such as pukeko that use the Millstream Reserve. Fantails and grey warblers are relatively common in the village and in recent years bellbirds have been seen feeding at several sites including the native plantings at Landcare Research and the Lincoln University campus.

In Christchurch city there has been a recent upsurge in visits by bellbirds as a result of the increase in native plantings. It is likely that similar increases in native bird populations would occur in Lincoln if more native plantings were made.





**Fig. 3.2 Soils of the Lincoln Area**

(Based on T Webb 1999)



## History of the Vegetation

Historically, the area of Lincoln was probably partly wooded and different vegetation may have been found on the different soil types:

*On Temuka soils* - matai and kahikatea forests, plus totara, ribbonwood, pokaka, kohuhu, ribbonwood, *Lophomyrtus obcordata*, *Olearia* spp., *Coprosma* spp.

*On Templeton soils* - totara-matai hardwood forest plus kanuka, cabbage tree, kowhai, *Olearia* spp., Kohuhu, Ribbonwood spp., *Coprosma* spp.,

*On Eyre soils* - probably more open shrubland and tussock grass vegetation such as: kanuka, cabbage tree, kowhai, matagouri, NZ broom, *Coprosma propinqua*, *Olearia odorata*, *Corokia cotoneaster*, silver tussock (*Poa cita*).

River margins were probably covered by flax-rush-tussock sedge - toetoe-koromiko-mikimiki-cabbage tree-karamu plant communities (Meurk, 1996).

The natural landscape has been greatly modified through farming and settlement over the last 150 years. At present Lincoln village ecosystems include different agricultural lands, residential gardens, lawns, hedges, and institutional plantings such as those at Landcare Research and Lincoln University.

The vegetation of Lincoln village has been broadly stratified according to the European "biotope" concept by describing species composition and physical environment.

**Biotope** is the locality or external environment in which a plant or animal lives.

Eleven types of biotope have been identified in Lincoln village, Lincoln University and Landcare Research: pastures, lawns, herbaceous (flower) borders, shrubberies and hedges, shelterbelts, parkland (combination of trees and shrubs with lawns, eg Liffey), street trees, pavement cracks, ditches, ponds and river margins and aquatic (streams and ponds).

Exotic species dominate all these biotopes. Among native species, the most common are: *Pittosporum tenuifolium*, (Kohuhu) *Pittosporum eugenioides* (Lemonwood), *Cordyline australis* (Cabbage Tree), *Sophora* spp. (Kowhai), *Dodonaea viscosa* (Akeake) and *Phormium tenax* (Flax).



Pasture



Lawns



Herbaceous borders



Shrubberies and Hedges



Parkland



Shelterbelts



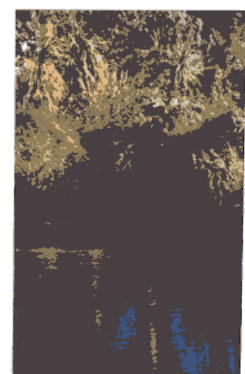
Street Trees



Pavement Cracks



Ditches



Ponds & River Margins and Aquatic



### 3.4 THE COMMUNITY

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Lincoln like many rural and semi-rural communities throughout New Zealand, may appear relatively quiet upon first glance. However, the relatively low-key atmosphere belies the fact that considerable time and energy is invested daily to maintain and nurture the lifeblood of the village. The lifeblood and vitality of Lincoln is the community itself, and the village supports a variety of services and clubs which enable local residents and visitors to become more active participants in the community's welfare.

Some of the community services offered in Lincoln include institutions indicative of a solid population base with wide-ranging needs. The services required are provided by institutions such as: a Kindergarten, a primary school, a high school, a fire station, a police station, a community library, a bank, a District Council Service Centre, a medical centre, a maternity hospital and a shopping district with a postal outlet. These services and institutions create the primary infrastructure for running and nurturing the community. These institutions are supplemented by the services offered by the neighbouring institutions, the Crown Research Institutes (CRIs) and Lincoln University, which also provide employment and education for some Lincoln community members.

The social fabric of the Lincoln community is strong and manifests itself through a variety of clubs, organisations and activities. A local body, the Lincoln Community Committee, works to coordinate community initiatives and provides another conduit for the local community to work with the Selwyn District Council. The Community Centre resides in the centre of the village and is a high-use facility, active with clubs, special seminars and a variety of other uses, such as the Project Team's workshops for this project. Lincoln also has an active church membership, and the community hosts four churches altogether. The vitality of various age groups is embodied in and nurtured through such organisations as the Scouts, Lincoln Rotary, and the local toy library (housed in the Coronation Library). The Lincoln Domain is the central location for sporting activities, and the area fills up with visitors and community members alike on weekends. A variety of organisations, such as the Historic Society and the Lincoln Businessman's Association, provide community members with an opportunity to cultivate their knowledge and use it for the development of activities within and for the community. Other clubs and organisations also exist, and these provide various services for members in the community, eg, meals on wheels, as well as support and contacts for newcomers to the community, eg, international student/visitors organisation.

Lincoln's ability to maintain and nurture its community needs is impressive, and this vibrance is testament to the tenacity of the Lincoln community over the past fifteen to twenty years. Over this time, central government policies have often made it more difficult for smaller communities to support local initiatives due to reduced funding sources or increased pressures on vital services, such as healthcare and education, which leaves little money or energy for other community-building needs and initiatives. Although Lincoln has proven resilient to these changes and pressures, it has not been left unscathed.

Many community initiatives, especially those relating to beautification and aesthetics, tend to be nurtured and implemented by the same set of people. This core group, many of whom are of retirement age, find that the day-to-day upkeep exceeds their time and energy abilities.



P20 Lincoln Community Centre



P21 The Lincoln Domain

Additionally, it has become increasingly difficult to maintain some of the more prominent physical and structural icons in the village, eg, heritage buildings and Liffey Reserve, due to a severe funding shortage. Extreme measures, such as cutting off phone supplies, have had to be implemented in order to use limited funds for the necessary maintenance of the heritage sites. Much of this work, ie, the physical maintenance and the historical/archival contributions, are retained due to individual generosity, rather than the wider community's ability to fund such initiatives. While such altruism is commendable, increased support across the generations alongside improved funding or sponsorship would empower the community to move beyond "survival maintenance" activities mode. The visions offered later in this document provide some suggestions for remedying such challenges.

### 3.5 PLANNING CONTEXT

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Until the major nationwide reformulation in 1989 of local government boundaries and administrative structures Lincoln was situated in Ellesmere County. It was governed, under the provisions of the Town and Country Planning Act 1977, by the Ellesmere County District Scheme, which became operative as of January 1 1982. The 1989 reforms placed Lincoln within the much larger Selwyn District (combining Ellesmere, Paparua, and Malvern Counties).

In 1991 the Resource Management Act (RMA), a planning “superstatute” was passed. Section 72 of the RMA requires District Councils to prepare a District Plan. Until such time as this new plan is notified the earlier District Schemes are collectively in force as the “**Selwyn Transitional District Plan**”. Under the transitional arrangements the zoning for Lincoln is as follows (*Fig 3.3*): a “Rural B” zone covers the agricultural and research lands outside of the main township area; a “Residential” zone covers some 46.83 hectares of land which is either already in use for residential housing, or which has been designated for additional residential development adjoining the main town belt areas; a “Commercial 1” zone of some 0.82 hectares for existing and anticipated retail and professional services; an “Hotel” zone, specifically for the one existing hotel; and, a “Service 3” zone of some 1.07 hectares for existing light commercial and industrial uses.

In July 1995 the SDC released the **Proposed Selwyn District Plan**. This affected planning and development in Lincoln in so far as a new District-wide land-use or activities classification system was introduced (*Fig 3.4*). The “Residential” zone remained as the label for land either already developed, or earmarked, for domestic dwellings. Under the new plan the Residential zone was considerably enlarged on the north, east, southeast and western margins of the existing township. The former “Rural B” zone designations for the areas adjoining the main township were reconfigured as either “Rural A” or “Rural B”, “Rural A” being for “smaller intensive production blocks on primary elite soils which are located close to a labour supply, services and facilities”. The former “Commercial 1” zone was replaced by a “Business 1” zone and the area slightly enlarged for further development. The “Hotel” zone was absorbed into the “Business 1” zone. The “Service 3” zone was reclassified as “Business 2”. There was now an “Education Research” zone to cover the land owned by Lincoln University and Crown Research Institutes under various designations.

After a large volume of submissions were received on the Proposed Plan the District Council decided to withdraw it and prepare it *de novo*. As part of this process, and because so many submissions were received in respect of land zoning, the Council sent out household questionnaires to townships in the District, including Lincoln (*Lincoln Township Questionnaire*), in the latter part of 1998, which sought feedback on residents’ views on optimal “residential density” (section size, houses per section, distance of buildings from section boundaries), “heritage and amenity values” (heritage sites and objects, special areas), and “town growth options” (what degrees of intervention by Council?).

The results of this survey, together with critical feedback via submissions on the earlier Proposed District Plan of 1995, became the basis for a *Redrafting the District Plan: Issues and Strategies for Towns* document, released in July 1999. In this discussion paper a further re-configuration of zoning was put forward (*Fig 3.5*). Under the new option the “Residential” zone becomes “Living 1” and remains more or less the same









**Selwyn**  
DISTRICT COUNCIL

*David Lovell-Smith*  
PLANNING & SURVEYING ENGINEERS  
100-102 Main Street, Selwyn  
Phone: 03 758 1234 Fax: 03 758 1235

NORTH  
Scale 1:5000

Planning Maps

Date: July 1995

Prepared by

Elite Soil Types

Designations

All Legal Roads are Deemed to be Designated

Zone Boundary

Designation Boundary

District Boundary

<b>Zones</b>	<b>Residential</b>	<b>RES</b>
Business 1	Rural A	RA
Business 2	Rural B	RB
Business 3	Rural C	RC
Business 3	Rural H	RH
Education	Rural Residential	RR
Research	Settlement	SET

Fig. 3.4 Proposed Selwyn District Plan Zoning Map 1995 (withdrawn)

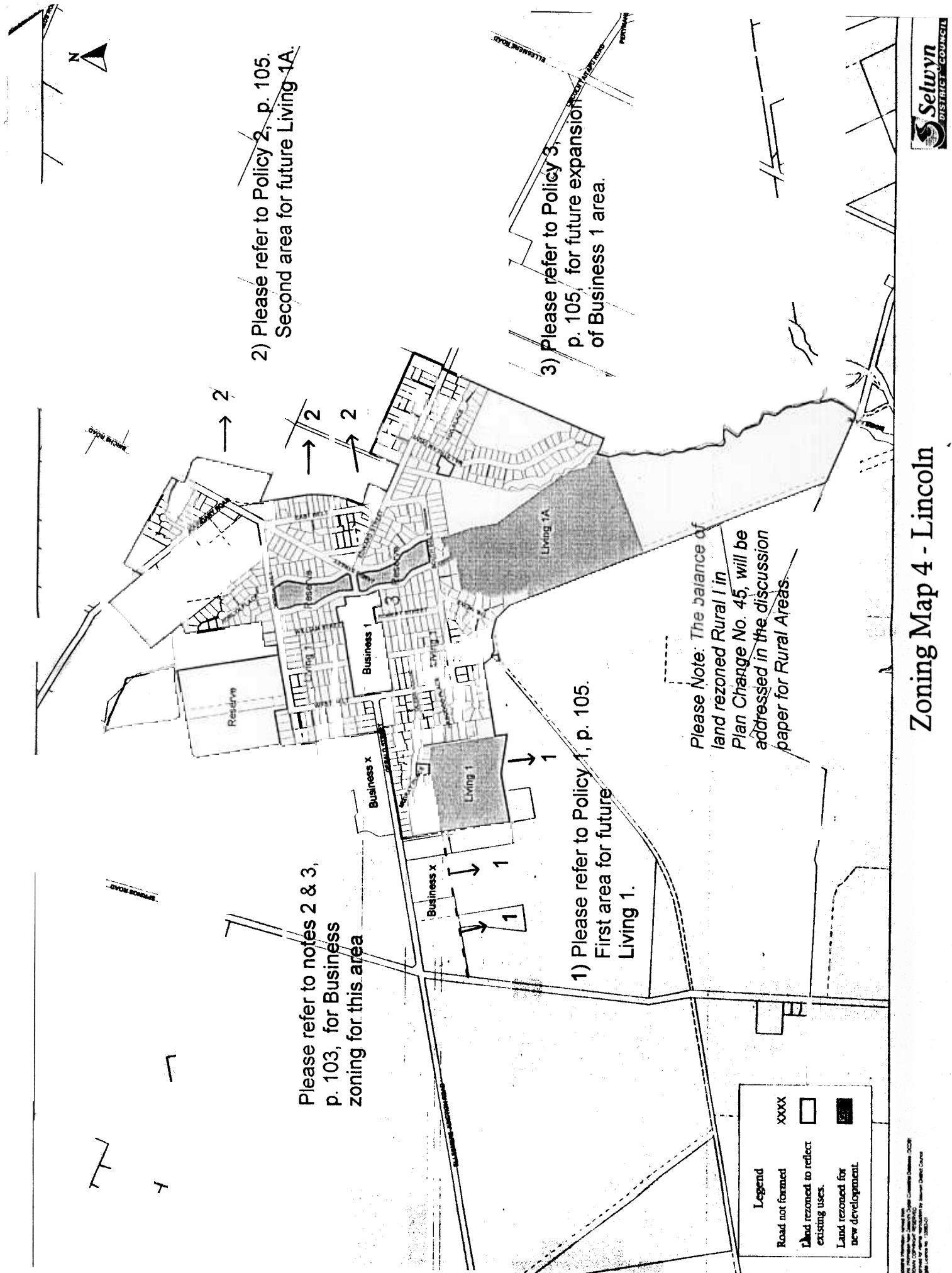


Fig. 3.5 Zoning Map in “Issues and Strategies for Towns” document 1999










# Map 12 Lincoln

## Selwyn Proposed District Plan Maps

The designated sites and heritage sites outside the Urban area are shown solely for the sake of completeness. They do not form part of the Urban Section of the Plan, but will be incorporated into the Rural Section.

### Legend

	Living
	Business
	Rural
	Designated Site
	Heritage Site
	Heritage Tree
	Road not formed

### Note:

1. All rail corridors and road corridors on planning maps are designated.
2. For Lincoln township development policies, see Part 2 Section 4.3.



0 100 200 300  
Metres

Scale 1:10000 (A3)



Fig. 3.6 Zoning Map in Proposed Selwyn District Plan 2000

in area terms (NB. a northerly addition is made to “Living 1” from “Rural A”). “Business 2” is absorbed, but accommodated, as existing use, into “Living 1”. “Business 1” remains the same, but a new area is earmarked for commercial development, south of Gerald Street and east of Robert Street, and taken from existing residential zoning. “Education Research” becomes “Business X”. The most significant change is the disappearance of the “Rural A” designation altogether, and the introduction of a “Living 1A” zone in its place, and the implication of major addition to “Living 1” from “Rural B” rather than “Rural A” land to the south west of Gerald St. This has been revised slightly in the **proposed District Plan (Fig 3.6) released in 2001**. The central business zone has been extended south by 2-3 property sections. The CRIs and University area, including a section about a paddock wide along Gerald Street, is zoned for Business now. The areas defined by Plan Changes 47 and 48 are now zoned Living.

While the present Lincoln Visions document was being compiled, the “**new**” **Proposed Selwyn District Plan** was released and is subject to the customary public submissions process. What can be said, however, is that there has been a large amount of speculation as to what will happen with regard to the rezoning of Lincoln. It seems that recently decisions about landuse in Lincoln have been in response to development proposals or to more accurately describe and allow for activities already there. This, together with a number of significant Plan Change applications to allow for residential subdivision which have already been put before the Council, translates into a great deal of uncertainty and trepidation, making the need for a coherent identity and overall “vision” for the village so much the greater.

#### **Sources:**

Proposed Selwyn District Plan, 1995, Part VI, page 56. Ellesmere County Council. 1982. *Operative District Scheme*, Selwyn District Council. 1995. *Proposed Selwyn District Plan - Volume I: Issues, Objectives, and Policies*.  
Selwyn District Council. 1995. *Proposed Selwyn District Plan – Volume II: Rules and Appendices*.  
Selwyn District Council. 1995. *Proposed Selwyn District Plan – Volume III: District Planning Maps*.  
Selwyn District Council. 1998. *Lincoln Township Questionnaire*.  
Selwyn District Council. 1999. *Redrafting the District Plan: Issues and Strategies for Towns*.



### 3.6 THE 1974 PLAN - THEN AND NOW

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The 1974 plan used a questionnaire to ascertain the community's perception of Lincoln, and together with an expert appraisal, presented a useful overview of the village's visual/landscape character. Despite the passing of 26 years, many of these observations remain valid in the contemporary context.

Market Square in particular was identified in 1974 as an area with landscape potential, as the historic and physical heart of the village and adjacent to the Liffey. The 1974 study suggested vehicular and spatial issues as problems for the landscape of this area. These issues remain, and the redesign of Market Square could considerably enhance the landscape quality of Lincoln. While a visual focus such as a clock or statue was alluded to in the 1974 study, recent workshops indicate a sculpture in the square is not a priority (although it was suggested). Other more substantive design issues need to be addressed.

The 1974 study made 29 recommendations relating to the visual aspects of the township, mostly relating to retaining the "inherently Lincoln" village feel. Many of the recommendations related to the need to visually unify the township as a whole, particularly in relation to drawing in some of the more disparate elements to create a more cohesive planting framework for the village. *Table 3.1* lists these recommendations, and comments on their relevance today. The brief presented in Section 6 expands on these earlier recommendations through offering a set of design principles for the further development of the village. It should also be noted that while many of the problems and opportunities from 26 years ago remain, there have been some important shifts in cultural context which need to be reflected in design. For example, a heightening of concern with issues relating to ecology and sustainability are apparent in the recent workshops. The "ordinary" cultural landscape is also becoming far more appreciated than in past decades, which might be apparent in seeing the grid layout as an opportunity rather than a problem, for example.

**Table 3.1      A Comparison of Recommendations in 1974 with Current Situation**

<b>1974 Recommendation (précis)</b>	<b>Status today</b>
1. Every effort should be made to protect and develop that factor of “smallness” or “village feel” inherent Lincoln – maximum population, smallness of housing proportions	This remains a point of contention today, and is particularly apparent in debates over continued subdivision. Workshops indicate a strong preference for a “village “ atmosphere
2. Protect views to the west of Liffey trees, gum trees, and macrocarpas by railway station	Remains an important issue (although gums and macrocarpas mostly removed now)
3. Break up lineal street views with occasional large trees or groups of trees to avoid monotony	Remains an issue, some planting in traffic islands and planting beds has occurred.
4. Lincoln’s grid means many lineal views giving unwanted climaxes or focus points to views – needs to be improved	Lineal views remain a concern.
5. Barker Street and Boundary Place as guide to “smallness” of character required in roading patterns. Short stemmed or culs-de-sac incorporating a bend offer greater potential	Some of the new subdivisions include culs-de-sac as part of their roading layouts. However the areas suggested in 1974 were noted for issues such as absence of fencing, whereas, the new subdivisions are generally all fenced and have large houses.
6. Liffey and its trees are the visual backbone. Efforts to extend with formed walkway in south. Future subdivisions to the north should accentuate ground form, creek and plantings. Its potential extension north could integrate Golf Course, Cemetery and High School with the southern part of the town.	There has only been limited development to the north, so these opportunities have not yet been realised.
7. Gum tree patch on Lincoln/Prebbleton road has potential for adventure play, but is disconnected from town. Any future developments east should try and absorb it.	Liffey Retirement village has occurred on this site - none of the gums were kept.
8. Market Square is the central focus and is an area requiring prior development. The square is at a point where any “next step” could make or break the feeling of the village centre required.	Market Square remains undeveloped, with significant potential to make or break the feeling of the “village” and to reinstate a village “heart” although commercial centre has shifted west
9. Shopping area is visually a non-entity and any proposal for Market Square should be related to a general and an “individual-to-Lincoln” approach to improving it.	Some development of the shopping area has since occurred, notably the unified facades of the shops on the south side of the street. Village-wide, uniqueness is still an issue.
10. The James/Edward/Gerald Street junction is increasing a hazard, and needs improvement whilst maintaining its visual importance.	Remains an issue.
11. Any attempts to improve the function of the James/Edward/Gerald Street corner must take into account the rural quality of this scene – concrete curbs and channelling should be discretely handled if used at all. (This applies to many Lincoln streets where a tendency to “develop” means a standard footpath, grass verge or berm, and culvert much to the detriment of an area’s visual identity or uniqueness).	Remains an issue. Edward Street and Birches Road have had roadside development including concrete curbs, which have considerably changed the visual quality of the road.
12. Kildare Terrace – the north area including part of the Liffey appropriate for historic cottage development. South area should be respected for its quiet ruralness.	Ruralness likely to change with Kajens - major housing development.

13. Leinster Terrace – north part of road unnecessary for the weight of traffic. Complicates traffic at James/ Edward/Gerald Street corner. Suggest dividing it into two culs-de-sac with pedestrian connections. Southern part is appealing and worthy of protection.	Has become a cul de sac north of Edward St.
14 and 15. Barker Street and Boundary Crescent offer clues to future subdivisional layout – visual appeal worthy of interpretation but not direct copy.	See above
16. West Belt – needs some work on lineal views and commercial areas. Planting the best tool.	Remains an issue
17. North Belt, except for Domain, has its own quality, worthy of interpretation elsewhere.	Remains the same. Domain entrance still visually poor.
18 and 19. Lyttelton Street offers room for visual improvement mainly at the post office end.	Remains the same
20. Domain perhaps the most visually sorry area of Lincoln. Consider swapping or selling this land area for more accessible and more visually useful areas elsewhere.	Remains the same. Land has been bought on west side and Board considering re-development of the area incl. off-street parking
21. William and Robert Streets are both lineal and require occasional large trees to bring houses into scale. Trees will also break up the length of these streets.	Remains the same, some planting
22. James Street – respect for sense of entry into town already present in this street.	Some changes to this area, with development of Liffey Retirement village. Still lacks distinct entry quality.
23. Edward Street, Lincoln/ Tai Tapu Road, has a poorly developed sense of arrival. Traffic problems at East Belt require resolution.	Some development with traffic island and road narrowing in one section. Still lacks distinct entry quality.
24. East Belt is expansive in North End and requires better handling or transition of scale from large gum trees to wide street. Resolve traffic problems as above.	Remains the same - but gum trees mostly gone.
25. South Belt – any through route requires sensitive handling, exploiting the rise in grade and tree cover. Pedestrians and bikes could be separated from cars.	Remains the same - a bridge connection still suggested by some. Added traffic imminent with Kajens subdivision.
26. Lincoln High School grounds appear separated from rest of town, and greater visual and functional integration is required. Planting about the school is lineal and peripheral and could be softened by considered group placement of trees.	Remains the same
27. Golf Course and Cemetery, both appear to be “out on a limb” in respect to the rest of town, and should be integrated in future.	Remains the same - pedestrian link still desired.
28. Lincoln Maternity Hospital deserving of a paint treatment that does more to enhance its architectural qualities than present red and cream.	Hospital visually appealing, well planted and presented.
29. Alternating open spaces along Ellesmere Junction road is important and should be retained. This is the essence of rural character. Areas definitely required to be retained are the area east of the Wool Research Organisation and the open field trial area immediately to the north; a green belt between township and Lincoln College is then assured.	Some threats to the open spaces throughout the village. Plan Change 55 will affect the area east of Wool Research Organisation. Green belt will not be apparent. No threats to open field trial area known at present.



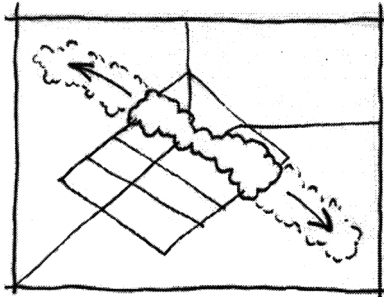


## PART 4.0 - COMMUNITY VISIONS FOR LINCOLN - A FIRST RESPONSE

A wide range of visions were presented by the community through the workshops and other forms of consultation. Some are in response to particular issues, others are purely visionary. These “grass roots” visions are the focus of the next Section 5 - Visions and Strategies.

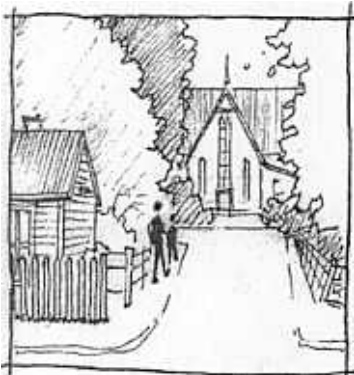
The “raw data” can be summed up under the following headings:

### The Liffey



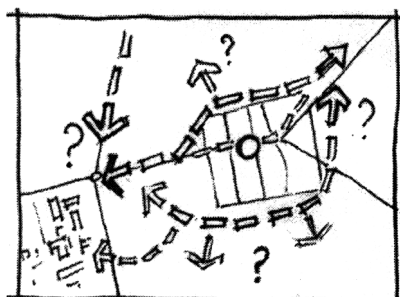
- seen as a valuable asset and key feature of Lincoln
- needs care and enhancement by a keen group of people, with a formal management plan
- could be extended north and south
- provision of walkways (ranging from well-graded to rougher), extra crossings, more play areas, picnic areas, etc, catering for everybody from the less adventurous and preschoolers and active adventure-seeking children and teenagers
- make a feature of the water possibly, eg, a pond for boating on,
- balance of native and exotic

### “Village Character”



- important to maintain and enhance “village” character, be a “splendid village in the quilted countryside... a place to bring up your kids in the country” (Community Spirit Workshop, 16 August 2000)
- Lincoln is not a “town”, and although well-connected to Christchurch it remains independent and separate from it, it is not a suburb of it.
- semi-rural feel, frequent rural vistas (eg, to Port Hills and into neighbouring farm land), small compact form, “greenness and openness”, “green belt”(eg, the cow paddock on Gerald Street) and historic buildings contribute to “village” character
- section size and housing style also impact on “village” character therefore need to be in keeping with it, to have scope for larger sized tree planting on each section, and avoid “anywhere” suburban-ness.
- maintain relaxed, friendly, pleasant, peaceful atmosphere yet still vibrant and contemporary
- village “furniture” can express character, eg, Liffey bridge railings, seating, signs

### Traffic Management



- removal of heavy traffic from within the village, provision of convenient alternative routes (ideas of a north and a south bypass with limited access to residential areas, need to plan now for it to allow for incremental construction as new development proceeds)
- slow traffic (through re-design of transport corridors and central shopping area), making it safer for pedestrians and cyclists, yet maintain reasonable convenient vehicular access to village centre
- encourage “soft” modes of transport and greater use of public services, better and innovative provision of public transport services
- look to servicing of future subdivisions
- adequate parking where required (eg, schools, Domain, shopping centre)
- possibly a new bridge over the Liffey making South Belt continuous



### **Provision of Walkways, Cycleways, etc**

- develop a "green" link between village, CRI's and University
- creation of comprehensive and convenient network of safe and attractive routes for walking, cycling, scooters, skate-boards, etc
- network needs planning now so that future built development can accommodate it
- possible use of historic railway line, Liffey is a key area, revive Millenium Park proposal

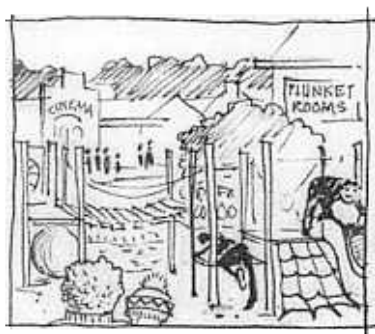
### **Strong Sense of Community**

- foster greater community spirit, with all members contributing and benefitting
- a safe, friendly, open community, (eg, shared frontages) yet maintain degree of privacy
- foster stronger "partnership" between university, research institutes and village, eg, joint projects, town and gown events, "open" policy to research areas and farmland where possible
- self-help and self-determination, get people involved and taking greater responsibility
- sense of pride and contribution, eg, best street and garden competitions
- embrace "multi-culturality", eg, international street festival
- be a welcoming community to new-comers



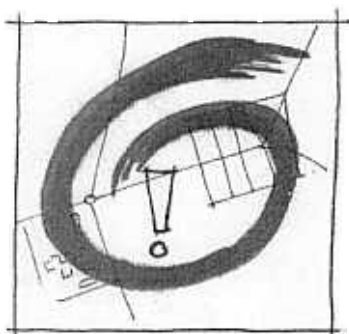
### **Facilities and Services**

- promotion of wide range of social services and facilities, eg, community care, sports, recreational and entertainment facilities and opportunities
- meeting any shortfalls in services and facilities
- maintaining excellent provision for education and learning, provide for growth of schools
- particular emphasis on elderly, preschool and teenage sectors, eg, play grounds, skateboard park
- provide for dog exercise areas
- new village map
- more effective dissemination of information about the village, eg, data bases, a web page



### **Identity**

- Lincoln should be a unique and distinctive place, not a part of Christchurch, a destination in its own right
- unique relationship with University and research institutes and rural village character create uniqueness and give identity, a centre of land-based learning, research and technology
- distinctive approaches to the village desired which are expressive of its core business and identity
- distinctive colour scheme maybe?
- "plant signatures" in selected areas
- economic independence desired, not dormitory suburb

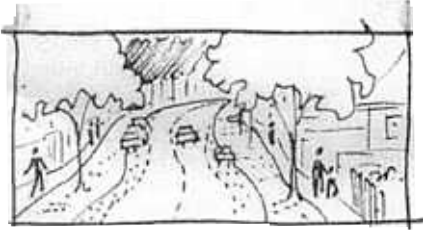


### **Preservation of Heritage**

- the protection, enhancement and promotion of the cultural and natural heritage of Lincoln
- "heritage trail" idea
- protection of landmarks



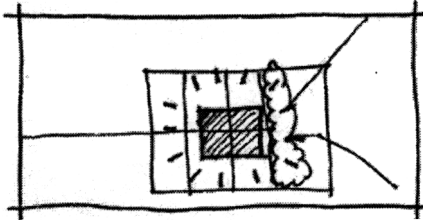




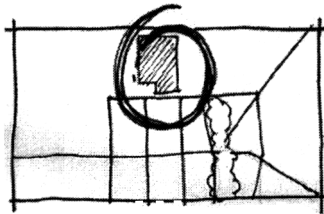
### Streetscape Enhancement

- improvement in appearance and functioning of streets and other public spaces, eg, tree planting, sealing, footpaths on both sides, provision of safe cycling routes, no wires overhead
- encourage styles of built development that contribute positively to streetscape, eg, more tree planting on private sections, adequate setbacks, careful use of colour and material

### Market Square and Shopping Area



- village focus, needs upgrading and smartening to realise potential, encourage sidewalk cafe culture, "attractive urban living in real countryside" (Community Spirit Workshop, Aug 16 2000)
- better parking provision, public toilets, traffic control with no heavy through traffic
- provision for expansion to north? south? west?
- landscaped carparks
- pedestrian dominance
- Market Square could become a passive (but not boring) green space and regain its importance as the heart of Lincoln and reflect its historic role as the hub of activity in the village



### The Domain

- village asset but needs redevelopment and expansion to provide for multi-use and resolve parking and access

### Clean and Green



- more tree planting and green areas/open space
- balance of native and exotic, increased biodiversity
- eco-friendly landscape design and management, eg, alternatives to scorched earth policy for fencelines and ditches, ideas for exemplary eco-subdivisions. University and research institutes can contribute knowledge and technology.
- aim for zero-waste, have functioning recycling programme
- composting programme, dog waste control
- clean air and water especially returning the water in the Liffey to its natural quality, water conservation, community care for resources
- preservation of good versatile soils (ie, not built over)

## VISIONS & STRATEGIES

## PART 5.0 VISIONS AND STRATEGIES

### 5.1 VISIONS

The “*Lincoln – A vision for our future*” project is intended to encourage an integrated approach towards a shared vision for the village. Just like any individual, a town needs a variety of elements for its wellbeing. At a basic level there are physiological needs – a healthy heart and lungs, and an efficient circulation system for example. Beyond the basic functioning there are elements related to visual aspects, and the positive feelings that come from having confidence and pleasure in appearance. Finally, there are more the more intangible aspects, with the importance of spiritual and intellectual wellbeing. In Lincoln, physiology could be seen as relating to circulation of traffic and people, and having a well-functioning heart (Market Square and commercial centre) and lungs (the Liffey Reserve); in terms of appearance there is a need for visual amenity in relation to evidence of trees, treatment of skylines, harmony of colour and form; in a spiritual and intellectual sense there is a need for a sense of self, unity, memory, belonging and heritage.

Ten visions were identified from the community feedback, and in order to achieve these a range of strategies was identified. These are set out on the following tables, and further discussed in the next Section 5.2.



## **VISIONS FOR LINCOLN**

### **Eco-Lincoln**

This vision relates to Lincoln as a “clean and green” settlement, expressed through both its actions and appearance. A sustainable, ecologically-friendly settlement.

### **Lincoln - A Place to Remember**

The enhancement and development of Lincoln’s unique qualities provide a strong sense of place, making it memorable and distinctive within the region. The Liffey remains the “jewel in Lincoln’s crown”.

### **Lincoln - The Best of Both Worlds**

Good cafes, retail outlets, facilities and services bring the best of urban living to Lincoln. The quiet rural setting provides the best of the countryside. “Attractive urban living in real countryside. A place to bring up your kids in the country.” (Heritage & Community Spirit Workshop participant)

### **Lincoln - The Science & Technology Parkway**

The broader community of the University and CRIs join with the village in a park-like setting for science and technology activities. A future-thinking and innovative community, where the way of life reflects the research and teaching activities.

### **Lincoln - Wealth of Recreation**

The recreational facilities of Lincoln are of good quality and cater for a diverse range of sports and other active and passive pursuits. Recreational opportunities are provided for all age groups.

### **Lincoln - Rural Charm and Future Driven**

Lincoln has the best of the past and the best of the future. Its setting provides it with an ongoing connection with the countryside, reflected in the appearance and activities of the village. But it also looks to the future, embracing appropriate technology and development.

### **Lincoln - A Friendly Village**

Community spirit, safety and security. Scale and size of streets, walkways and planting enhances safe and friendly feel of the place. “Quiet, laid-back lifestyle” (Postcards workshop). Caring, supportive.

### **Historic Lincoln**

The heritage of Lincoln is conserved and celebrated. As workshop participants put it: “History is seen and preserved with pride - Liffey Cottage, Pioneer Hall, Hotel” “The way we were.” (Community & Heritage Workshop participants)

### **Multicultural Lincoln**

The diversity of Lincoln’s past and present population is celebrated, making it a unique place to live. Iwi values are fostered. There are opportunities for all cultures to express their heritage and to enjoy each others’ contributions to the community.

### **Lincoln - An Oasis on the Plains**

Lincoln feels like a garden in contrast to the rigid paddocks of the plains. Amidst fields of crops and livestock, the town is a contrast. A leafy haven bringing shade in summer and shelter in winter. Refreshing, clean, peaceful.

## **Table 5.1 Visions for Lincoln**

# VISIONS

		Eco-Lincoln	Lincoln - A Place to Remember	Lincoln - The Best of Both Worlds	Lincoln - The Science & Technology Parkway	Lincoln - Wealth of Recreation	Lincoln - Rural Charm & Future Driven	Lincoln - A Friendly Village	Historic Lincoln	Multicultural Lincoln	Lincoln - An Oasis on the Plains
S T R A T E G I C S	<b>PLANTING/ECOLOGICAL</b>										
	green framework	✓	✓		✓	✓	✓				✓
	community-based 'landcare' group	✓	✓				✓				
	ecological walkway	✓	✓								✓
	plant signatures	✓	✓								✓
	private ecological planting	✓	✓								✓
	<b>COMMUNITY</b>										
	Events	✓	✓	✓		✓	✓	✓	✓	✓	
			✓	✓	✓	✓	✓	✓	✓	✓	
			✓	✓	✓	✓	✓	✓	✓	✓	✓
			✓	✓		✓		✓		✓	
								✓			
	Heritage plan		✓				✓		✓		
	Heritage trail with markers					✓			✓		
	<i>History of Lincoln</i> publication								✓		
	Naming strategy - preferred street names						✓		✓	✓	
	Liffey Domain management			✓					✓		
	Conservation plans for listed buildings/sites								✓		
	Heritage register for trees and gardens								✓		
	Museum								✓	✓	
	Archive for oral history, heritage people								✓	✓	
	<b>DESIGN/VISUAL</b>										
	distinctive village character		✓	✓			✓				
	enhance Liffey Domain	✓	✓			✓					✓
	distinctive entrances to township		✓								
	Market Square - sculpture and design		✓						✓		
	high level of visual amenity		✓		✓		✓				✓
	reorganisation of town centre to improve parking and discourage through traffic		✓	✓			✓	✓			
	northern bypass			✓			✓				✓
	southern bypass			✓							✓
	public transport development			✓							
	Lincoln taxi-bus			✓		✓					
	pedestrian and cycle ways	✓	✓	✓		✓	✓	✓			
	<b>RECREATION</b>										
			✓	✓		✓					
			✓	✓		✓					
						✓					
				✓		✓					

Table 5.2 Visions and Strategies

## 5.2 STRATEGIES

While the Visions provide a means of articulating the community's feelings about the future of the village and provide a purposeful direction, there is a need to identify ways of making this real. Drawing together feedback from the workshops, material from the 1974 study, and expert input, a number of strategies have been identified under group themes: *planting/ecology, community, heritage, visual/landscape, transport, and recreation*.

Each group theme is discussed in the following sections.

### 5.2.1 Ecological

At the moment Lincoln Village has the Liffey Reserve, Millstream Reserve, Institute plantings, street plantings and private gardens. There is a pressing need to analyse the ecological situation to determine what the future needs for the village are. In the past there have been various views on how the village should develop. To try and bring these views together and arrive at a shared community vision, a series of workshops were held.

Ecological issues were broadly covered in the initial main public workshops early in the year. Subsequently, two theme workshops focusing on ecological issues were conducted on 19 April 2000 "Millstream Reserve"<sup>1</sup> and 19 June 2000 "Liffey Reserve/Green Spaces".

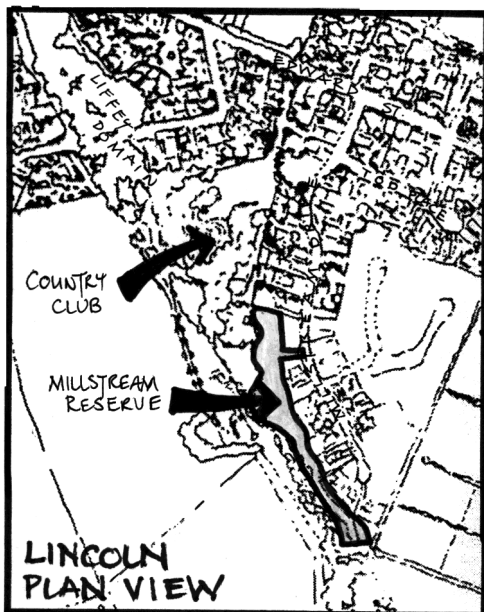
At the main workshops in January and February and at the Liffey Reserve/Green Open Spaces workshop, the community emphasised the need for enhancing the existing green space in Lincoln. People also expressed the wish for multi-use of Liffey Reserve, have it tidied up, extend the length to the north and south, and the need for a formal management plan.

People were keen to see a **good system of walkways** in Lincoln in particular green linkages between the village and Lincoln University campus. The idea of **balanced use of natives and exotics** was quite strong. Other issues that arose were: developing **street plantings**, creating **good entrances** to the village possibly using plants, having more **public gardens** and **greater native biodiversity** as well "**rural image**" character with more tree planting and "**greening**".

For Millstream Reserve the community emphasised the importance of keeping the main views (vistas) and indicated preference for low to medium height planting combined with tall trees, and group planting along the stream instead of continuous dense planting. People desired to have a mixture of native and exotic plants, and formed walkways close to the stream. One of the suggestions was to think about softening the transition from private backyard gardens to the public reserve by planting native species along with selected exotics 1-2 meters out from the fence line. People wished to know more about hydrology, water quality of the stream and opportunities for cleaning the stream. There was a special mention of ensuring the reserve provided for desired uses



Public Meeting - Millstream Reserve



Millstream reserve is situated on the true left of the Liffey just downstream from the Ellesmere Country Club. It is part of a recent subdivision and ready for planting and landscape development. Local residents asked the Project Team to help come up with a concept, within the context of the Visions Project. A public meeting and a public workshop was held and subsequently a broad concept was prepared in April 2000 (see Vol II).

Local iwi are keen to see restoration of the natural qualities of the Liffey/L1/L2 stream corridor through native planting and addressing of concerns over water quality. They also called for recognition of the fact this stream feeds into and thus affects the health of Te Waihora (Lake Ellesmere)(refer *Tangata Whenua Meeting Notes 8 June 2000, Vol II*).

During the final workshop on 26 August 2000, participants were asked to indicate their preferences for ecological strategies. There were 5 main strategies indicated:

- a planting/ecological green framework;
- community-based landcare group;
- an ecological walkway;
- plant signatures and
- private ecological planting.

Ecological walkways were a clear preference of all participants. Private ecological planting and the ecological green framework themes also received strong positive feedback. The creation of an ecological green framework and an ecological walkway can be earmarked as priorities for Lincoln village.

The results of all three workshops indicated quite clearly the importance of organising a ecologically robust green framework in Lincoln including improved management of the Liffey stream corridor. This would support well the community wish for “rural village character”, an important component of which is more “greenness”.

The conceptual design, opportunities and options for such a framework were explored through an ecological design project by third year landscape architecture students at Lincoln University:

### Lincoln Village Green Areas Project

Students’ projects for Ecological Design Studio (LASC 317, BLA at Lincoln University, semester two, 2000) were an integral part of the project “Lincoln: a vision for our future”. Student projects took into account the results of all workshops and the community’s requests.

The project consisted of 3 parts:

#### **Part 1: System of Green Corridors.**

This system aimed to provide pathways for the dispersal of plants and animals and assist in the retention and development of other ecological and landscape values. The task was to create a system of green corridors to link the Port Hills, Lincoln village, and Lake Ellesmere, that:

- created a range of habitats for native flora and fauna
- formed a distinctive ‘natural’ image of the local landscape
- established a framework for further ecological restoration

At the moment native bellbirds for example use Landcare Research native plantings. They travel to Lincoln from the Port Hills in search of kowhai flowers during spring.

Network corridors could provide safe pathways for native birds.



*Corridors envisaged to link Port Hills to Lincoln*





Millstream Reserve

## Part 2: Millstream Reserve - case study

A design concept for Millstream reserve had been prepared by the Project Team based on public consultation. The students' task was to present their vision for the future landscape development of the Reserve, based on the prepared concept and other information. The questions they had to answer included : What is the main theme of the reserve (eg, native restoration). Is it possible to incorporate private planting within the Reserve? The Reserve plan represented a detailed case study of the wider green corridor system.

## Part 3: Planting signatures

This concept was introduced to New Zealand by Nick Robinson (1993). A plant signature is "an abstraction from the actual place or plant community, but it is a composition that offers some essence of the place". Plant signatures were designed for use in private gardens, entrances to Lincoln village and in Millstream Reserve.

## Major design project (LASC 408) BLA, Lincoln University: John Visser

Independently of the 3<sup>rd</sup> year Lincoln project, a final year landscape architecture student chose Lincoln as the site for his major design project. He named it "Signature for Lincoln" and in it explored an "ecological channel" theme. Copies of his work are in Vol II.

## Planting/Ecological Strategies

### 1. Green Framework

A system of green corridors to connect Lincoln village, the Port Hills and Lake Ellesmere (*Figs. 5.1, 5.2*).

This proposal is long term. The focus of this corridor system is not solely on linear habitats. It is also necessary to have patches or nodes within the corridor network such as Coes Ford, the Liffey Reserve, and Landcare Research planting.

The proposed ecological corridors are:

*1. Stream corridors* - restoration of major waterways and water-bodies such as Selwyn and Halswell Rivers, Coes Ford, the Liffey/L1/L2 Stream, and Lake Ellesmere (*Fig 5.3*). Advantage should be taken of any existing or remnant vegetation. Planting of native species will form a distinctive natural image of the landscape and provide habitat for wildlife. Corridors must be wide enough (up to 50 metres) in order to have a core which is fully protected. The composition of these corridors would be typical of the riparian corridors in Christchurch as illustrated in the Streamside Planting Guide put out by the Christchurch City Council (Meurk 1996), and consists of:

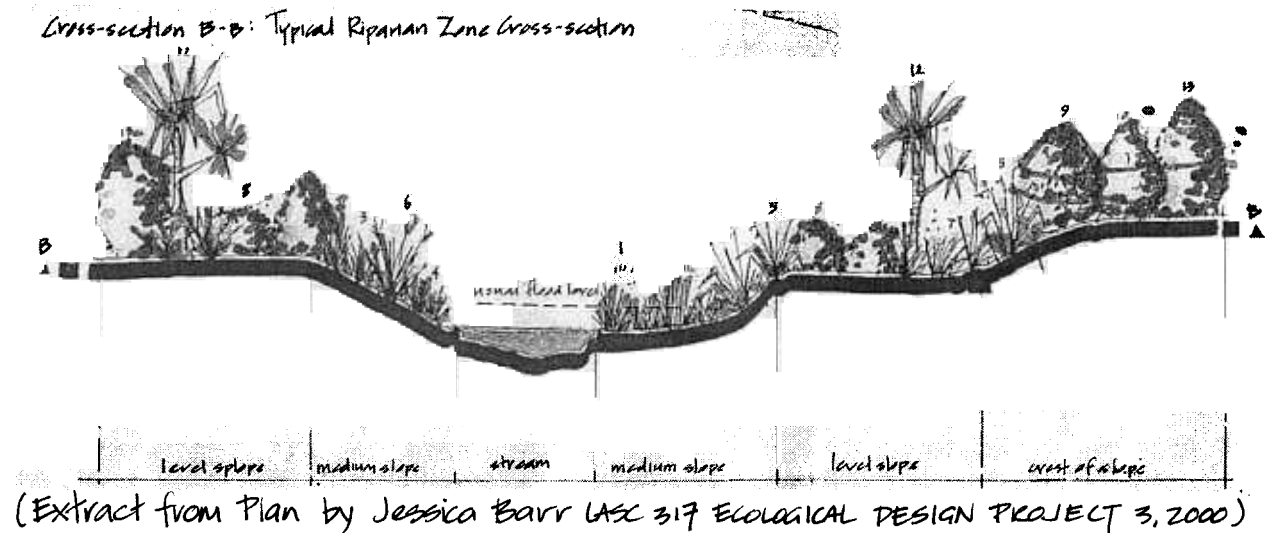
sedges (eg, *Carex secta*), rushes (eg, *Juncus pallidus*), flax (*Phormium tenax*), toetoe (*Cortaderia richardii*), Koromiko (*Hebe salicifolia*), Lemonwood (*Pittosporum eugenoides*), Karamu (*Coprosma robusta*), Cabbage Tree (*Cordyline australis*), Ribbonwood (*Hoheria angustifolia*), etc.



Liffey Stream

Continuous river corridors without gaps are essential to maintain healthy aquatic conditions, corridor flow and species habitat in general. In the course of subdivision, every effort should be made to secure esplanade

reserve to its full 20m width (as required by the Resource Management Act) in order to maximise the corridor value for wildlife, especially where public access and recreational use is envisaged as well.



It was also proposed to create several large “core” bush remnants on the Port Hills for increasing numbers of native bush birds, which visit Lincoln village (Fig 5.4). These “core” habitats could support a population source from which bird species can disperse via the corridor system.

At the workshops people indicated that the Liffey is the “jewel in the crown” of Lincoln. It would be an important component of the green framework. It was stressed that the Liffey Reserve should have a balance of native and exotic plantings and be multi-use, with features such as playgrounds, walkways and other recreational facilities. In particular, a walkway along the Liffey to Millstream Reserve is envisaged (Fig. 5.5).

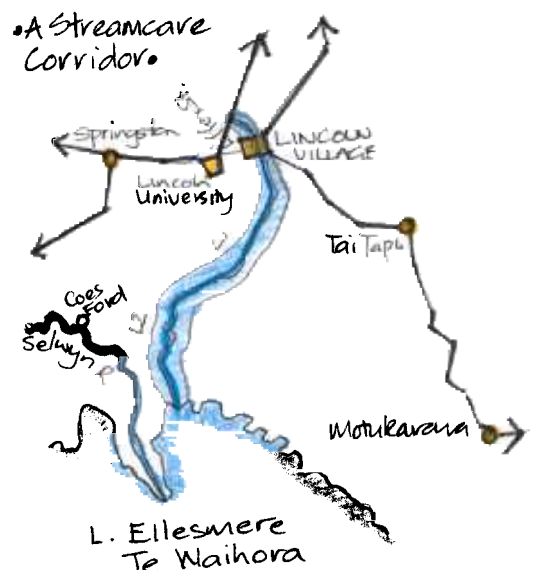
The concept of a wider “stream care” area including the Liffey, L1 and L2, ie, from source to sea, was also suggested. The best way to achieve good stream management is by considering it as a whole and involving all landowners and users along its length with the overarching aim of getting high quality water and good habitat for native species. The L2, etc, is one of the streams affecting the quality of Lake Ellesmere. An important component of this would be recognition and enhancement of the various springs in and around Lincoln.

2. *Road corridors* - typically road corridors are predominantly introduced shelterbelt species and pasture grasses. Many roads run parallel with channeled waterways or drainage ditches. These verges and waterways are normally regularly mowed and weed control operations undertaken to keep them functioning efficiently and fulfil a perceived need for tidiness (see *Photo over page*).

Road corridors have considerable advantages in that they can provide continuous linear wildlife habitats. Developing road corridors as wildlife habitats could also lessen their long-term maintenance costs. For a wildlife habitat, corridors must be wide enough. 15-25 metres on either side of the road is considered the minimum for providing sufficient vegetation for retention of nutrients, stabilising soils and creation of good wildlife habitat.

#### Rural roads

Rural road corridors should be around 50 metres in width. This will require the cooperation of adjacent landowners. A good system of rural





The master concept plan indicates the ecological corridor systems connecting Lincoln Township with areas of significant ecological value: The Port Hills and Lake Ellesmere.

The 3 main objectives are:

1. to create a system of habitats for native flora and fauna.
2. form a distinctive 'natural' image of the local landscape.
3. establish the framework for further ecological restoration.

Vegetation used for the creation of corridors shall be selected according to soil and vegetation sites as specified in the Otahaki Ecosystems Guide. This proposal is a long-term goal and would have to be implemented over a series of stages, as described below:

**Stage 1:** Restoration of major waterways and creating corridors along riparian zones, and land adjacent to roadways and railway lines.

**Stage 2:** Improving existing areas, adjacent to linear corridor systems where native species are already established.

**Stage 3:** Revegetation of suitable all native species on the south-facing slopes of the Port Hills which would be otherwise unproductive for grazing and other purposes.

**Stage 4:** Formation of buffer zones around road, rail and waterway systems to ensure strong corridor connections to existing remnant patches.

**Stage 5:** Implement an education program in Christchurch communities to encourage residents throughout the region to use plant species as specified in the Agenda 21 Ecosystems guide.

#### LEGEND

- stream/river systems
- riparian vegetation
- main access roads
- roadside vegetation
- railway lines
- railway vegetation
- significant green spaces
- coastal vegetation
- Lincoln Township
- south-facing slopes on Port Hills suitable for revegetation

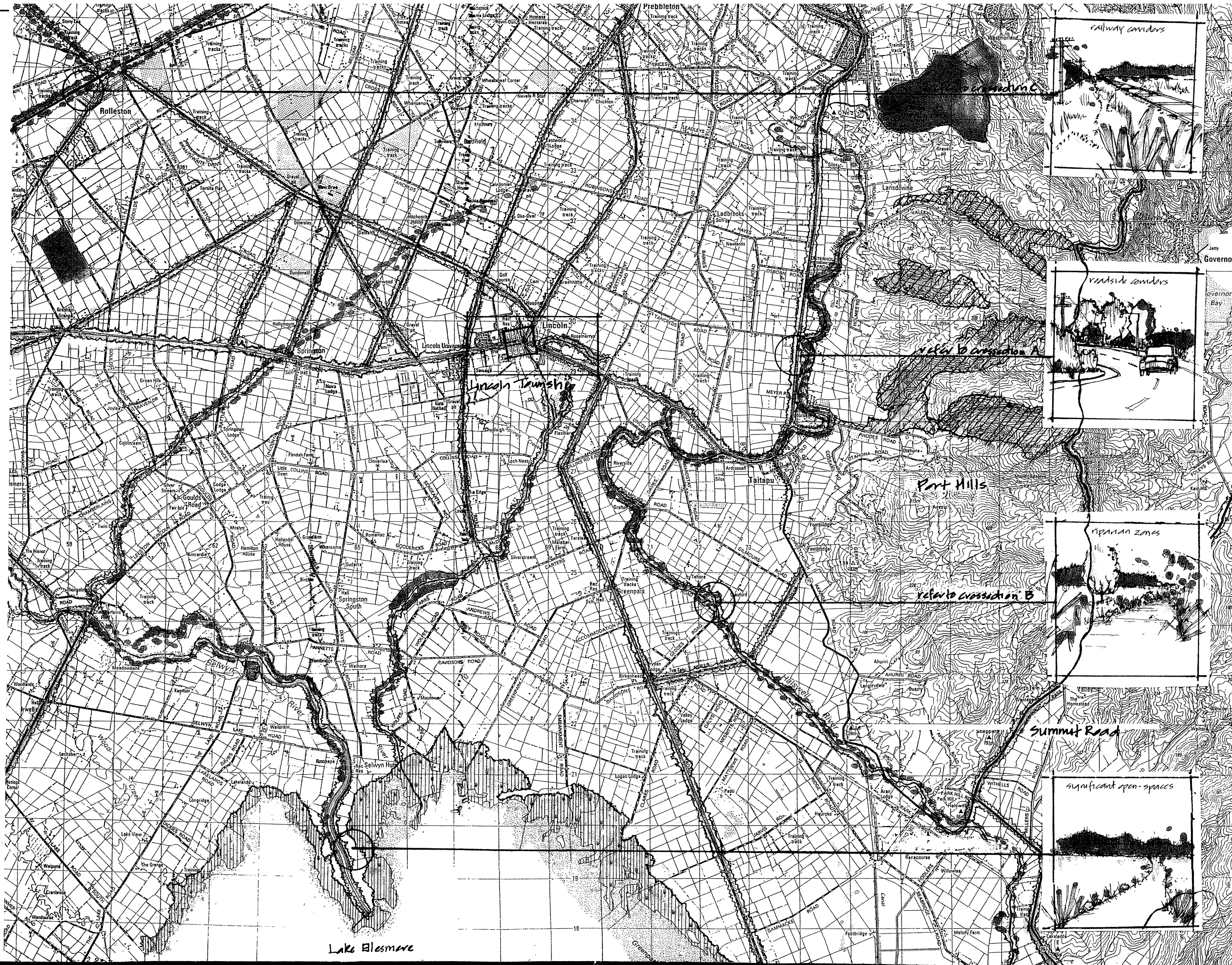


Fig 5.1

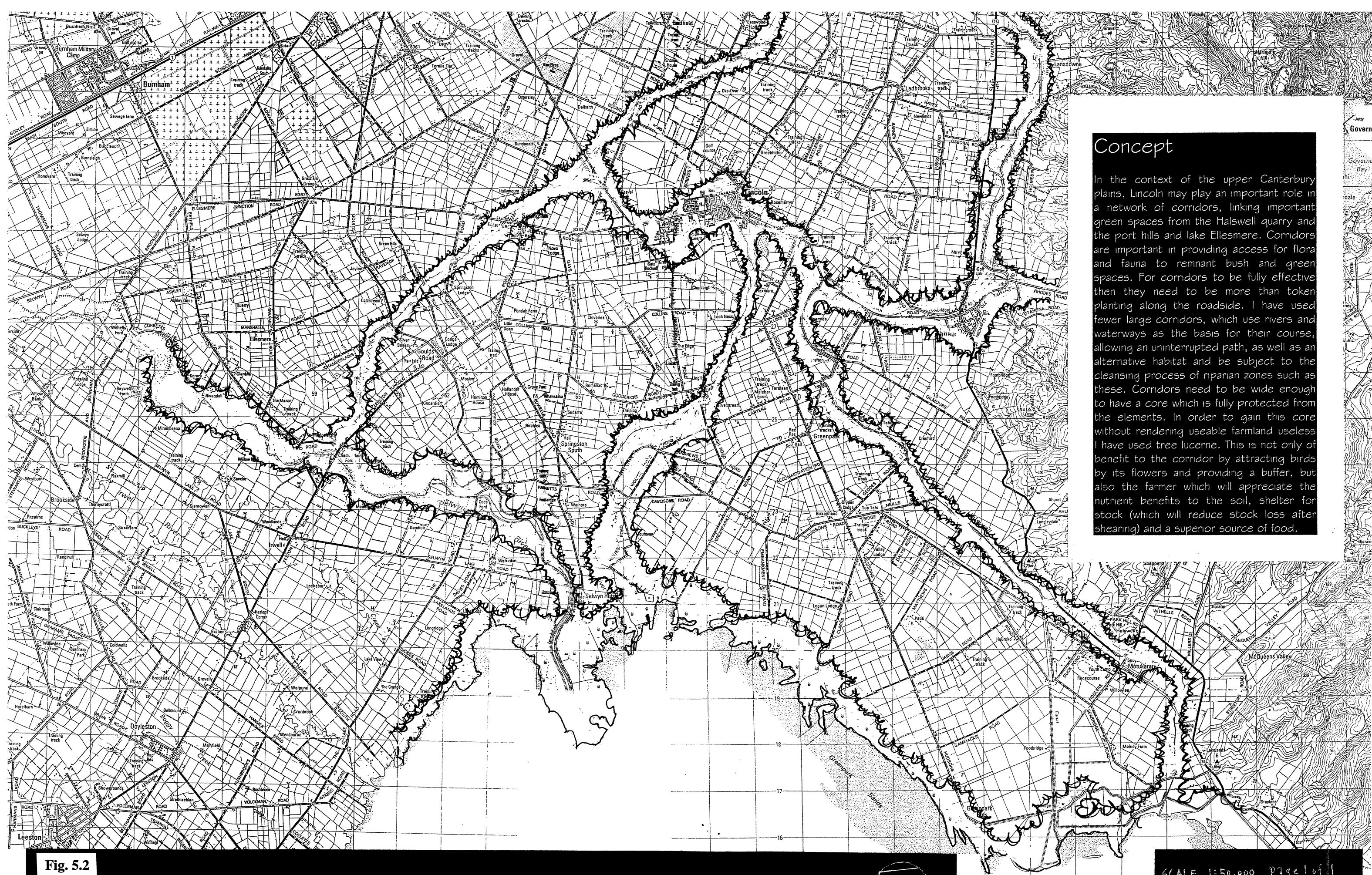
## LINCOLN VILLAGE GREEN AREAS

LASC 317: ECOLOGICAL DESIGN - PROJECT THREE

Master Plan 1 : 50 000

PRESENTED BY JESSICA BARR 982196





## Concept

In the context of the upper Canterbury plains, Lincoln may play an important role in a network of corridors, linking important green spaces from the Halswell quarry and the port hills and lake Ellesmere. Corridors are important in providing access for flora and fauna to remnant bush and green spaces. For corridors to be fully effective then they need to be more than token planting along the roadside. I have used fewer large corridors, which use rivers and waterways as the basis for their course, allowing an uninterrupted path, as well as an alternative habitat and be subject to the cleansing process of riparian zones such as these. Corridors need to be wide enough to have a core which is fully protected from the elements. In order to gain this core without rendering useable farmland useless I have used tree lucerne. This is not only of benefit to the corridor by attracting birds by its flowers and providing a buffer, but also the farmer which will appreciate the nutrient benefits to the soil, shelter for stock (which will reduce stock loss after shearing) and a superior source of food.

Fig. 5.2

# Lincoln green space regional context



SCALE 1:50,000. Page 1 of 1

70/7/90. 4/10/00.

Lake Ellesmere  
(Te Waihora)



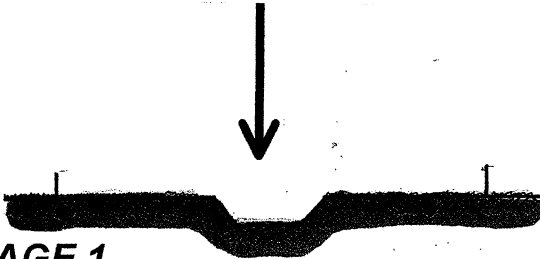
**Stage by Stage Process of Restoring Rural Channelled Waterways;** (Adapted from the "Building Block Model of Stream Restoration" published by the University of Lund, Sweden)

**Restoring Local Vegetation Types Along Rural Road Corridors;**



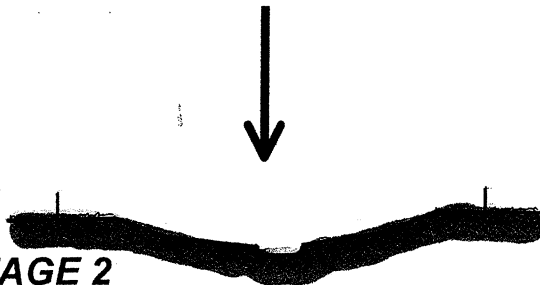
**CURRENT CONDITION**

Typical stream in an agricultural area. Stream has been straightened, deepened and channelled to allow for optimal land drainage.



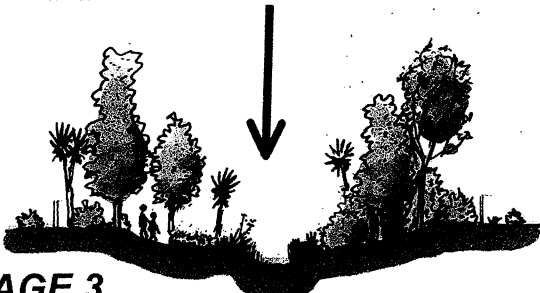
**STAGE 1**

Set aside land along stream channels where needed to act as a buffer between agricultural land and the running watercourse.



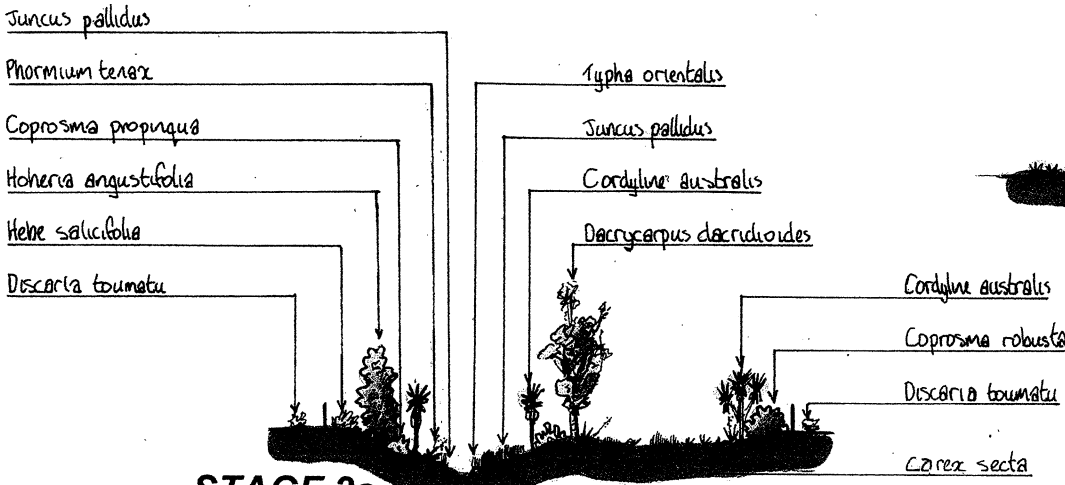
**STAGE 2**

Where capital allows, side slopes of channelled streams should be reduced to combat erosion and to limit phosphorus addition to the stream.



**STAGE 3**

Planting of riparian areas with local native plant species helps stabilise soils, provides vegetation for the retention of nutrients and creates good linear wildlife habitat.



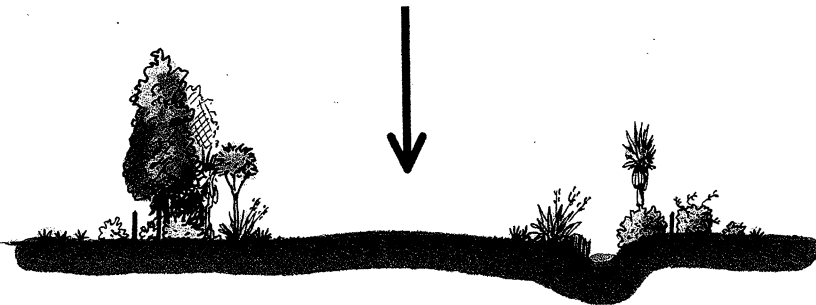
**STAGE 2a**

Where local conditions allow, additional treatments can be prescribed to the streambed. These may include forming a meandering course for the stream, creation of pool and riffle sections, inclusion of ancient river meanders, and the creation of ponds beside the main channel. This last option can be especially useful for establishing swamp forest and wetland areas as well as acting as effective retention ponds to control run-off and supply water for farm irrigation where this is considered appropriate.



**CURRENT CONDITION**

Typical road corridor in an agricultural area. Verges of roads are predominantly introduced pasture grasses and other introduced European species. Many roads run parallel with channelled waterways or drainage ditches. These verges and waterways normally require regular mowing and weed control operations to keep them tidy and functioning efficiently. Gorse hedges or other introduced woody species are often found along property boundaries.



**CORRIDOR CONCEPT**

Use of local native vegetation along the road corridors has the advantage of providing a more interesting road journey visually, provides effective linear wildlife habitats, and lessens the long-term cost of maintenance for the areas. Channelled ditches etc can be treated in a similar way to the 'step by step' method of restoring waterways (see left), to create vegetated swales.

Opportunity also exists on adjacent farm properties to compliment these corridors by introducing native vegetation into the farm shelter systems and hedges. Unpalatable native species can be planted into pasture land along fence-lines to increase the width of corridors and buffer them from agricultural land management practices (eg agri-chemical and fertiliser application). Plants like matagouri (*Discaria toumatu*) have recently proved to harbour beneficial organisms for a variety of agricultural crops and pastures.

Antony B. Shadbolt

	INITIALS	DATE		APPROVED
DESIGNED			DATUM	
DRAWN			BENCH MK	
TRACED			SURVEY FB	
DRW. CHK.			SURVEY LB	
DES. CHK.			CONSTN. EB	
INDEXED			CONSTN. LB	

DRAWING TITLE

**Creating Wildlife Habitats Along Major Linear Landscape Features**

ISSUE	AMENDMENTS	DATE
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SCALES


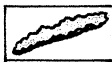
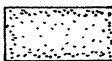

NTS

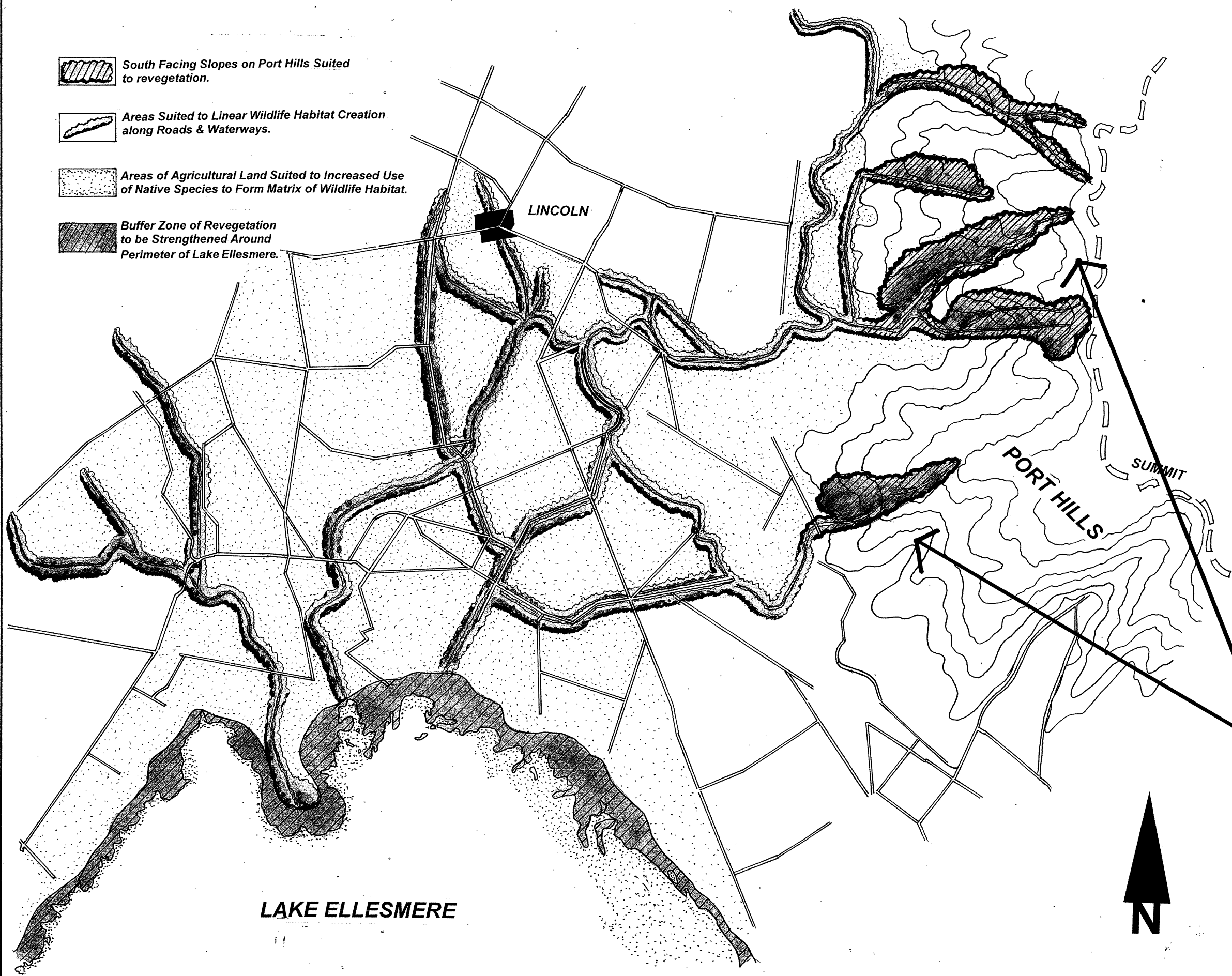
C. Fig. 5.3

2

SHEET 2 OF

Original scale of millimetres  
0  
20  
40  
60  
80  
100

-  South Facing Slopes on Port Hills Suited to revegetation.
-  Areas Suited to Linear Wildlife Habitat Creation along Roads & Waterways.
-  Areas of Agricultural Land Suited to Increased Use of Native Species to Form Matrix of Wildlife Habitat.
-  Buffer Zone of Revegetation to be Strengthened Around Perimeter of Lake Ellesmere.



## Stage by Stage Process of Creating Linear Wildlife Habitat Linking Lincoln Village with Lake Ellesmere and the Port Hills;

### **STAGE 1**

Restore major waterways and water-bodies within the target area. Advantage should be taken of any existing or remnant vegetation and wildlife habitat. Suitable areas include the perimeter of Lake Ellesmere, Selwyn River, Halswell Area Coes Ford, the Lincoln Township itself, and any promising subsidiary waterways.

### **STAGE 2**

Create linear wildlife habitats along suitable road corridors between the key areas. In many cases these corridors can be created hand in hand with the restoration of adjacent waterways (Eg. Roadside drainage ditches etc).

### **STAGE 3**

Promote the inclusion of native plant species into farm shelter, systems and amenity plantings within areas bounded by newly created linear wildlife habitats.

### **STAGE 4**

Acquire large nodal areas of land for regeneration and/or revegetation purposes. These may include unproductive pasture lands on the Port Hills, or any similar land on the plains adjacent or near to linear wildlife habitats.

 Antony B. Shadbolt

	INITIALS	DATE		APPROVED
DESIGNED			DATUM	// DATE
DRAWN			BENCH MK	
TRACED			SURVEY FB	
DRW. CHK.			SURVEY LB	
DES. CHK.			CONSTN. EB	
INDEXED			CONSTN. LB	

DRAWING TITLE

**Fig. 5.4 Linear Wildlife Habitat Creation;  
(Lake Ellesmere, Lincoln, Port Hills)**

ISSUE	AMENDMENTS	DATE
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SCALES

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C.N.

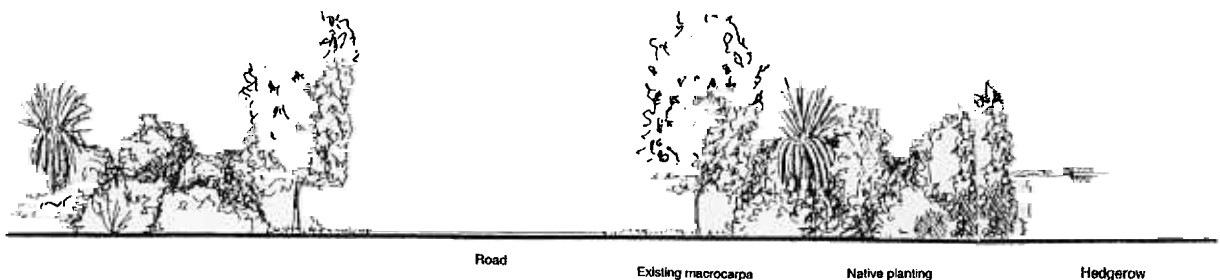
**1**

SHEET 1 OF

road corridors would potentially enhance the species flow, especially birds that travel from bush reserves on the Port Hills. These corridors can be linked to other linear systems such as hedgerows and shelter belts. Development of a wildlife corridor could be on both sides of the road or only one side. This will allow the retention of key vistas of the rural environment. It is accepted that a certain amount of existing rural landscape views and distant views to the Alps and Port Hills will be prevented by such corridor development. Proposals would also need to take into account all necessary traffic safety requirements.

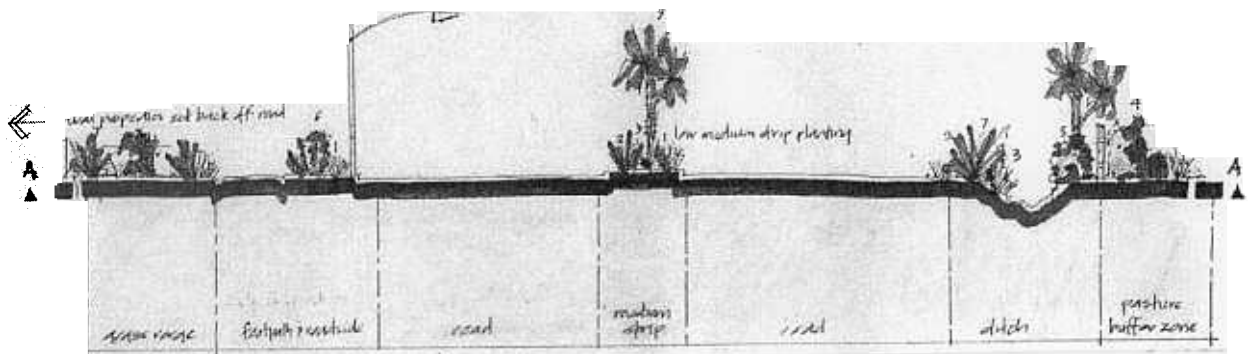
The composition of the rural corridors could consist of tall, medium and low native and exotic woody species, such as kahikatea, totara, *Hoheria angustifolia*, *Sophora microphylla*, *Cordyline australis*, *Plagianthus regius*, *Pittosporum* spp., *Coprosma* spp., *Olearia* spp., *Hebe* spp., *Discaria toumatu*, *Cupressus macrocarpa*, *Photinia glabra*, *Pinus radiata* and some native grasses and sedges such as *Poa cita*, *Carex* spp., *Anemanthele lessoniana*.

RURAL ROAD



(Emma McKegg LASC 317, ECOLOGICAL DESIGN PROJECT 3, 2000)

In some areas median strips can be planted with low-growing shrubs that do not hinder drivers' views.



(Jessica Barr LASC 317, ECOLOGICAL DESIGN PROJECT 3, 2000)

Channeled ditches within road corridors can be treated in a similar way to the stream corridors. Fence line planting of non-invasive, weed-suppressing plants could also replace the bare, sprayed fencelines prevalent today. Plants like matagouri have recently proved to harbour beneficial organisms for a variety of agricultural crops and pastures. There is also an opportunity to extend the system on to adjacent farm properties along farm shelterbelts, hedges and fencelines (see photos over page). It is also possible to use tree lucerne adjacent to the corridors from the farmlands. Such ideas are already being explored on the



Dead Sprayed Ditches are  
Ecologically and Visually  
very Poor



An Alternative -  
Weed-suppressing Native Tussock spp.  
Being Trialed along a Fence Line



Muehlenbeckia Forms  
a Good Hedge



## Kowhai Biodiversity Farm on the corner of Springs and Ellesmere Junction Roads<sup>2</sup>.

Local native vegetation can also be introduced into existing shelterbelts by using a range of native lianes (vines) such as *Clematis foetida*, *Clematis paniculata*, *Muehlenbeckia australis* (see **Photo opposite**), *Parsonia capsularis*, *Parsonia heterophylla*, *Passiflora tetrandra*, *Rubus australis*, *Rubus cissoides*, and *Rubus squarrosus*.

### Urban roads

Additional planting on the main and other streets in Lincoln is desired by the community. Exotic species such as pin oak (*Quercus palustris*) can be combined with native, eg, *Sophora microphylla*, *Pittosporum* spp. and low shrubs (*Hebe* spp.) and grasses. Different combinations of natives reflecting the local natural patterns and exotics which connect to the colonial character, can create the sense of identity as well as provide visual interest and amenity. Replacement of grass areas with permanent shrub and tree planting may also reduce maintenance requirements.

A theme of native totara forest for a Lincoln road design was suggested by one student project :



## 2. Ecological Walkways

The concept of an *Ecological Walkway* resurrects the Millennium walkway concept which was proposed by Jacky Bowring, Lincoln University Landscape Architecture Group, in 1999 (see Vol II). It could also link in with the Kowhai Farm Trail, which runs along the paddock margins with a number of interpretation sites explaining various biodiversity activities.

**The Lincoln Ecological Walkway** would consist of linear elements including waterways, connecting areas of significant ecological and cultural value. It would be an integral part of the wider green corridor system described above. It could connect a number of meaningful sites in a loop circuit (*Figs 5.6, 5.7*) such as a Memorial Garden on campus (Bowring 1999), heritage sites (as part of the “Heritage Trail” suggested in Section 5.2.3), the various natural springs around Lincoln, and the existing interpretation sites on Kowhai Farm. The Walkway could also be a convenient and attractive way of getting about on foot, cycle, etc, thus would also connect major destinations (eg, village centre, high school, Domain, Research Institutes, University)

The design of the corridors would allow comfortable and safe use by cyclists, pedestrians and wheelchairs, as well as scooters, skateboards, etc. Shelters and seating would be located along the Walkway. Information boards would provide interpretation at cultural and ecological heritage sites. Lighting is recommended for those parts of the Walkway likely to be used at night.

*The Walkway could include the following sections:*

Through Liffey Reserve and Millstream Reserve as a loop walkway, along the old railway line (Railway station site for future consideration as a point of attraction) continuing into Lincoln campus behind the cricket grounds and rugby fields. Planting along this walkway would be simple with views of the Southern Alps and Port Hills. Continues through Lincoln Campus (Ivey Hall, native gardens between McCaskill and Stewart buildings with Chris Booth sculpture) and future Millennium Memorial Garden (Bowring, 1999), then on to the Birch Border on Ellesmere Junction Road viewing exotic trees and shrubs. A tunnel below Springs Road or an overbridge would allow safe pedestrian access to continue uninterrupted. The Walkway could then travel back towards the village in a style of the Birch Border (existing conifers, ditch, etc removed or altered) possibly including Landcare Research grounds, then passing into Lincoln Domain and on into Lincoln High School. A final link could be made back to the Liffey, across North Belt at The Dip. Use of the area formerly known as Plan Change 48 would be of great value in this last bit.

Planting signatures could be used to indicate the main starting and ending points along this part of the track and the main points of interest.

There was strong support in the workshops for encouraging greater use of pedestrian/cycle, etc, transport modes. A Walkway such as this would greatly encourage such a shift in mode of mobility.

## 3. Plant Signatures

A range of plant signatures were designed for possible use in Lincoln:

(i) *For the village entrances (see sketch one, opposite page)*

Low-lying grasses, different hebes and prostrate shrubs, and *Pachystegia* spp. allow car drivers a clear view of the road. *Cordylina australis*,



# LINCOLN CONCEPT PLAN

Ecological corridors have been created within Lincoln Township to connect areas of significant ecological value. These have been created along roadways, residential properties, the Liffey Stream, Millstream Reserve and the old railway line.

The proposed walkway will connect the following sites in a loop circuit:







1. Lincoln main business area
2. Liffey Reserve
3. Millstream Reserve
4. The old railway line
5. Lincoln University campus
6. Lincoln Sportsgrounds
7. Landcare Research
8. other residential roads.

The main purpose of the walkway is to provide residents with an alternative route to these locations other than footpaths. The walkway will be approximately 2.5 - 3 metres in width to allow cyclists, pedestrians and wheel chair to comfortably use the track. Shelters and seating will be located along the track. Information boards will be located at both Reserves and Landcare Research displaying information about the ecological significance. Boards will also be located at heritage sites to explain their origin and their significance in a fast growing rural community.

Lighting around the walkway will consist of 80cm lighting bollards. The will light the pathway at night gives security to pedestrians and also accentuate the plants used. Lighting will be dim so that it does not effect those houses situated close to it.

Where the main roads enter into the township (James Street, Edward Street and Springs Road) small medium steps with low planting will be constructed to signify entrance-ways. They will also be paved in cobble stone to decrease traffic speeds before entering into the township.

## LEGEND

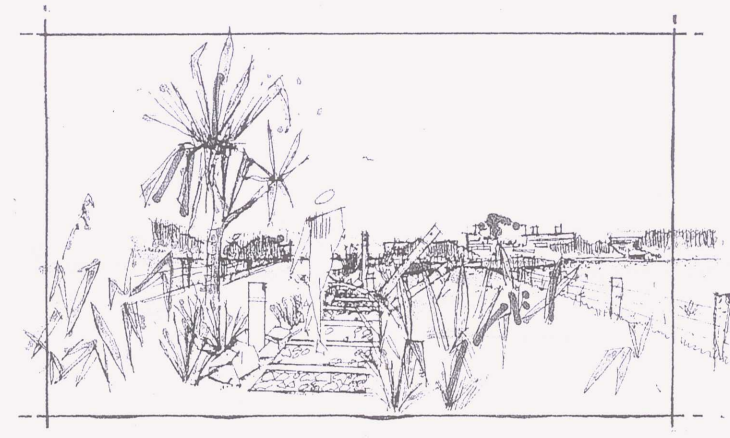
-  roads
-  waterways
-  residential housing buildings
-  grass & paddock areas
-  proposed walkway
-  corridor planting



Sketch One: Entrance-ways located along Gerald Street



Sketch Two: New pathway along Liffey Stream



Sketch Three: Proposed walkway along old railway line

Walkway continues around the perimeter of the Lincoln Domain joining it with the high school.

native roadside planting and buffer zones - refer to cross-section A-A.

Proposed walkway meanders through Landcare Research and connects with the Lincoln Domain and the high school. Planting signatures will be used to indicate the main starting and ending points along the loop track.

Entrance-way refer to Location one.

Tunnel constructed to pass below the road to allow safe pedestrian access.

Walkway continues along the northern side of the road where there is plenty of space to create a 20m wide corridor of natives and the existing exotic plant species.

Walkway joins along the old railway line on a straight course accentuating the linear tracks. Planting along the walkway will be simple and exposing views of the Southern Alps & Port Hills at intervals. Refer to sketch 3.

Walkway continues into Lincoln campus behind the Cricket Grounds & rugby fields.

encouragement given to farmers to plant or underplant existing shelterbelts with native species or tree ferns to attract birds along corridors.

Millstream Reserve detailed at 1:250

## LINCOLN VILLAGE GREEN AREAS

LASC 317: ECOLOGICAL DESIGN - PROJECT THREE

Fig. 5.6

## Lincoln Concept Plan

PRESENTED BY JESSICA BARR 982196





## LINCOLN WALKWAY

THIS PAGE SHOWS MY PROPOSAL FOR A 'MILLENIUM WALKWAY' AROUND LINCOLN. THIS WALKWAY CIRCLES LINCOLN PASSING HIGHLIGHTS WHICH ARE OF ECOLOGICAL AND HERITAGE VALUE TO LINCOLN. THERE ARE MANY ENTRANCES AND EXITS AROUND THE WALKWAY MEANING THAT YOU DON'T HAVE TO WALK THE WHOLE TRACK AND IT CAN ACT AS A 'SCENIC ROUTE' TO TAKE TO REACH YOUR CHOSEN DESTINATION.

ECOLOGICAL HIGHLIGHTS OF THE ROUTE INCLUDE THE DOMAIN, LIFFEY STREAM, MILLSTREAM RESERVE, LANDCARE, LINCOLN UNIVERSITY GROUNDS, LINCOLN HIGH SCHOOL.

HERITAGE HIGHLIGHTS OF THE ROUTE INCLUDE IVY HALL, CHURCHES, CORONATION HALL AND SO ON.

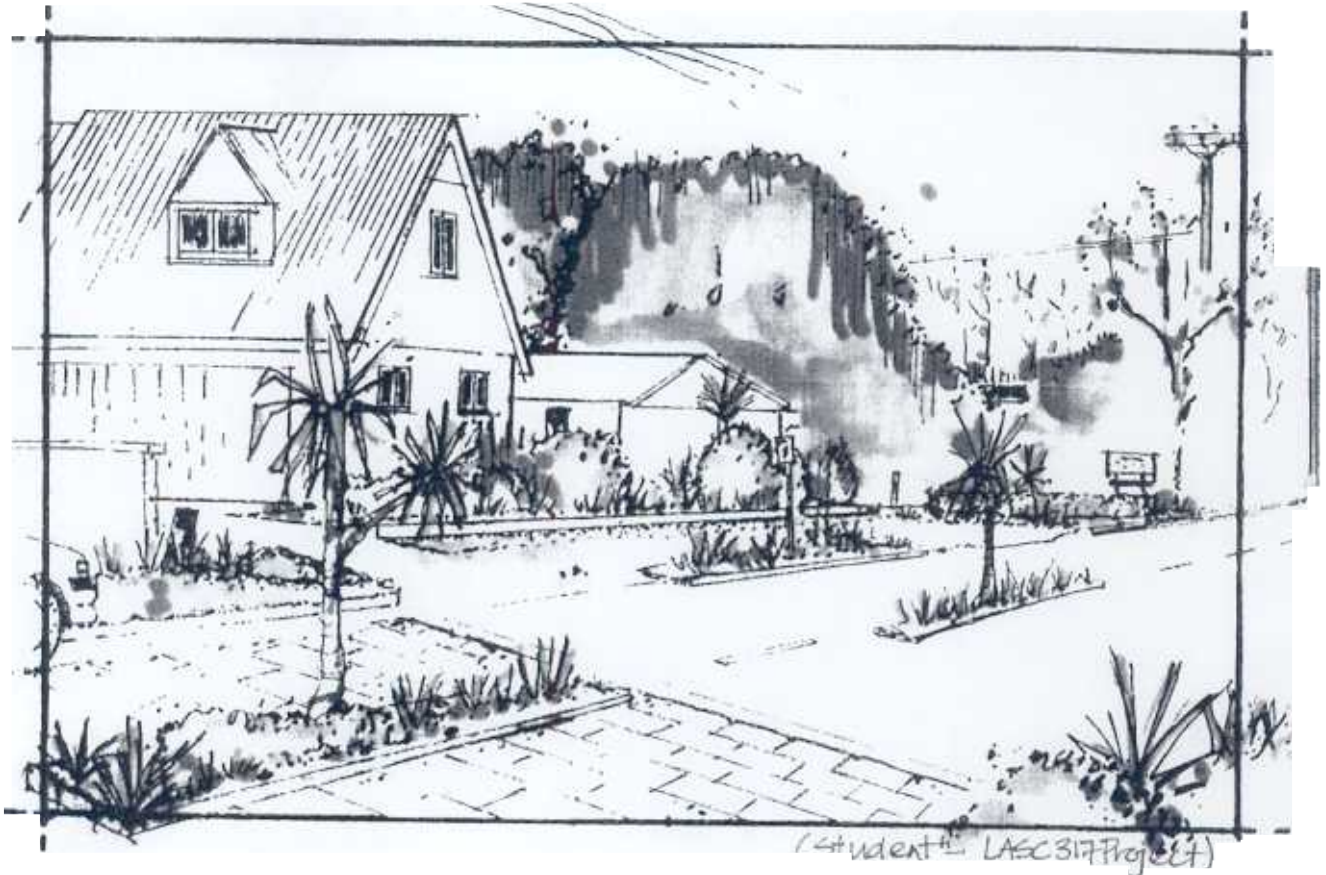
KEY	
	WALKWAY
	ECOLOGICAL HIGHLIGHTS
	HERITAGE HIGHLIGHTS
	ENTRANCE/EXIT



Fig. 5.7



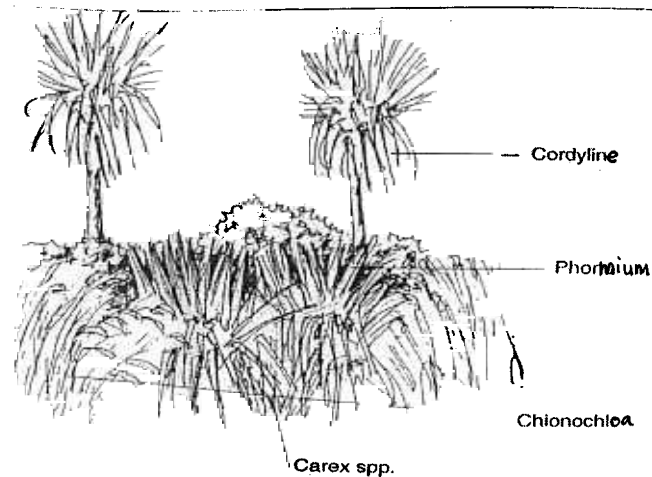
*Pseudopanax crassifolius*, and *Pittosporum* spp. can be added along median strips on the road or on grass verges of footpaths.



Sketch one: Entrance-ways located along Gerald Street

Another option is:

*Cordyline australis*-*Phormium tenax*-*Chionochloa flavicans*- *Carex* spp:



(ii) For walkways

Within walkway systems, plant signatures are valuable for creating overall unity and distinctiveness. They are also useful for orientation, indicating entrances and exits or signaling a site of interest. A variety of colours, textures, habits and forms could be used.

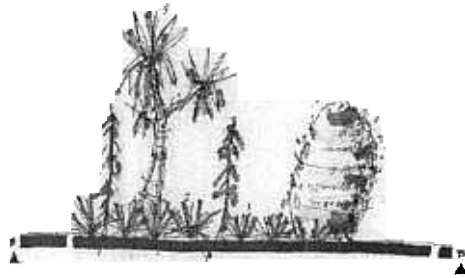


Some suggestions are:

1. *Carex secta*-*Anemanthele lessoniana*-*Pseudopanax crassifolius*,  
*Dodonaea viscosa*, *Cordyline australis*

#### Plant Signature Two - Walkway

This type of planting composition would be ideal as entrance along the proposed walkway. By repeating this plant signature it will give unity. It could also be used at the entrance into the walkway as where information signs are located. A variety of patterns and textures have been used, although it remains simple and effective.



#### Plant Signature Two - Walkway

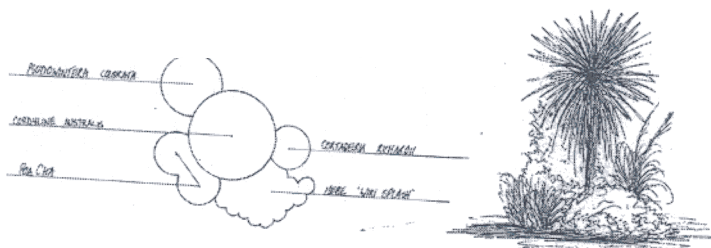


#### Planting List:

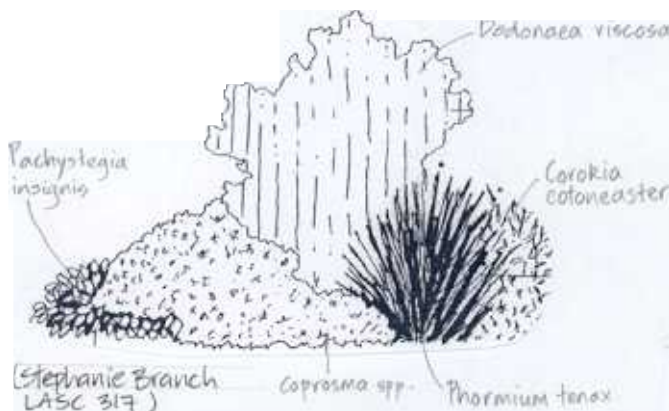
- |   |                                             |   |
|---|---------------------------------------------|---|
| 1 | <i>Carex secta</i> - hair sedge             |   |
| 2 | <i>Anemanthele lessonia</i> - wood grass    | 4 |
| 3 | <i>Pseudopanax crassifolius</i> - koromoran | T |
| 4 | <i>Dodonaea viscosa</i> - inkberry          | T |
| 5 | <i>Cordyline australis</i> - fi knotia      | T |

(Jessica Barry - LASC 317 ECOLOGICAL DESIGN PROJECT 3, 2000)

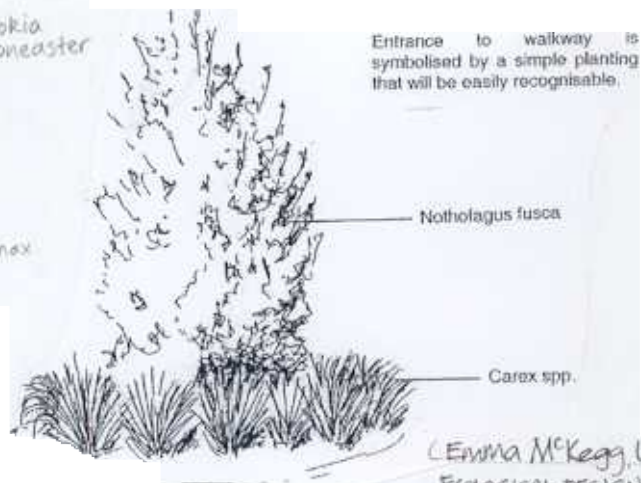
2. *Cordyline australis*-*Pseudowintera colorata*-*Cortaderia richardii*-Hebe  
 "Wiri Splash"-*Poa cita*



3. *Dodonaea viscosa*-*Corokia cotoneaster*-*Pachystegia insignis*-  
*Coprosma* spp.-*Phormium* spp.



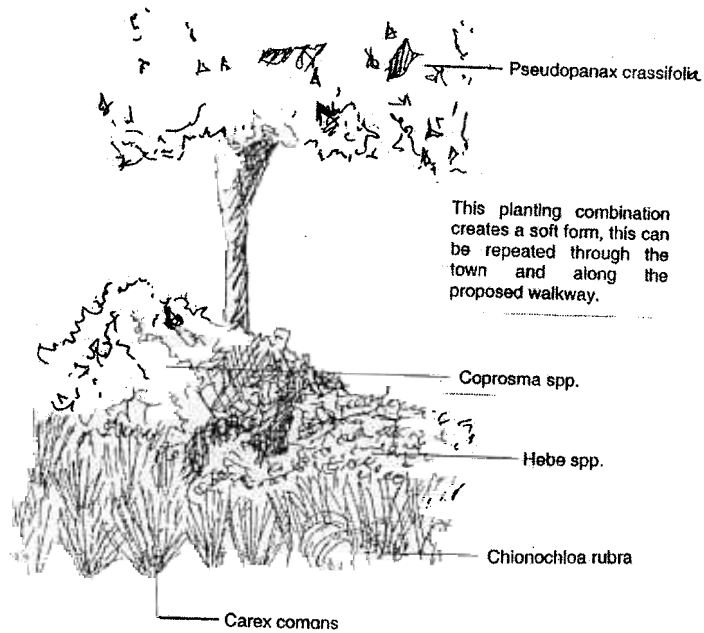
4. *Nothofagus fusca*-*Carex* spp.



Entrance to walkway is symbolised by a simple planting that will be easily recognisable.

(Emma McKeg, LASC 317  
 ECOLOGICAL DESIGN PROJECT  
 3, 2000)

5. *Pseudopanax crassifolius*-*Coprosma* species-*Hebe* spp., *Chionochloa rubra*-*Carex* spp.



(EMMA MCKEAY LASC 317,  
ECOLOGICAL DESIGN PROJECT  
3, 2000)

#### (iii) New subdivisions

Different combinations of native and exotic plants can be used to create a particular character or identity for an area.

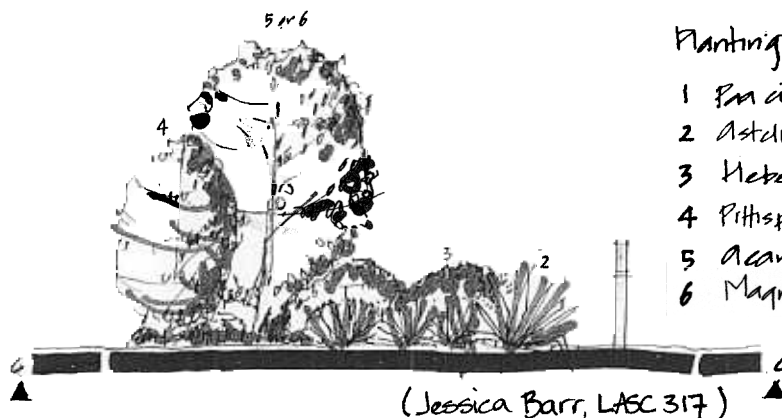
#### 4. General proposals within private properties

Lincoln's residents are encouraged to plant selected compositions of native and exotic species within their gardens to link to plant signatures in public spaces. Such plantings can provide continuity in habitat or dispersal corridors for wildlife, by linking across streets, stream corridors, etc.

Similar treatments could perhaps be used along village edge boundaries to soften the abrupt transition from paddock to garden. Species would need to be carefully chosen to avoid any adverse effects on farmland.

An example is the suggested border planting in backyards adjacent to Millstream reserve:

1. *Magnolia grandiflora*-*Acacia* spp.-*Pittosporum tenuifolium*-*Hebe* spp.  
*Astelia nervosa*-*Poa cita*



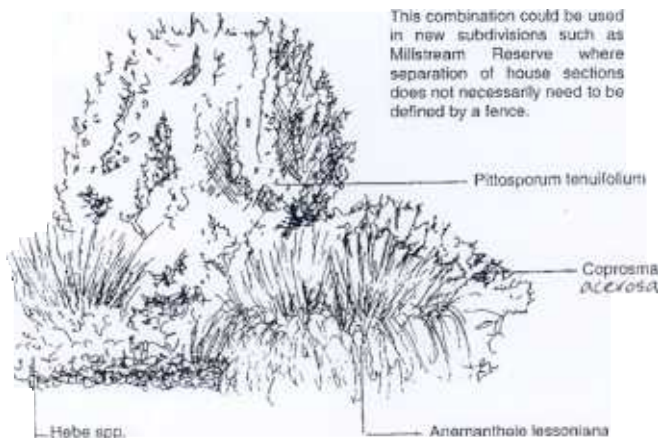
#### Planting List:

- 1 *Poa cita* - silver tussock
- 2 *Astelia nervosa* - Kakaha
- 3 *Hebe venustata* - hebe
- 4 *Pittosporum tenuifolium* - kotuhui
- 5 *Acacia paniculata* - Akiraho
- 6 *Magnolia grandiflora* - magnolia

(Jessica Barr, LASC 317)

2. *Dodonaea viscosa*-*Viburnum* spp.-*Phormium tenax*- *Cholsya ternata*-*Brachyglottis greyi*-*Carex* spp

3. *Pittosporum tenuifolium*-*Coprosma acerosa*-*Anemanthele lessoniana*-*Hebe* spp.



(Emma McLegg - LASC 317, ECOLOGICAL DESIGN PROJECT 3, 2000 )

These signatures could provide an ecological transition and a visual softening between the gardens and the reserve (**Fig 5.8**). Residents would be encouraged to mix non-invasive species such as magnolias or rhododendrons with natives so that they maintain seasonal variation in their garden and but also acknowledge their ecological context (Port Hills and Canterbury plains).

For the frontage of private gardens, different species of natives and exotics perhaps with greywacke stones and sculpture could be recommended:

4. *Camellia*-*Hebe*-*Carex*

5. *Olearia paniculata*-*Podocarpus nivalis*-*Hebe* spp.-*Cortaderia richardii*-*Chionochloa rubra*

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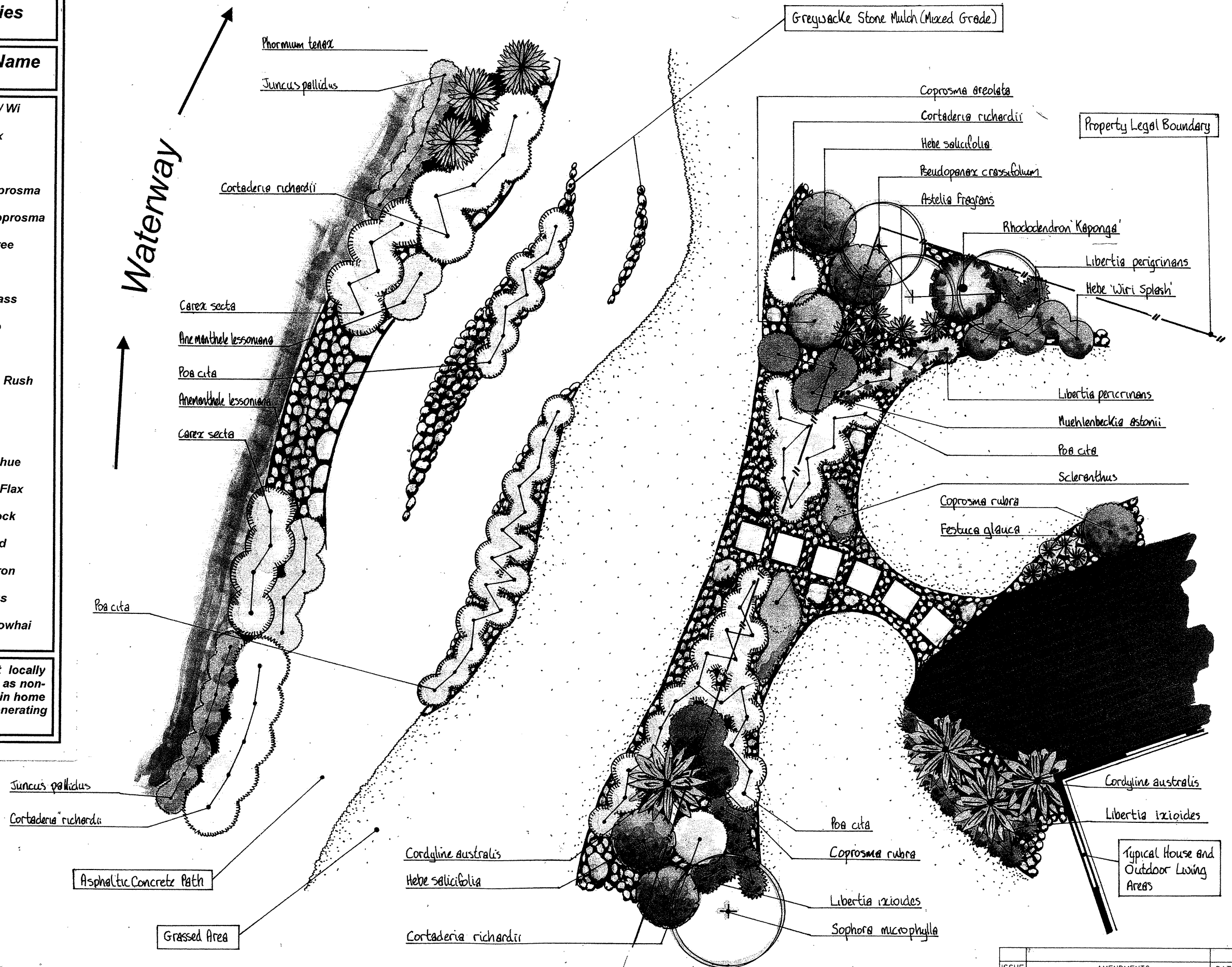
Transition from private gardens to Reserve needs softening



**Common Name**

<i>Anemathele lessoniana</i>	<i>Wind Grass / Wi</i>
<i>Astelia fragrans</i>	<i>Bush Flax</i>
<i>Carex secta</i>	<i>Sedge</i>
<i>Coprosma areolata</i>	<i>Thin Leaved Coprosma</i>
<i>Coprosma rubra</i>	<i>Red Stemmed Coprosma</i>
<i>Cordyline australis</i>	<i>Cabbage Tree</i>
<i>Cortaderia richardii</i>	<i>Toe toe</i>
<i>*Festuca glauca</i>	<i>Tussock Grass</i>
<i>Hebe salicifolia</i>	<i>Koromiko</i>
<i>*Hebe 'Wiri Splash'</i>	<i>Hebe</i>
<i>Juncus pallidus</i>	<i>Wiwi / Tussock Rush</i>
<i>Libertia ixioides</i>	<i>Mikoikoi</i>
<i>*Libertia perigrinans</i>	<i>Mikoikoi</i>
<i>Muehlenbeckia astoni</i>	<i>Shrub Pohuehue</i>
<i>Phormium tenax</i>	<i>New Zealand Flax</i>
<i>Poa cita</i>	<i>Silver Tussock</i>
<i>Pseudopanax crassifolius</i>	<i>Lancewood</i>
<i>*Rhododendron 'Kaponga'</i>	<i>Rhododendron</i>
<i>*Scleranthus biflorus</i>	<i>Scleranthus</i>
<i>Sophora microphylla</i>	<i>South Island Kowhai</i>

*Plants shown marked with an asterisk are not locally sourced native plants, and are included in this list as non-invasive exotic species which are suitable for use in home garden situations adjacent to revegetated/ regenerating areas.*


**Antony B. Shadbolt**

	INITIALS	DATE		APPROVED
DESIGNED			DATUM	
DRAWN			BENCH MK.	/ /
TRACED			SURVEY FB	DATE
DRW. CHK.			SURVEY LB	
DES. CHK.			CONSTN. EB	
INDEXED			CONSTN. LB	

DRAWING TITLE

## ***Planting Signatures; Revealing The Place. (Millstream Reserve)***

ISSUE	AMENDMENTS	DATE
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## SCALES

**1:50**

**Fig. 5.8**

6

SHEET 6 OF 6

## 5.2.2 Community

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Although Lincoln has grown and changed since the survey undertaken in 1974, many of the same sociocultural issues and priorities have resurfaced throughout this Project's tenure. The views expressed in the 1974 document were reiterated in the initial scoping workshops, and they were re-emphasised in many of the subsequent themed workshops held from June to August 2000. Overall, there are fewer tangible suggestions regarding the cultural vitality and maintenance of Lincoln than there are regarding traffic, streetscapes and green corridors.

However, these more tangible requests and interests ultimately highlight the sociocultural needs and desires of this community, namely a desire for:

- a more cohesive way to express the place's identity;
- a means of connecting its key icons (i.e., the Village, CRIs and University);
- enabling a rural aesthetic within a diversified peri-urban Township; and
- encouraging a more obvious coexistence between humans and nature.

Community members participated in the initial workshop as well as themed workshops in order to highlight the current community spirit strengths as well as indicate areas worthy of improvement. Overall, the village's activities to maintain and nurture community spirit can be encapsulated in four categories: **Events, Institutions, Aesthetics and Communications**. These four categories were synthesised from the more detailed responses received through the workshops.

The more specific community spirit issues and initiatives included:

(1) *A desire for greater community ties* between the village community and the professional organisations, i.e., CRIs and the University. Such ties might be enabled through:

- (a) *A Walkway* which unites the central village, the CRIs and the University. This was noted a number of times and linked with the community's desire for increased Greenscapes which not only support human activities, e.g., walking and cycling, but also support environmental relationships, e.g., increase native plantings and encourage bird life. Mention was made of a previous idea, namely the Millennium Garden, as a means for implementing a walkway which fulfilled the community desire for connections and green spaces.
- (b) An *annual Street Fair* held at the end of University term. This might entail closing Gerald Street and having a variety of stalls, events and music. Ultimately, it is about celebrating the village and all of its members (residents and otherwise).
- (c) A *'Town and Gown' event* or evening, whereby the University and the village share in a celebration. This might be linked with key University calendar events, e.g., graduation or International Week.

- (d) The *development of a Web site* which depicts Lincoln and can be used by anyone interested in visiting the place or its members, e.g., linked to the University or CRI web sites. This site could also be linked to the Selwyn District Council, along with other communities within the SDC, once the SDC has developed a homepage.

(2) *A desire to maintain and enhance the identity of the village and community.* This is a challenging desire since it was quite difficult to determine what the character or identity of Lincoln actually was (in a tangible manner). Nevertheless, some commonly agreed characteristics were identified, including:

- (a) A *“laid back” or “understated” character*. As such, any changes or amenities should be done in a way which emphasises a relaxed and somewhat reserved character. This means no large icons, e.g., super-imposed fibreglass trout or other symbol, upon arrival in Lincoln. Any plantings, streetscape alterations, traffic changes or generic fixture alterations, should be done to add coherence via subtlety rather than obvious, and more brash, styling.
- (b) Lincoln is *unique in that it has retained a rural character, yet it is not a rural community*, compared to others within the South Island and New Zealand overall. It is more like a peri-urban than a suburban community. Development projects (recent and proposed) have altered this character somewhat, thereby creating a transition towards greater suburban living. The surrounding environs include farms and lifestyle blocks, while the inner area incorporates older homes and the newer housing with larger homes on smaller lots. Nevertheless, rural attributes, such as open spaces, lots of trees, the presence of farm animals, and a smaller-scale shopping area, were all regarded as contributing to the more “rural aesthetic.” As such, participants’ views of Lincoln’s identity suggested a hybrid of: *an idealised rural heritage combined with a “village character,” and accented with ongoing development and change.*
- (c) The *desire to maintain the (older) value of being neighbourly* was also expressed. A number of suggestions were made in this respect, including simply providing more hellos and smiles on the street, but the suggestions which can be effected here can be summarised as a need for:
  - (i) *More green and open spaces* to encourage sport, children’s activities, birdlife and opportunities for sharing conversation and friendship between neighbours;
  - (ii) *Connecting green corridors*, whereby community members can walk through the village without having to use their automobiles.





*No-or-low fencing promotes neighbourliness*

*This is especially true for the Millstream*

reserve community. However, other community members too felt it was an excellent idea to unite the various ecological features of Lincoln in a way which encouraged foot traffic and outdoor activities. Such walkways could include seating so the young, parents and elderly could also rest in comfort amidst the pleasant environs.

(iii) Holding *garden and street competitions* could generate neighbourly activity and give people a real sense of pride about their surroundings.

(iv) *Utilising the Community Hall for more community events, including multi-cultural events.* Improving the façade and surroundings of the Community Hall are also noted as desirable.

(v) *Reducing fence height*, especially at the front boundary.

(3) A less costly endeavour to increase community spirit and allow for the ongoing change and dynamism of the Lincoln community is a *community newsletter*. The LCC already puts out a community newsletter. A more regular and more widely topical newsletter perhaps with local advertising too, has been mooted. It might include regular features about the residents, CRIs, University and SDC. Items could be generated by the residents themselves. This would enhance communication about upcoming events, concerns regarding residential or other changes in the Township, and other general newsy items about the Community as a whole.

(4) *The heritage of Lincoln* was also regarded as a key and important feature to maintain and enhance. A few options and opportunities are possible here:

- (a) A number of historic buildings are already under the care of concerned community members and organisations, but maintenance costs often prove difficult to attain. As such, *a plan to protect the actual buildings* and gain further funding support to do so would be useful.
- (b) *Historical sites* which can no longer be identified due to redevelopment, e.g., old railway station, could be *demarcated with memorial plaques or signage*. Additionally, such historical sites could be linked via an *historical walkway* or “heritage trail.”
- (c) Elders of the community could be interviewed, and a *history of Lincoln Township could be created*, whether in book or pamphlet form. This could be distributed to newcomers to the Township, so the heritage and history of the community is preserved in spirit and memory.

- (d) “Future heritage” should be considered and nurtured. An example might be the commissioning *a sculpture for the central Village area* would enable the community to focus a project on symbolically representing the past, present and future character/identity of the community.

(5) The *desire to balance generational needs* was also expressed as an item of relevance for community identity. Although there was a noticeable increase in the retired population, partly due to an ageing village community and partly due to the introduction of retirement communities/villages, the workshop participants expressed a clear desire to ensure the village remained attractive to a wide range of people, including young families and youth. As such, certain amenities, e.g., skateboard park, were mooted. Similarly, the desire to encourage cross-generational living amongst residents further fuelled the desire for more open spaces and green corridors. However, it was also noted that the Lincoln Domain provides a good home for sports activities, and this should be maintained and enhanced.

Overall, the four general themes for community spirit (events, institutions, aesthetics and communications) encapsulate the necessary items which enhance and nurture community spirit in Lincoln. Events add vitality to the community and, in so doing, they add ritual to daily life. Events can be run on an annual basis, and they can focus on different community interests or needs. Institutions and organisations provide structure and stability to the community. Membership in such organisations often yields a feeling of belonging, a means of reciprocity to the community, and future generations, and a sense of ownership through active participation. Additionally, the feel and atmosphere of a community is influenced by its environs. As such, health, safety and beauty are all relevant in conveying community spirit. Finally, it is important to remember that sharing ideas and news is imperative in a busy, robust community. Communications exist in a variety of media, eg, spoken, written, visual, and they can be shared locally, regionally, nationally and internationally. Participants affirmed that a combination of activities across these four categories would continue to support and enhance Lincoln’s sense of identity and purpose.

### **5.2.3 Heritage**

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This section comprises a brief history of Lincoln village which shows that there is a case for a more thorough and coherent approach to the recognition of the village’s history, and which is not catered for in current District Plan provisions; an inventory of heritage items identified at previous times through various means; the results of workshop activities and public consultation on heritage issues, and; an outline for a “Heritage Plan” for Lincoln, which seeks to incorporate the issues raised in the preceding sections.

#### **The Secret History of Lincoln : Always the Bridesmaid?**

Lincoln village first appeared in ink on Canterbury Association survey maps in 1849, its formal designation being the responsibility of Captain

Joseph Thomas (1803-unknown), Principal Surveyor.<sup>3</sup> The village's actual "founder" was James Edward FitzGerald (1818-1896), a notable early "colonist" (he arrived on the Charlotte Jane December 1850) and to some extent one of the architects of the Canterbury settlement overall. He was founder and editor of the "Lyttelton Times" (and later "The Press"), and enjoyed a very high profile in provincial politics (he was Superintendent of Canterbury), appearing every inch a public-spirited individual.<sup>4</sup>

As a would-be runholder, FitzGerald quickly purchased land south of Christchurch, subsequently known as "Springs Station":

"Run 18, of five thousand acres, was taken up in 1852 by Charles Robert Blakiston, who stocked it with 6 rams and 250 ewes. FitzGerald, Harman and Davie took up Run 134 of nine thousand acres, also in 1852. At least as early as 1854 FitzGerald bought out his two partners and also bought Run 18 from Blakiston. [...] FitzGerald worked the Springs as a cattle and dairy station [...] They milked between 50 and 60 cows..."<sup>5</sup>

The property was a composite of Runs 18, 134, 111, and later, 143. As was typical of many gentlemen farmers-cum-land speculators FitzGerald duly opened up a freehold area of the run, straddling the prosaically named L1 River, to settlement and subdivision.<sup>6</sup> This took place in 1862, and Lincoln's existence as a settlement effectively dates from this time, it being more proper to talk of "Lincoln District" prior to then.<sup>7</sup>

Development of Lincoln was relatively slow, however, and there was little evidence of a settlement as such even as late as 1874, although by this time a rail connection from Christchurch was nearing completion and this would have been anticipated as a catalyst for rapid growth.<sup>8</sup>

There is little now to be detected of the original FitzGerald estate, such

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<sup>3</sup> While this might seem an obvious assumption, it is clear that some discretion in regard to naming and laying out of towns was afforded less senior surveyors and cadets such as Thomas Cass and Charles Obins Torlesse. The first official sketch map of Canterbury, for example, although "signed off" by Captain Thomas, appears to have been drawn by Torlesse (see note on p.12, Maling, P., editor. 1958. *The Torlesse Papers: The journals and letters of Charles Obins Torlesse concerning the foundation of the Canterbury Settlement, 1848-1851*. Christchurch: Pegasus Press). There also appears to have been a certain period of "trying out" of names for various locations. Maling provides the following footnoted remark: "Lincoln was a proposed town on the Selwyn River, close to its entry into Lake Ellesmere. Port Lincoln here refers probably to Cass Bay in Port Cooper. It appears to have been the name first given to the settlement's intended port town" (Ibid. p.49).

<sup>4</sup> Torlesse describes him as "a clever man but a flighty wild Irishman, too easily persuaded by the last speaker and too much influenced by the mere pot-house cry which he mistakes for public opinion." (Ibid. p.186)

<sup>5</sup> Acland, L. 1951. *The Early Canterbury Runs (Complete edition) and Glossary of Station Words*. Christchurch: Whitcombe and Tombs Ltd., pp. 41-43.

<sup>6</sup> The stream, still known further upstream and downstream as the "L1", feeds into the "L2", and then into Te Waihora/Lake Ellesmere, and current survey maps show it only as the "L1 River".

<sup>7</sup> See, for example, Maling, P. 1996. *Historic Maps and Charts of New Zealand, 1642-1875*. Auckland: Reed. Lincoln is either omitted from or incorrectly marked upon the various maps of Canterbury.

<sup>8</sup> Moar, N.; Baylis, M., compilers. 1994. *Focus on North Lincoln 1873*. Unpublished notes for outing: Lincoln Historical Society, p.1.



A detailed street map of the Lincoln neighborhood in Chicago. The map shows a grid of streets including North, William, Robert, and South. Key landmarks such as the Lincoln Bowling Club, the Historic Building, and the Lincoln-Douglas Museum are marked. The map also shows the intersection of the Lincoln and Douglas streets, and the location of the Lincoln-Douglas Museum. The map is oriented with North at the top.

<sup>14</sup> Ibid. p.4.

services ceased in 1952 and the Southbridge and Little River connections ended in 1962, the Lincoln line closing in 1969.

Flour-milling operations were the primary forms of agricultural industry, along with creameries. One of the flour mills, located on the Liffey (which was necessarily dammed), belonging to a Henry Moffat was at one time amongst the largest in Canterbury. It operated from 1864 to 1920. Beyond this the fortunes of Lincoln have largely been determined by technological and economic changes in the rural sector.

We will not dwell here upon other details of the history and growth of Lincoln, except to say that it could perhaps be summarised as follows: a town population for much of its history numbering less than 1000; a general store; retailers of various kinds; transport services; grain stores; livestock saleyards; smithies and agricultural machinery repair workshops; an hotel; churches of various denominations; primary schools and high schools, and; a large variety of community activities, organisations and sporting events and clubs. In essence, this could encapsulate the more or less stable and unspectacular history of this rural village to date.

This is not to say that barely anything noteworthy has taken place in Lincoln, or that people have not felt moved to document and preserve its heritage.<sup>15</sup> Concerted efforts have been made to retain key buildings with historic associations in the village. These include **Pioneer Hall**, **Liffey Cottage** (see also Photo 22), **St. Stephens Anglican Church**, the **Union Church** and the **Coronation Library**, (see also Photo 23), all of which have been preserved and maintained, if not restored in every case. There are, scattered around, pieces of documented information, but apart from the relevant sections in Sarah Penney's aforementioned work, the only extended treatment of the village is contained in the Ellesmere Camera Club "omnibus" district commemorative historical publication of 1997 entitled *Selwyn: From the Hills to the Sea*.<sup>16</sup>



Union Church



Pioneer Hall



St Stephens

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<sup>15</sup> There is an active "Lincoln and Districts Historical Society", formed in 1991 as a result of the merging of the Pioneer Early Settlers Association (1967) and the Liffey Cottage Action Committee (1975), which publishes newsletters and pamphlets and hosts events such as walking tours and outings on a regular basis.

<sup>16</sup> There are entries for Lincoln Township and Lincoln University, both contributed by Neville Moar, a member of the Lincoln and Districts Historical Society.





P22 Liffey Cottage



P23 Coronation Library



These facts notwithstanding, and this will appear as a harsh observation on first glance, one could argue that Lincoln has a somewhat indeterminate identity, and some might want to label it an “*agricultural anytown*”. It has not been a celebrated site of major technological innovation (c/f. Kirwee – irrigation), nor has it been trumpeted as a transport crossroads or staging post “*of old*” in the “*epic*” manner afforded some towns on the main southern and western routes.

Nor has the immediate presence of Lincoln College/University and various government research facilities really given it any unique identity. Lincoln College/University has probably obscured the village rather than exposed it in fact. As it happens, the only historical volume with the word “*Lincoln*” in its title is one written by I.D. Blair, relating to the history of Lincoln Agricultural College called *The Seed they Sowed : Centennial story of Lincoln College* : incorporating, in part Life and work at Canterbury Agricultural College, first published in 1956, and reissued by Lincoln College University College of Agriculture 1978. While this work is not entirely dismissive of the village, it is in the main preoccupied with the chequered history of the college itself, and the management skills of past directors.<sup>17</sup>

In any event, Lincoln is very poorly represented in local and regional history. To some extent this seems a reflection of the way local history writing in New Zealand has been framed and constrained, until the last few decades at least, by the institutions of local governance and the limited funds available for local history research. Local histories often derive from borough or county histories, and even this tends to be coloured by impending change, so that one reads of the history of a town as it is about to be absorbed, or has recently been absorbed, into a larger unit of local government. This is certainly true with respect to Lincoln, which suffers doubly from never having enjoyed status as a borough “seat” or centre.

Indeed, the village has been largely a border settlement, being on the borders of Paparua, Ellesmere and Springs County for most of its existence. The fact that it now technically lies within Selwyn District Council rather than on the margin does not seem to have altered its marginal status greatly. Attempts to seat the larger Selwyn District Council, created in 1989, in Lincoln rather than Leeston or Darfield have been short-lived. The compromise satellite service centre arrangements do not seem to lend the place any greater standing, and, somewhat ironically, the fact that, unlike any other small rural town in the South Island, Lincoln is flanked by a relatively large tertiary institution and a number of central government research facilities, does not seem to have done much for its status.

Apart from the sources to which we have already referred, writings on the town are relatively meagre and for the most part comprise commemorative centennial booklets.<sup>18</sup> Graham and Chapple’s *Ellesmere County: The Land, the Lake, and the People 1864-1964* published in 1965 by the recently disestablished “old” Ellesmere County Council (the name was retained for the new larger body) refers to Lincoln township twice in its 220 pages and deals with the old County Council area which did not include Lincoln. So, while the towns and localities such as Southbridge, Leeston, Doyleston, Irwell, Taumutu and Killinchy are

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<sup>17</sup> A wag might have dubbed the book “*The Oats they Sowed*.”

<sup>18</sup> See “Further Reading” list.

treated under specific headings in this history, even if only cursorily, Lincoln is mentioned only in passing.

Similarly, the history of Paparua County Council, *The Paparua County: A Concise History*, written by Ian McBride and published in 1990 by the Paparua County Council and Canterbury Public Library, makes only passing mention of Lincoln, the eastern fringe of which fell within the boundaries, yet it contains headed sections for Prebbleton, Broadfield, Templeton, Weedons, West Melton and Hornby. There is no stand-alone history of Springs County as far as can be ascertained.

Some hope for better recognition of Lincoln no doubt accompanied the preparation of the previously mentioned 1974 Lincoln Environmental Plan by Jackman et al. However, this document was always going to remain not intended as anything other than a piece of “*grey literature*” (a soft-bound report or similar), and it has some characteristics that make it now obsolete, if not inappropriate, for heritage preservation and future planning purposes. Nevertheless, it does provide a good “snapshot” check of what was deemed important at that point in time, and it allows for comparison with present views. It is also highly interesting in terms of whether or not things that were targeted for remedy have in fact been remedied or ceased to be important. Yet this is not an adequate substitute for putting Lincoln on the map in written terms, and it is not as if this is a matter of idle interest. Lincoln, despite its relaxed appearance, is under threat.

The biggest threats at the present time seem to come from Christchurch City “creep” to the north and east, and from tertiary and industrial research sector encroachment or asset liquidation to the South and West. Indeed, its appearance is becoming increasingly suburban rather than rural, although there does not seem to have been a discrete transition point for this historically.<sup>19</sup> It is now as if the town lies just beyond the city. One could argue that any attempt to define the township in a particular way is probably just that, an act of defining, rather than “redefining” or reinforcing based on an earlier distinct incarnation. This is by no means to say that there is no sense in discussing or trying to recognise “heritage”. The earlier Environmental Plan of 1974 clearly seems to have erred too much in the direction of assuming too little in heritage potential (other than the suggestion of a Market Square/Liffey Reserve historic building precinct). There seems to have been a discounting or at least under-reporting of older dwellings, for example although a “photo essay” includes a number of old cottages and focus was upon the potential for tree planting and house painting colour schemes, as if the major challenge was to bring in some aesthetic unity to the town, in short, to “beautify” it.

The rhetoric of the present day is to recognise diversity rather than impose unity. This will be a challenge in Lincoln, because it appears neither as strongly unified, nor clearly diverse. Recent demographic changes have yet to be reflected in buildings, plantings and amenities. Perhaps this provides a cue to try and stimulate the imagination of the residents going, so that **they** are the authors of a distinctive future for the town. By the same token, we may have to acknowledge that many of the people who inhabit Lincoln are there primarily to escape a particular

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<sup>19</sup> Some people believe the Resource Management Act 1991 has hastened the suburbanisation of Lincoln and the wanton subdivision of rural land in general, but land speculation has been rife from the earliest days of settlement, especially in Canterbury.

identity, not to forge or be associated with anything discrete. However, at the present point in time the principal dangers seems to be either of mute assimilation into a greater Christchurch or protracted wilting in the “frostshadow” of the surrounding Government institutions and their hybridising and diversifying activities manifestations. Therefore, rather than let things be, it seems more important than ever for the residents to try to shape a more coherent identity and future for Lincoln.

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- Robb, J. 1968. *Tod the pioneer; a biography of William and Mary Tod, pre-settlement pioneers of Canterbury*. Christchurch: the author.

### Previous Heritage Preservation Initiatives in Lincoln

As noted earlier, there exists a “Lincoln and Districts Historical Society” (LDHS) dating from 1991, which functions as the principal heritage advocate for Lincoln. The forerunners of LDHS, the Pioneer Early Settlers Association (1967) and the Liffey Cottage Action Committee (1975), helped to identify and gain some protection for a number of buildings in the township. These are: *Pioneer Hall; Liffey Cottage; Coronation Library; St. Stephen's Church (this currently has a New Zealand Historic Places Trust Category “B” listing); and the Union (formerly Presbyterian) Church*. Local parish committees have of course been instrumental in the preservation of the latter two Structures.



Aside from its specific responsibilities in relation to the management of Pioneer Hall and Liffey Cottage (both of which are owned by the SDC), the publication of newsletters and pamphlets, and the organisation of history-focussed events, the LDHS also liaises with SDC and heritage groups in other parts of the (larger) District. Since the release, and subsequent withdrawal, of the 1995 Proposed District Plan, the Historical Society has been trying to assist the SDC in correcting and refining its list of “Historic Sites and Structures in Selwyn District” with relating to Lincoln (SDC Proposed District Plan 1995, Part VII, Appendix 3 pp.48-49). However only 5 heritage sites are shown in the proposed District Plan. Previously in the Discussion and Options document, 27 sites had been listed and even then the list was probably not conclusive. For the time being it is worth noting that aside from the more obvious heritage buildings such as churches and church-related dwellings, halls, and particular cottages or houses, the listed sites are mainly associated with the former railway station and yards, and particular types of industry.

Apart from the activities of the LDHS and other more “one-off” projects by local church and community groups, in particular the local chapter of the Rotary Club, the main heritage advocate has been the New Zealand Historic Places Trust. Aside from their interest in the St. Stephen’s Anglican Church restoration process, Trust efforts have focussed mainly on the fate of Ivey Hall on the Lincoln College/University site. Both the Anglican church and the former College buildings are associated with prominent Canterbury architects, B.W. Mountfort and R.F. Strouts, respectively.

At this stage mention should be made of the 1974 “Townscape Plan” and its attention to heritage issues.<sup>20</sup> When the plan was prepared, there was some mention of built heritage, including the more notable historic features, and two recommendations were made:

1. In order to preserve much of Lincoln’s historic and individual charm, every effort should be taken to preserve all cottages and buildings pre-dating 1900. Many of these buildings are in visually strategic placements about the town. It is such sitings although well spaced, which lend much to the town’s charm, for example, the Pioneer Hall, Liffy (sic) Cottage and the General Store lie in the surrounds of Market Square which is the central visual focus of the town; even the old cottage beside the Community Centre lends to this historic and ‘rurally-more-spacious-than-today’ air.”<sup>21</sup>
2. In respect to the previous recommendation it is suggested that the Environment Committee gather as much pertinent information in respect to existing early and old cottages with the aim of developing some system of protection order or decree for that preservation. (This limited study has not allowed us to pursue this course as far as the subject warrants)” (Jackman et al., 1974, p.10).

The comment was also made that “in fact only about 10 to 12 buildings now recognisable as early buildings actually Survive.” (Ibid.). This

---

<sup>20</sup> Jackman, A.; Mason, S.; Densem, G. 1974. *An Environmental Plan for Lincoln Village*. Lincoln: Landscape Architecture Section, Horticulture Department, Lincoln College.

<sup>21</sup> The “General Store” and the cottage by the Community Centre have since been demolished.



P22 Liffey Cottage



P23 Coronation Library

remark is interesting in that it reflects an assumption that once something has ceased to be “recognisably” old that it is beyond further discussion. In fairness to the authors of the document (and bearing in mind their caveat about the brief for the project), in the context of 1974, when restoration of more modest New Zealand settler homes (mansions and homesteads were by then being routinely preserved) was still something of an anachronistic thing to do when the norm was still more or less “*Out with the old, in with the new*”, such an omission is perhaps understandable.

Unfortunately, the net result of the 1974 study was largely negative for heritage issues, the study concentrating very much on beautification and the “new” paint schemes for houses and tree plantings in the streets. The 26-question survey that was directed at Lincoln’s residents made no explicit mention of heritage or historic places and their associations. There was an under-reporting of what can be termed “camouflaged” older buildings. There are in fact some 20 or so 19<sup>th</sup> Century private cottages or dwellings in the village, and many of these, even if they are presently not in very original condition, are still restorable. Furthermore, the lack of further discussion of how to preserve heritage has merely reinforced the sense that there is nothing tangible to preserve other than a handful of civic buildings. So, apart from capturing the “*heritage flavour*” of Lincoln by way of some uncaptioned photographs of old cottages, the 1974 study has probably only helped to damn the heritage of Lincoln with faint praise.



One of Lincoln's older cottages, Kildare Terrace

### Community Comments and Visions

Heritage issues were raised by various members of the Lincoln community in several of the Project Team workshops during 2000. A representative list of frequently-identified heritage items can be assembled by way of summary feedback from a Heritage and Community Spirit Workshop held in August (*see Volume II for full record of events in this Workshop*).



## “Heritage Value” Words or Statements used in the Workshop:

History is seen and preserved with pride—Liffey Cottage, Pioneer Hall, Hotel  
 Picnic on the banks of the Liffey Stream  
 Visit historic Liffey Cottage & the Pioneer Hall—the way we were  
 Heritage  
 Historic buildings  
 Historic associations e.g., founding figures of Canterbury (Fitzgerald, Mountfort)  
 Retaining the small village character of early settlement  
 Heritage buildings reflect best of the past  
 Village feel  
 Village Environment  
 Rename Market Square to Fitzgerald Square  
 Highlight the heritage values of the township.

## These are ranked in approximate order of priority:

“The Liffey” – including the stream itself, the “old Oaks”, flour mill, waterwheel, and the trees that are present in general  
 Liffey Cottage (NB. Commented that it “needs garden context”)  
 Older cottages and gardens  
 St Stephens Anglican Church  
 Union Church  
 Pioneer Hall  
 Coronation Library/Toy Library  
 Lincoln (now “Famous Grouse”) Hotel  
 Ivey Hall, the McCaskill Building and other Lincoln College historic buildings  
 Market Square (with interpretation signs as to its origins and purpose)  
 Railway presence better documented and acknowledged  
 Site of Fitzgerald Station (“Springs Run”) should be marked  
 Four Town Belts (the layout and naming of these and other streets made more known to public)

At a later combined workshop some provisional recommendations were made for action on heritage in Lincoln for which members of the public were invited to “vote”:

Heritage	favoured		not-favoured		priorities		
Heritage trail with markers	12				1		
History of Lincoln publication						3	1
Naming strategy	4		4			1	
Liffey Domain management	16				9	1	2
Conservation plans for listed buildings/sites	10					1	2
Heritage register for trees and gardens	1		1			4	
Museum	1	1	5				
Archive for oral history, heritage people	4		6		2	1	1

The results for heritage, from this final *“Bringing it All Together”* workshop held on August 26<sup>th</sup>, 2000, indicate that there is strong support for a heritage trail, a history publication, improved management of the Liffey Reserve, conservation plans for particular buildings and sites, and mixed views about a naming strategy for new streets and an oral history archive.

### **Identifying, Preserving, and Managing the Heritage of Lincoln**

Based on the matters discussed in the preceding sections, it seems fair to say that Lincoln clearly lacks both an authoritative and in-depth written account of its history to date, and a co-ordinated approach to the management of its existing heritage assets. It is clear, for example, that the Liffey Reserve is more than just a recreational facility to many of the Lincoln’s inhabitants. Indeed, in the view of many townsfolk it is the key heritage feature of the place. This has major implications for the management of the Liffey and its environs. Similarly, it is clear that too little by way of easily-accessed historical interpretation information is available to town residents and visitors alike. Many historic cottages sit in a state of latency, with little or no information on just how old they are and how best to restore them should present or new owner wish to return them to a more original state or at least give them more sympathetic make-overs. Even recognised heritage buildings are in need of conservation or management plans. There is also a recognised need to provide appropriate landscape settings for heritage features. Other workshops have shown the enthusiasm for a “nature” trail, “greenway” or green corridor (*refer Section 5.2.1, p.44*). A “heritage trail” should be a part of such an initiative.

### **Preliminary Suggestions for Strategies for Lincoln’s Heritage:**

#### **A Lincoln “Heritage Plan”**

It is quite clear then, that some sort of co-ordinated “heritage planning” approach is needed. The most logical solution seems to lie in a dedicated heritage planning document for Lincoln which, for want of a better title, can be called the “Lincoln Heritage Plan”. The advantage of such a document is that it would have a stand-alone identity i.e., it would not merely be an appendix or attachment to a District Plan, and it would be a ready reference source for those interested in town heritage issues. It would also be the prime location for the statements or explanations of heritage values held by residents. Furthermore, a heritage plan would allow for discussion of more than simply buildings, archaeological sites and/or trees (eg., it could cover gardens, for example, or less tangible or visible heritage matters such as the recording and storage of oral history material). A heritage plan would also set an integrated and prioritised plan of action and would show, both directly and indirectly how people can contribute to particular actions and projects.

A stand-alone plan, independent of, but complementary to, the District Plan would need clear objectives, strategies and methods in respect of historical values and their conservation. It would apply not just to buildings, structures and trees, but also to places and sites of significance, and other less tangible values. It would also allow planning for “future” heritage, eg., the fate of the Community Centre, the changing status of the Lincoln Maternity Hospital, how multicultural heritage could be better recognised, and other matters. As indicated, a

heritage plan would identify priorities, together with the requisite resources and people necessary to achieving the objectives under those prioritised areas.

Within a Heritage Plan framework the following might be included:

#### **A Lincoln Heritage Trail**

As noted above, there is strong support for such a heritage trail, and this could be created as something either connected to, or independent of, a nature/green/cycle/walking trail. Historical features and sites could be linked together as a mapped out walk, with markers and interpretation panels provided, and supported by an information pamphlet such as those already prepared by members of the Lincoln and Districts Historical Society.<sup>22</sup>

#### **A Lincoln History Publication**

Any useful heritage plan would need to have a detailed and authoritative account of Lincoln's history as a reference source. As has been shown in earlier sections, the history of the place is patchy and dispersed, despite the dedicated efforts of earlier writers and those currently involved in the local historical society. In actual fact, despite the lack of a proper written history, the expertise and "person-power" within the local community is very high by the standards of most small communities, and there is already at least one historical work-in-progress at the present time. The danger, however, is that this will remain only a draft or partially completed work unless there is more commitment to a properly presented and published written product.

#### **Street Naming Strategy**

A relatively inexpensive way to reflect the value and meaning of particular places which are no longer visible to the eye is through commemoration by way of street-naming. Of course this is routinely done in most towns and cities in New Zealand and Lincoln is no exception. However, it is clear that this has been something of a "hit-and-miss" process in Lincoln, arousing quite strong sentiments. A schedule of appropriate and popular names to guide the labelling of new developments and estates would seem a highly desirable innovation.

#### **Liffey Management Plan**

As the key aesthetic, passive recreational, and heritage asset of Lincoln, its "jewel in the crown", so to speak, the Liffey Reserve needs a formal management plan, building on the existing informal one developed some years ago by the local Rotary group. Part of this Plan would spell out the historical values of the reserve and the best means by which they should be preserved and maintained.

Further ideas are presented in *Section 6 - Action Plan*, but the above suggestions show some of the keystone features of an integrated approach to heritage planning in Lincoln.

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<sup>22</sup> See, for example, Baylis, M.; Moar, N. 1991. *Lincoln Village Historical Walk: Historical Notes*. Unpublished notes for outing: Lincoln Historical Society, and Moar, N.; Baylis, M., compilers. 1994. *Focus on North Lincoln 1873*. Unpublished notes for outing: Lincoln Historical Society.



## 5.2.4 Visual/Landscape Character

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A range of strategies is suggested for the enhancement of the visual and landscape character aspects of the village :

### 1. Distinctive Village Character

There is some debate over whether Lincoln is a township or a village. The dictionary definition suggests it is too large to technically be a village, yet it is the characteristics of a village which are seen as desirable for Lincoln's future. In order to maintain and enhance village character there are a number of strategies which could be used (*Fig 5.9*).

Residents and visitors need to have **frequent views of rural landscape**, through visual corridors and proximity of rural land and open space (such as paddocks within the village fabric! *see Photo* ) Ideally the **rural landscape needs to be within walking distance**, and there should be the knowledge that the rural landscape is not far away. The rural landscape can be drawn into the village itself, through **ensuring a green landscape dominates**. This could mean **using grass** instead of hard surfacing wherever practicable, **more tree planting**, **larger section sizes** to encourage greater planting between houses, **open up views to beyond the village**, and **maintaining and enhancing existing features with a rural character**, e.g. the Liffey. **Green corridors and reserve areas need to be of sufficient size** to allow substantial tree planting, a feeling of space and to make sure built form does not intrude into the space visually.

The **natural springs** about Lincoln are a distinctive feature. One idea is to protect and promote them as natural features, perhaps within the proposed walkway system discussed in previous sections.

To create a village character, development needs to be kept at **human scale**, both in terms of height and breadth (*see Photos on following page*). Lincoln's wide streets are typical of many small towns in New Zealand, and detract from human scale within the streetscape. Some newer houses are much larger than older ones and not of a "village scale". The village needs to be **walkable** (ie, most destinations within 500-800m) (*see Fig 5.9*), and have a **distinctive centre** – the archetypical notion of the "village green" or "town square". While there are several high rise buildings in the broader setting of the University, this scale of development would not enhance the village character if it occurred any closer.

The **skyline** is an important cue to landscape character, and **the Liffey trees and Port Hills are an important skyline signature** in Lincoln.

Other aspects which help contribute a rural village character to Lincoln are the **presence of rural activities, rural themed events, quiet setting, and clean air and water**.

### 2. Enhance Liffey Reserve

The Liffey is central to Lincoln's identity in a range of ways, particularly in terms of visual aspects and landscape character. There are several different character areas along the Liffey, the variety should be retained. The valley form of the stream is distinctive and gives a special feel to Lincoln. This should be accentuated - where new esplanade reserve is being created as development proceeds, the boundary of the

reserve should seek to follow the natural landform and the whole of the gully should be within the reserve area.

“Tidying up” of the area is also desired, with removal of water weed in particular for safety. There may also be scope for creating water features such as another pond, or perhaps getting a working water wheel.

### **3. Distinctive entrances to township (Fig. 5.10)**

At present the entrances to Lincoln lack any distinction and do not impart a “*sense of place*”. There are also problems of speeding traffic and pedestrian and cyclist safety. Design measures could include tree planting, distinctive shrubs and ground covers (*refer Section 5.2.1, pp.44-45*), different road layouts, attention to hard details such as signs, lighting, kerbs, surface materials, etc.

The workshops indicated a definite desire to recognise and express the University and the CRIs as an integral and distinctive part of Lincoln’s unique character, representing Lincoln’s core business. The association could be expressed through applications and demonstrations of cutting-edge technology and theory on various environmental arenas such as housing area design, or stream and ditch management in a partly built up-partly farming area; through visual themes reflecting the core business (in street furniture, planting, etc); through a visible presence and active role in the goings on and activities of the community. “Opening up” the grounds to the community is another means (eg, increased promotion of facilities, providing information on features perhaps as part of a walkway)

### **4. Market Square (Fig 5.11)**

Market Square is well over-due for a “make-over” and re-establishment as the “heart” of Lincoln in a socio-economic sense. The treatment of traffic passing through and parking will need to be handled carefully, and a close look at the type of buildings enclosing the Square with a view to possible future demolition of some with a less than satisfactory visual appearance. *Fig 5.11* suggests ideas for how the Square might be developed in a broad sense and what needs to be considered.

### **5. High level of visual amenity (Figs 5.12)**

Measures with the potential to enhance the general visual amenity of Lincoln are:

- More planting, to soften, screen, provide skylines and backdrops, and to bulk up the “greenness”
- Themed planting and street furniture - provides visual unity and has far less visual clutter associated with eclectic collections of signs, seating etc (eg, Liffey bridge railings are a start)
- No overhead wires
- Uniformity of building facades and street signs
- Streets and carpark designed to enhance setting
- Alternatives to bare, sprayed ditches and fencelines  
(*Refer Section 5.2.1*)



*A Street of a More Human Scale - narrower carriageway, planting*



*A Street of a Large Scale - wide carriageway, no street planting*



*Cole Place - a street of attractive human scale*





Newer larger-scale House

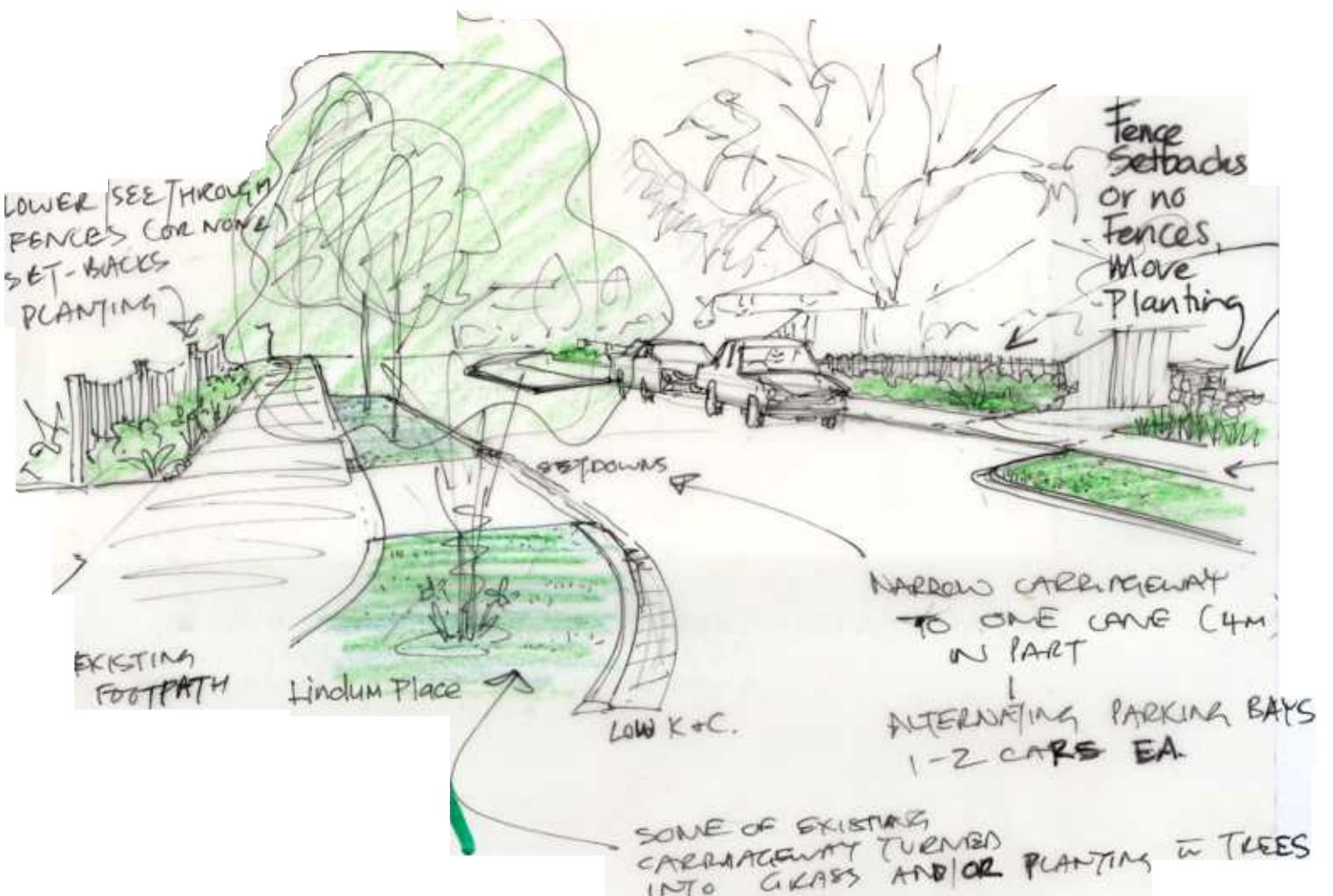


Older, smaller-scale houses



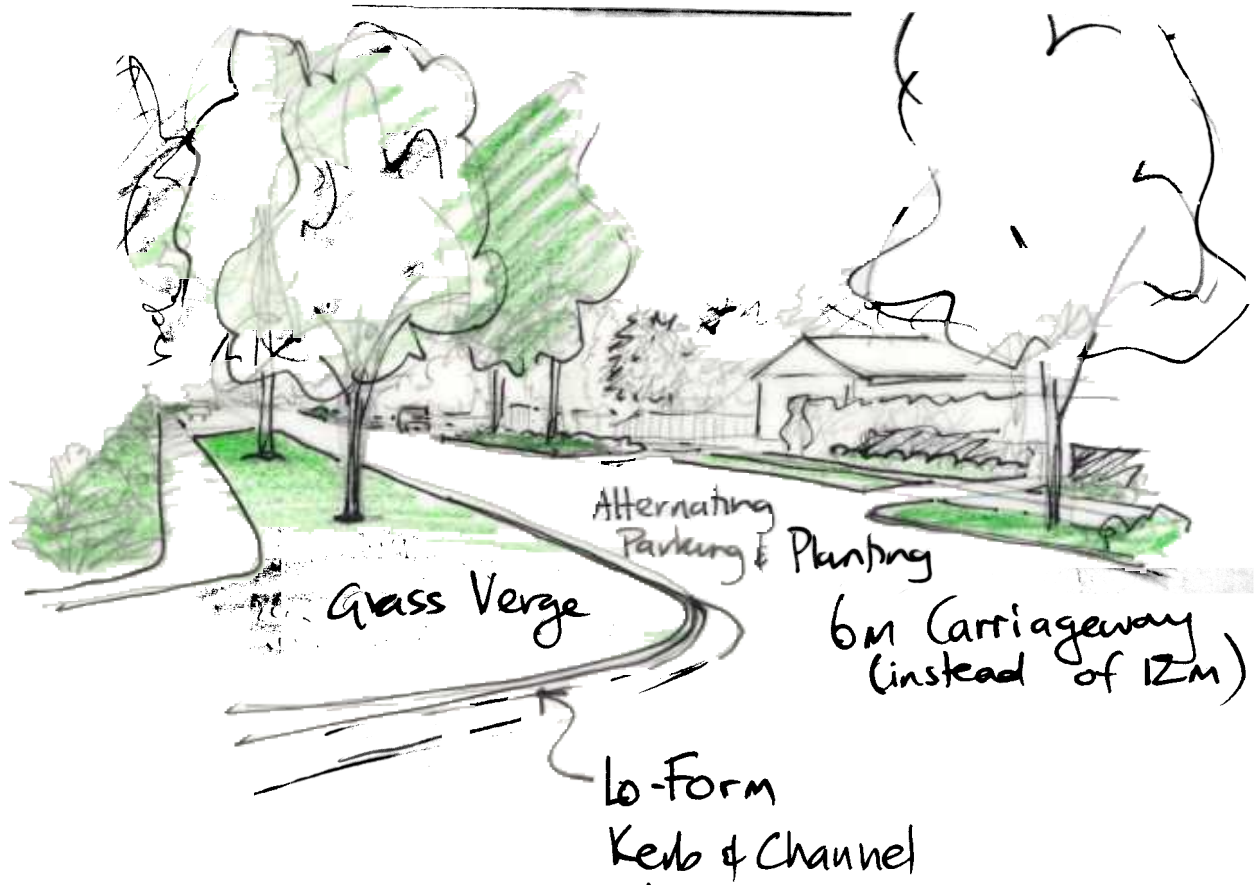
RURAL IMAGES - Views to the Port Hills, hedger, paddocks, shelterbelts, open space, sheep grazing large scale tree planting. clean water





## ○ POSSIBLE WAYS OF IMPROVING STREETSCAPE - Lindum Place





○ POSSIBLE WAYS OF IMPROVING STREETSCAPE - West Belt(north)

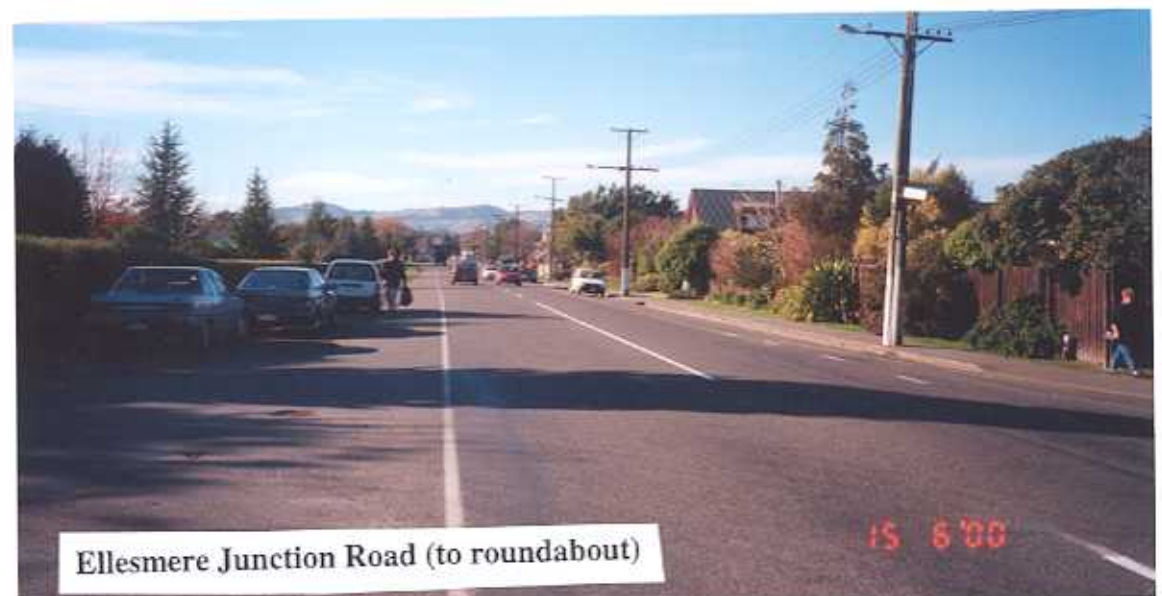


WHAT THE COMMUNITY WANTS LESS OF :



... AND WHAT THEY WOULD LIKE MORE OF





*Village Approaches Lack Distinction and Identity*



## 5.2.5 Transport

### Preamble

Lincoln Village is continuing to grow in household numbers and to expand in physical extent. The university too has grown and is the biggest contributor to traffic generation.

With these changes come attendant “problems” which should be considered within some masterplan framework. Windows of opportunity exist now to alleviate some access and mobility constraints and to provide for orderly development in the future.

Two reports completed in 1998 provide clear evidence of the existing traffic patterns and likely patterns in the future associated with proposed subdivisions and new roads. The report by Ruth Tipples, *Traffic Generation and Flow Patterns for Lincoln*<sup>23</sup> was prepared as a final undergraduate year TRAN302 research report at Lincoln University. Data was collected by way of a vehicle number plate survey to determine movement patterns. Reference was also made to Statistics New Zealand data and information on the residential addresses for staff and students at Lincoln University which allowed determination of the commuter zones involved in the daily flux of traffic to and from the university. The second report by Mike Gadd and Associates, *Lincoln Transport Study*<sup>24</sup>, an analysis of statistical data, and traffic surveys with an estimate of traffic growth, provided more in-depth analysis of existing and possible traffic taking into account possible residential developments.



### **Key findings from the Tipple report included:**

- Lincoln was the destination for 75% of the traffic with 25% of traffic being through traffic.
2. The extensive services provided by Lincoln township are reliant on the patronage of daily commuters to the area – mainly employees of the educational and research facilities in the area, including high school and university students.
3. The most popular mode of transport to Lincoln is by private vehicle (car).
4. The most popular route for students travelling to Lincoln University is along Springs Road North.
5. The proposed residential developments for Lincoln will increase traffic movements by nearly double in the near future.
6. The development of a bypass road between Edward Street and Springs Road (south of the university) is a potentially contentious issue.

These findings raised questions about the effects of congestion and vibrations in the village; and just how effective traffic calming and safety provisions may be in mitigating noise and environmental impacts of increased traffic.

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23

Mike Gadd & Associates (1998) Lincoln Transport Study: An analysis of statistical data, and traffic surveys with an estimate of traffic growth, 2/63 Rountree Street, Christchurch.

24

Ruth Tipples (1998) Lincoln Transport Study: Traffic generation and flow patterns for Lincoln, TRAN 302 Transport Project, Transport Studies Group, Division of Environmental Management and Design, Lincoln University

### **Key conclusions from the Gadd report noted that:**

- 2. The addition of the new residential areas will engender some 7,600 vehicle trips, using the value of 10 trips per household.
  3. There would be significant additional load on Edward Street (60% increase in flow on the inner section).
  3. Similarly, there would be a 70% increase in flow on Gerald Street. He notes that inclusion of traffic restraint measures will encourage some drivers to use the town belts as a by-pass.
  4. A new road between Edward Street and Springs Road (south of the university) appears to be very attractive to trips destined to the university, as well as being the only access to some of the developments.
  5. A relatively high proportion of trips are attracted to Birches Road, apparently an 80% increase.
  6. It seems likely that the roundabout at the junction of Springs Road/Ellesmere Junction Road will become even more seriously overloaded at peak flow times, calling for an examination of the layout and form of control so as to reduce delays.
- The traffic effects of individual developer schemes and as a whole need to be considered in the decisions for resource consents.

### **Community Feedback**

Feedback from various workshops prior to Saturday 26 August 2000, indicated a strong desire to curtail the movement of heavy commercial vehicles through the centre of the village shopping precinct.

Emergency vehicles would still need access and the route of the bus service had to be considered.

There was also a mood to discourage other motorised vehicles from passing through if they did not have business to stop for in the centre.

At the same time it was recognised that excellent access and parking is required for motor vehicles that need to stop in the centre as this is essential for the local businesses.

A general desire to encourage pedestrians and cyclists and to ensure their safety was evidenced.

Any remodelling should be attractive and enhanced by appropriate landscaping.

As part of a series of **theme** workshops conducted by the team, one focussing on the transport issues was conducted on Friday 30 June 2000 entitled **MOVING AROUND LINCOLN VILLAGE**.

The workshop commenced with a brief situation outline by Professor Kissling. He then outlined five basic scenarios:

#### **Scenario A – Exclude Heavy Traffic from Passing through Village Centre**

This could be achieved in a variety of ways. One approach would be to have a local by-law to force such traffic to divert, another is to have by-pass options that naturally attract heavy vehicles away from the village centre, yet another is to discourage heavy vehicle entry by making the central area road space uninviting for such traffic. All could be used simultaneously.

#### **Scenario B – Redesign Central Village Road Space**

This approach could emphasise the priority accorded to pedestrians; force vehicular traffic that is passing right through the village centre to slow and follow a sinuous pathway taking away the straight line-of-sight road through the core; and provide adequate vehicle parking for



# Lincoln Village Approaches

## - A "Place-Making" Strategy

Fig. 5.10

What Would Specially Designed Village Approaches Do for Lincoln?

Make it clear to people they have arrived in a place called Lincoln  
 Provide a quick understanding of Lincoln's core business and attributes  
 Outward expression of Identity  
 Traffic control

Village Centre  
 'Gateways'

Possible Design Themes  
 (these could be combined):

(i)  
 Expression of Long-term Association with the  
 University and Research Institutes, Seat of Learning,  
 Research and Technological Advancement  
 in Land-Based Activities

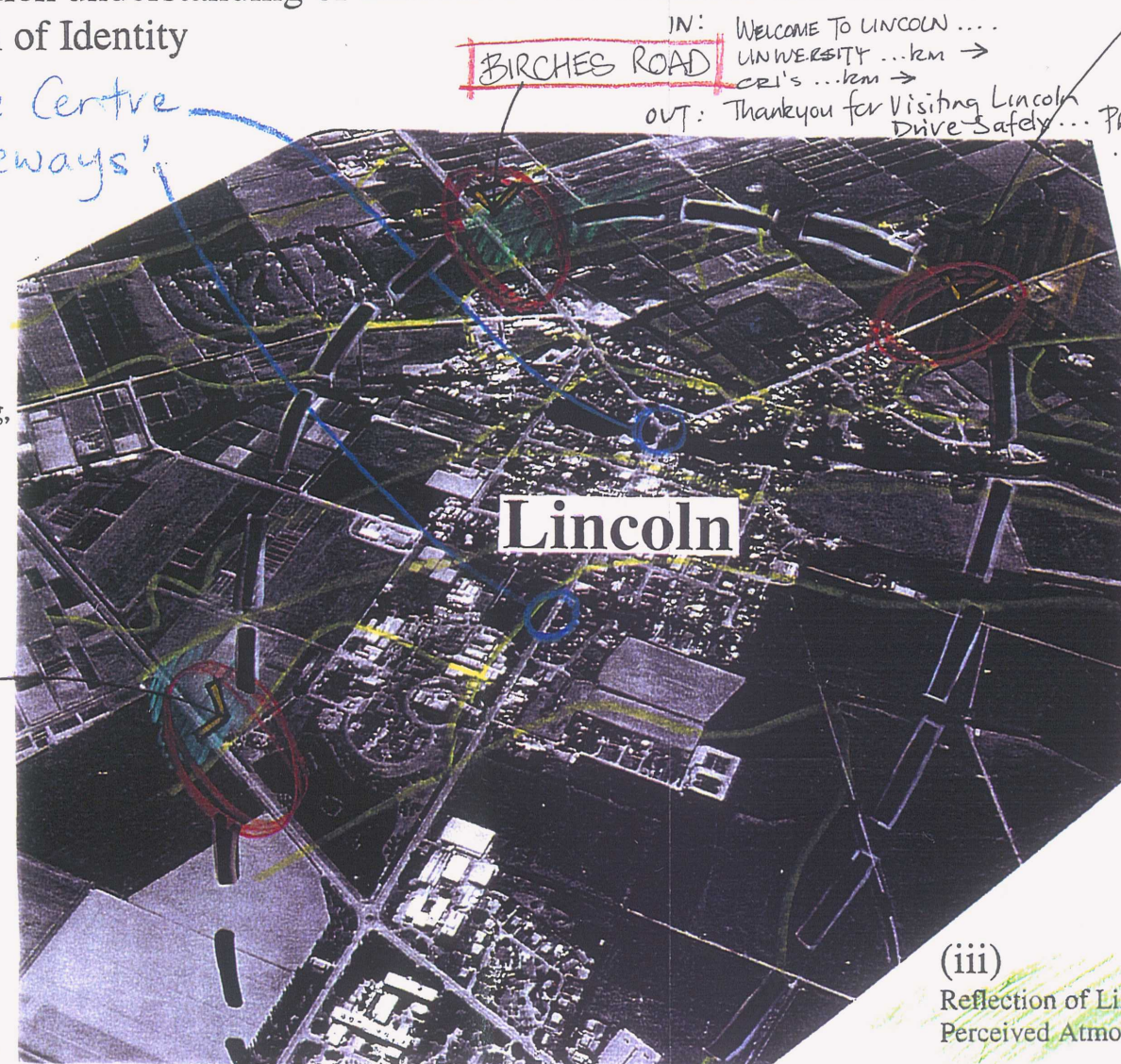
IN: Welcome to Lincoln  
 Village ←  
 CRI's ←  
 University →  
 OUT: Thankyou for Visiting Lincoln ...  
 Prebbleton (chch) ↑

(ii)  
 Expression of Lincoln's Natural Heritage  
 and Advocate of Ecological Principles

(Clean and Green)

Signature Species with  
 Different Soil Types

well drained deep silt loam on sand  
 poorly drained silt loam on sandy  
 poorly drained silt loam on sandy loam



BIRCHES ROAD  
 IN: WELCOME TO LINCOLN ...  
 UNIVERSITY ... km →  
 CRI's ... km →  
 OUT: Thankyou for Visiting Lincoln ...  
 Drive Safely ... km

EDWARD STREET

IN: WELCOME TO LINCOLN ...  
 UNIVERSITY ... km ↑  
 CRI's ... km ↑  
 OUT: THANK YOU FOR VISITING LINCOLN  
 DRIVE SAFELY ...  
 TAI TAPU ... km, AKAROA ↑

What Else Would the Approaches Need to Do?

- provide directional information
- work both ways (entering and leaving Lincoln)
- be large/long enough to register ( not just a blip!)
- lit at night
- slow down traffic, meet traffic safety requirements
- signs to be integrated - either one sign or co-ordinated signs.

Who Would do it? Some Ideas:

- high school or university student design exercise
- consultant commissioned to professionally design them (Marketing/design consultant), perhaps sponsored by community organisation(s)
- SDC funds entire project or at least construction part

(iii)

Reflection of Lincoln's Heritage as Rural Service Centre and  
 Perceived Atmosphere as a Quiet Rural Village

ELLESMERE JUNCTION ROAD


IN: WELCOME TO LINCOLN  
 UNIVERSITY →  
 CRI's ... km ↑  
 VILLAGE ... km ↑  
 TAI TAPU & AKAROA ↑  
 OUT: (as above)  
 Springston ... km





**Fig 5.11 Market Square -**

# A Possible Brief for Development:

- Redevelop Existing Business Area to Create An Attractive, Convenient, Friendly and Relaxed 'Heart' of Lincoln with Improved Shops & Services & Public Facilities
  - To Reflect / Express Lincoln's Unique Character
    - eg Themes for Street Furniture
- 
- A hand-drawn sketch of a street layout. On the left, there are three yellow buildings with black outlines. To the right of these buildings is a street labeled 'POLICE ST.'. Further right, there is a large red circle containing the text 'REDEVELOP COMMUNITY'. The background is white with some light blue shading at the bottom.

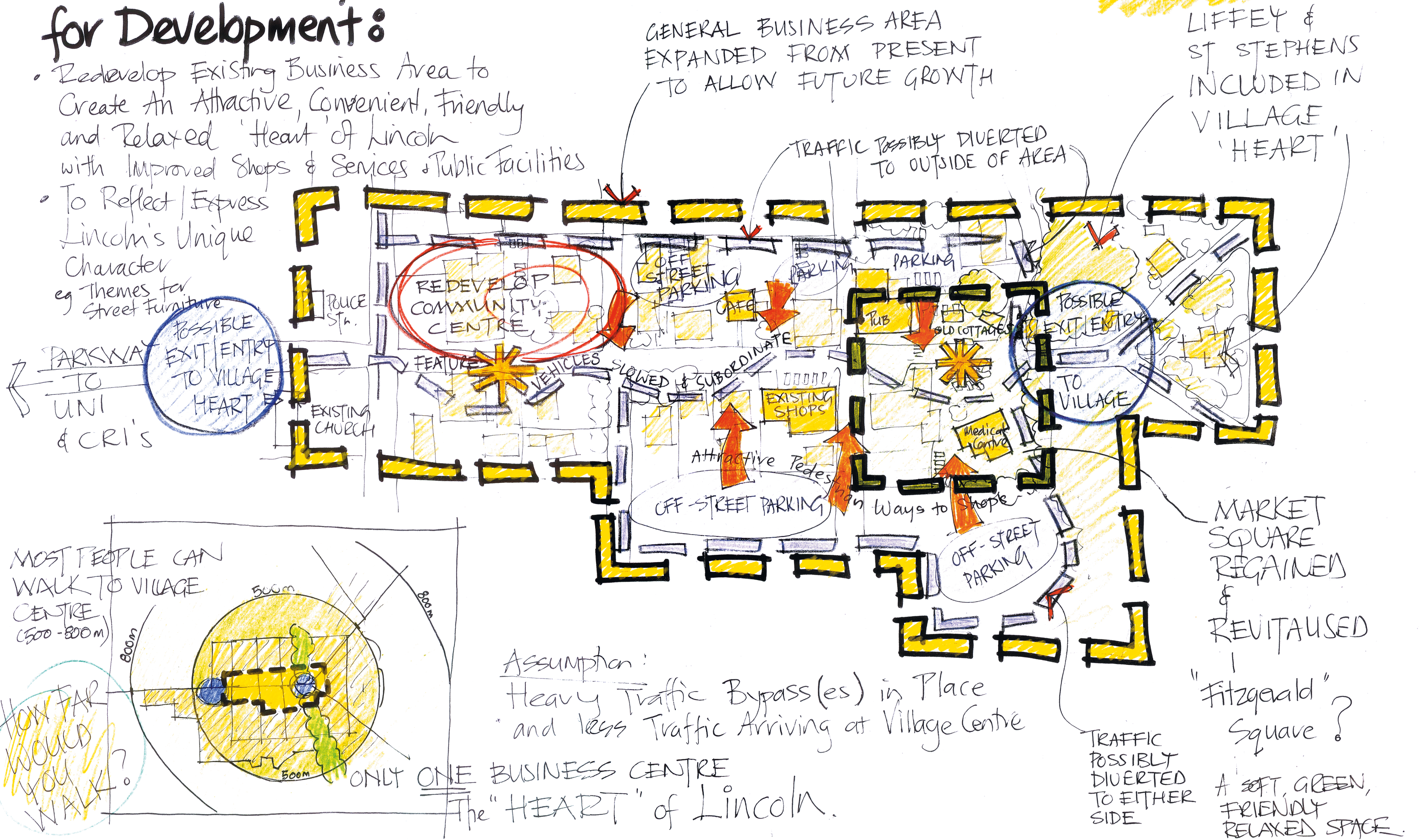
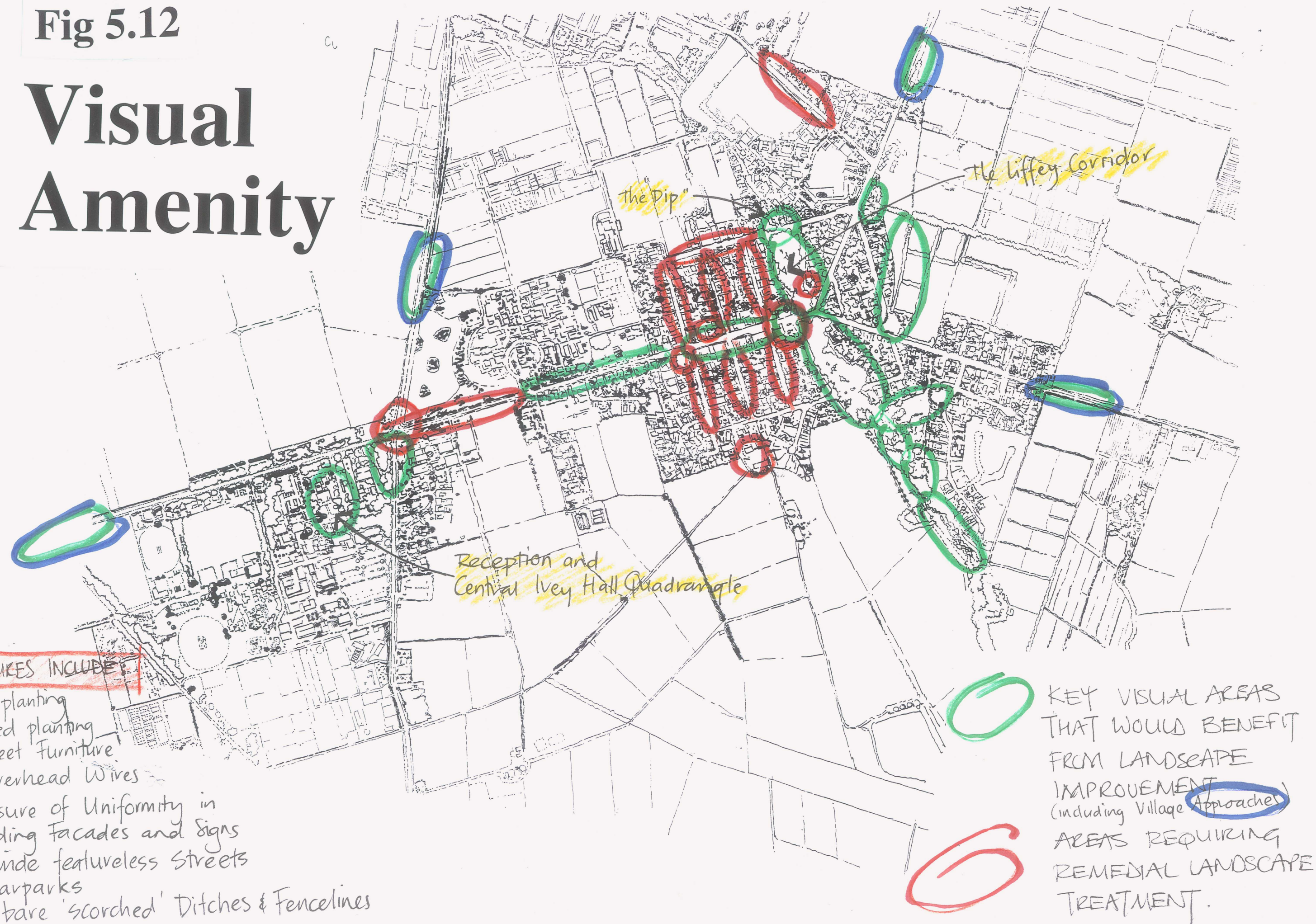




Fig 5.12

# Visual Amenity





businesses, perhaps in a central median strip surrounded by one-way flows along the curb-side lanes.

### **Scenario C – Attract Through-Traffic to a New Southern Bypass Route**

One of the options to the South of the village could be created in conjunction with new subdivisions taking place in that area. Such a bypass should have limited access from adjacent properties to keep conflicting turning movements to a minimum. Properties would be serviced from other local streets in the subdivisions.

A second more distant option for a southern by-pass could be to use Collins Road if the east and west sections of that road are joined across the swampy gap (at quite some capital expense).

### **Scenario D – Provide a Quality Local “Bus” Service**

As Lincoln Village expands in areal extent, pressure could mount to have the single existing bus route deviate to service a wider catchment. That could add time penalties. Alternatively, two bus routes to the city could service Lincoln Village, one via the existing route through Riccarton and a new route via Halswell and Lincoln Road or Sparks Road. There is no local bus or shuttle bus service domiciled at Lincoln. There may be scope for such a shuttle bus to feed passengers to the line-haul buses in peak travel time; otherwise acting as a local demand-responsive shuttle perhaps complete with cycle rack trailer. Such a trailer might encourage more cyclists to pedal at least one way on their daily journey to and from Lincoln Village and neighbouring employment centres.

### **Scenario E – Pedestrians & Bicycles First.**

This option could ensure quality footpaths, specially constructed cycle lanes if possible separated from motorised traffic, and a central village design that accords a sense of safety and priority to pedestrians.

There would also be opportunity to combine some elements of these five scenarios.

After some initial discussion and elaboration, participants were invited to register their support or dislike by attaching their allocation of five red dots (dislike) and five blue dots (like) to the scenarios. This resulted in the following “scores”:

Scenario A – Red (10) Blue (10)

Scenario B – Red (7) Blue (14)

Scenario C – Red (12) Blue (14)

Scenario D – Red (12) Blue (8)

Scenario E – Red (9) Blue (12)

With Blue (6) scores for some combination solution and one Red (1) score not wanting any bypass solution that redirected traffic past the schools in the north along Boundary Road.

Clearly the pattern of scoring showed no one scenario was going to meet with universal approval. This encouraged further discussion to focus on the values being sought for any traffic solution.

**Summarily, it was agreed that the primary values wanted are:**

- (1) *Reasonable access to the village*
- (2) *Good alternative routes so that there is no necessity to go through the centre*
- (3) *Change in “modal split” (ie, the proportion of traffic in each mode of transport) to favour greater use of the “soft” modes and public transport (ie, travelling by foot, cycle, scooter, public transport, etc, rather than by private car).*



The workshop then held a second round of scoring (Blue dots only) on a matrix of scenarios as the columns and values 1-3 as the rows. An extra column (F) for a northern bypass but not necessarily Boundary Road was added.

The desirable value of reasonable access to the village attracted most scores (32). That is not unexpected given the Tipple Report finding that 75% of traffic was destined for Lincoln. Good alternative routes scored (21) and only (12) for the modal split changes. Five of the six scenarios (A-F) were seen as likely to contribute to achieving reasonable access to the village, whereas only three scenarios (A-C) were likely to help achieve good alternative routes.

Scenario A best meets all three of the value attributes (19) followed by scenario B with (13). Scenario A can be achieved through By-laws that can exclude selected vehicles. That is a relatively cheap solution but likely to have enforcement problems. Scenario B will require street paving and street furniture capital costs. In conjunction with street redesign, there may be opportunities for off-street parking. It is likely to encourage drivers to select routes appropriate to their journey purpose as well as facilitate other desirable village centre design attributes. The availability of good alternative routes would attract by-pass traffic as evidenced in the Gadd report traffic assignment exercise.

If scenario A and B are taken together, achieving both reasonable access to the village and good alternative by-pass routes, a combined score of 26 or 40% of the total scores is achieved.

Interpreting these indicative results suggests that workshop participants favoured excluding heavy traffic and redesigning the central village road space as the top priority. This would allow traffic with an end purpose in the village centre to access that area easily but not pass through without recourse to slow manoeuvring in close association with pedestrians. Traffic that had no business in the centre, particularly heavy traffic, would seek alternative routes.

Overall, the workshop served the purpose of generating dialogue between interested parties who hold varying priorities in terms of their movement needs. The attendance at the workshop may not have accurately reflected all stakeholder opinion, but it probably came close.

### **Bypass Options**

Excluding the heavy traffic from the village centre is a first step. Identifying and protecting future bypass road options is another planning issue to be considered (*Fig 5.13*). The Scenario C (**southern bypass**) requires a corridor to be identified now while there is a window of opportunity. There was strong support for this concept in the workshops. Future subdivisions would then be able to contribute the necessary land for this limited access route. The road could also provide a defining edge to the southward extension of the village, create a limit to growth. Its distance from the village centre would be around the extremity of normal willingness to walk (some 800m it is thought).

Some participants favoured **completion of the gap in Collins Road** to link it with Ellesmere Road to provide a good heavy-vehicle by-pass route to the south. In time this might become a useful alternative but the construction costs are thought to be relatively high given the drainage situation. There may be better advantage in the short term to achieve a

lower cost southern by-pass route in conjunction with development initiatives adjacent to the existing built up area.

If a **northern Bypass** meant deviation past the schools on Boundary Road to the north, that would not be deemed desirable. It may be that a **new section of road from Birches Road to join Boundary Road near the golf course**, aligned north of existing housing, might be needed to avoid conflict with the school.

A bypass corridor could also include provision for walkways, cycleways, horse trails and plantings that would add to amenity values, and could combine with the green framework discussed earlier in *Section 5.2.1*.

It is one thing to discourage non-stop through traffic from the village centre. Without adequate alternatives, the traffic will not divert very willingly. That brings up the question:

*What alternative By-pass route(s) would provide the required high level of service and attraction to remove most of the unwanted traffic from the village centre?*

All the analysis suggests that planning for limited access by-pass links (which could be north or south or both) should be factored into future resource consent decisions.

### **Village Centre Re-Design**

By the time of the final workshop in August 2000, it was possible to pose the question:

*Can redesign of the layout of the streetscape in the village central core be accomplished in a manner that will allow these objectives to be met simultaneously?*

Probably **YES** is the short answer.

The street space in the centre could be “reorganised”

- ☐ to maximise convenient vehicle parking;
- ☐ to discourage through traffic by requiring such movements to proceed at slow speed through a circuitous route, and
- ☐ so that the built environment would give more “power” to the pedestrians crossing from one side of Gerald Street to the other.
- ☐ Emergency vehicles would still have access as would heavy commercial vehicles needing to deliver goods to properties, BUT there would be a strong measure of discouragement provided by the layout that might see most non-stop through traffic seek alternative routes.
- ☐ The layout would allow for planting and other landscaping measures in accord with an overall master plan.

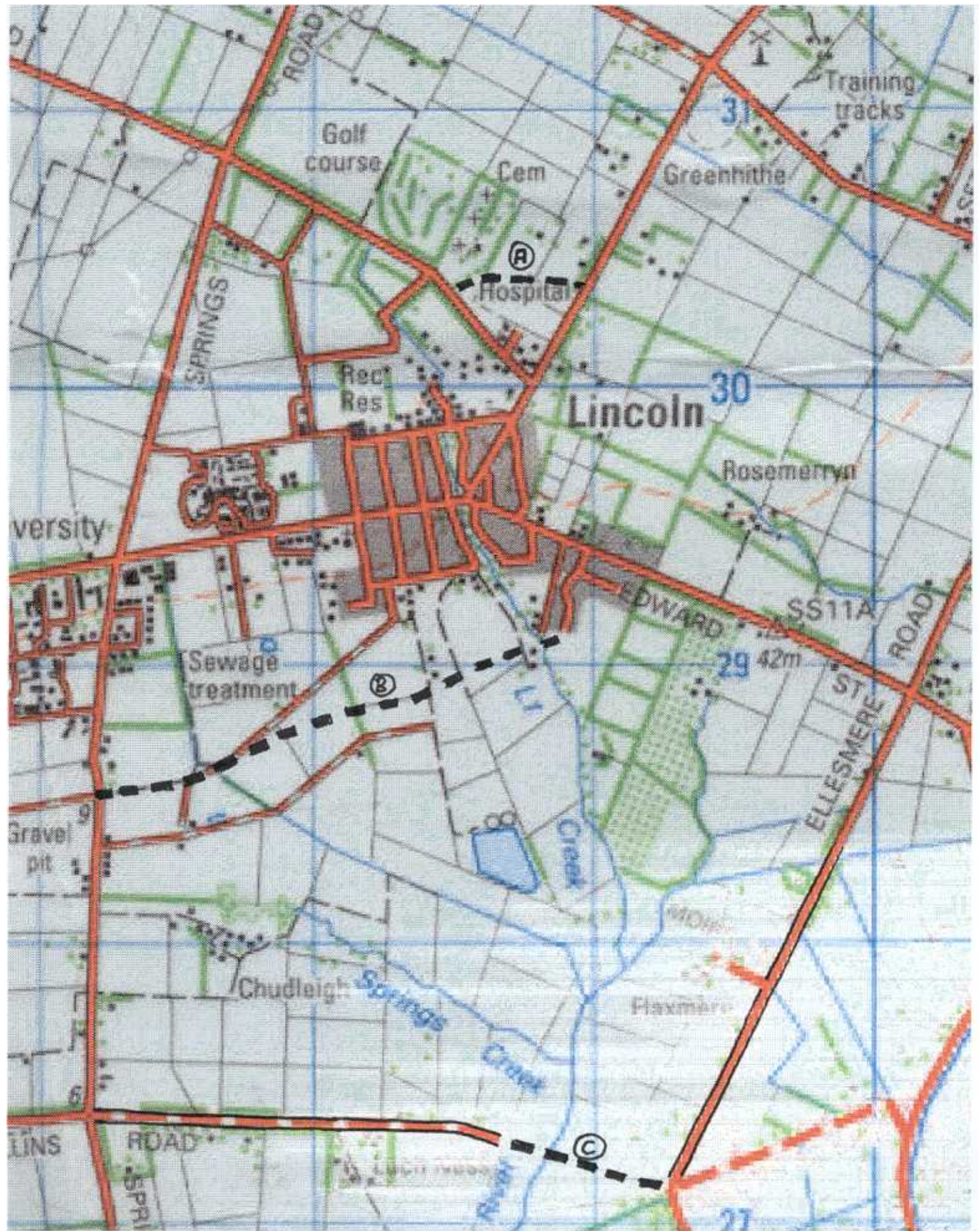
Traffic could pass round the perimeter of Market Square as a one-way system with parking in the centre, and then along Gerald Street with central transverse parking. Traffic would travel east along the north side and west along the south side.

### **Public Transport**

The public bus transport route between Lincoln University and Christchurch City centre passes along Gerald Street through the village centre, thence via James Street to the north.



**Fig. 5.13 Possible Bypass Options for Avoiding Lincoln Village**



**Option A Northern Bypass**  
(avoids schools)

**Option B Southern Bypass**  
(part of new development)

**Option C Collins Road**

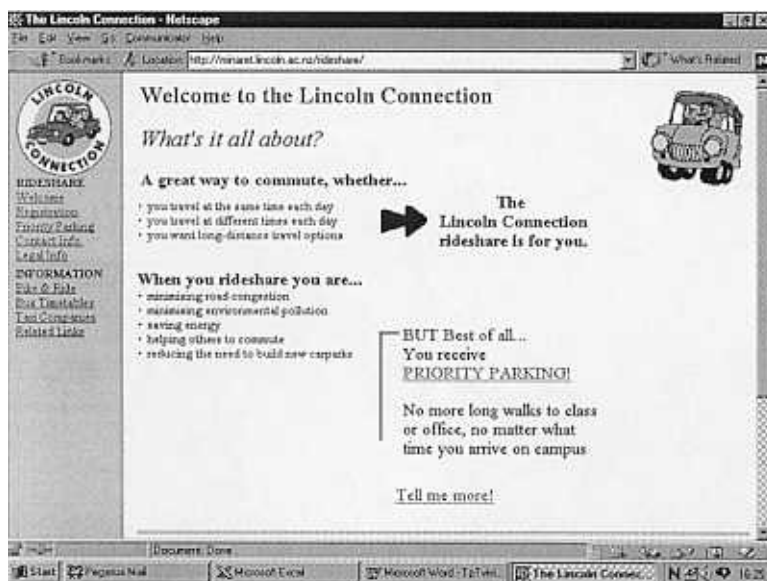


As bus catchment areas grow, bus routes tend to become more convoluted taking more time as attempts are made to minimise the walking distance of residents to bus stops. Eventually, in fixed route systems, alternative routes are introduced, but the Village/CRI/University catchment is too small for that to happen in the foreseeable future. There may be scope for alternative line-haul routes to Christchurch that would provide better coverage of origins/destinations in the metropolitan area.

Convenience measured in travel time, directness of travel, frequency and comfort offers the best scope for enticing more people to use the bus as an alternative to cars for at least some of their travel needs. The new Orbiter bus service in Christchurch shows how passengers can be attracted to quality bus services.

## Lincoln Taxi-Bus

Given that the university generates the biggest traffic pulses each day, there may be some merit in seeking the university's involvement in operating a local minibus operation. It may be an opportune time for a commercial operator to base a shuttle-bus operation at Lincoln. It could be integrated into Lincoln University's *Rideshare* car-pooling system



bookable on the Internet.

A feasibility study for a demand-responsive local taxi-bus system for the Lincoln environs should be completed as soon as possible. Such a service could provide a day and evening shuttle service linking the university, CRI, village centre, schools and sportsgrounds or activity centres. It could complement the scheduled services to Christchurch. In the late evening, it could provide a safe service door-to-door all the way to Christchurch residences. The number of taxi-buses would be determined by the level of patronage and the price per ride within the main service area and for out-of-hours services into Christchurch.

The ownership and management of such a system could be provided through the university, a CRI or a local entrepreneur. If it was the university exercising a contribution to local community, it could be run by a business comprising students involved in studying transport. As such it would be a practical involvement as part of their course of study to apply a Transport Business Plan. All necessary consents and license



#### *An Example of a Shuttle-bus Operator*

requirements would have to be met. The service should operate as a viable business.

Lincoln has probably reached the threshold to sustain such a system that would be of value to residents in the village, at the university, and for daytime workers in the area.

One of the spin-offs from the provision of a local taxi-bus system for Lincoln might be that some households would see the service as an alternative to a second car.

The service would supplement the pioneering rideshare system developed at Lincoln University and be yet another example of practical application to save on energy consumption. It would also demonstrate institutional resolve to contribute to the maintenance of environment and the lowering of greenhouse gas emissions.

#### **Pedestrian and Cycleways**

The inner areas of Lincoln village should be made as pedestrian friendly as possible especially the shopping/business area. Workshop feedback indicated most people would be willing to walk to their destination 500-

800m away. Such routes need to be attractive and convenient however if they are to be used.

There could be a hierarchy of streets in respect of who has dominant usage - vehicles or pedestrians. That means pedestrians should take precedence over motor vehicles in some places. This can be achieved through, for example, by restricting the width of the vehicle carriageway, strategic planting of vegetation, and use of paving materials that are smooth for areas used by pedestrians and cyclists but of a rough texture for areas used by motor vehicles. Residential cul-de-sac streets for example should be viewed by motorists as multi-purpose streets within which they can expect children to be playing. Spoon drains rather than kerb and channel formations for demarcation between footpath and road help create that image.

The creation of a wider green framework (*refer Section 5.2.1 Ecological Strategies*) would also encourage greater use of “soft” modes of transport.

Pedestrian surfaces also need to be “friendly” to the elderly and disabled, with smooth surfaces, cut-down kerbs, etc.

Ideally, cycle paths along main thoroughfares should be physically separated from the main carriageway for motorised traffic. Simply painting a line on the paved surface with road markings to signal a cycle lane, is a poor substitute for purpose designed facilities that are much safer. For the most part, there is sufficient road reservation width in all the approach roads to Lincoln village to accommodate cycle paths that would not be a lateral extension of the existing bitumen. Where there is little scope for developing superior cycle lanes on existing roads within the bounds of the existing village, eg, Gerald Street, attention should be given to creating alternative routes that will still satisfy origin-destination patterns with minimal deviation. New subdivisions could incorporate such links in their design. Old abandoned railway alignments may also prove attractive for some sections of cycle routes such as between the village centre and the University.



Gerald Street today -  
poor provision for cyclists

### Parking Issues

The problems associated with parking vehicles (private and public) on Boundary Road (buses and school student parking) and at the Domain (parking for sports days) need to be permanently resolved. Options may include off-street parking, better designed street parking, greater use of public and other forms of transport.

### Village Entrances

The design of village entrances to create identity and character for Lincoln could also be designed in such a way to slow traffic down upon entering the village, eg, avenues of trees perhaps (*refer Section 5.1.1 Ecological Strategies - village entrances*). Islands and kerbing have recently been installed on Birches Road and Edward Street but are reportedly doing little to slow traffic down as yet.





P24 Boundary Road with pupils' and bus parking needing provision for



P5 Provision for parking in the village centre is also an issue

## **CONCLUSIONS**

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Implementation of many of these visions for a better transport system for Lincoln village and its neighbouring vicinity could be staged. Fortunately some of the cheapest options are some of the most effective.

### **1 The Southern By-pass as part of Subdivision Planning.**

If this is achieved through the planning consent process, there is marginal cost to the developers that is recoverable from the purchasers and/or in concessions from the District Council. A By-pass corridor could accommodate facilities for walking and cycling as well as for motor vehicles in concert with the suggested "green" framework/ecological walkway.

### **2. The Improvement in Bus services.**

An alternative route between Lincoln Village and the City is under consideration by Environment Canterbury. Interested parties from the Lincoln vicinity can lobby to ensure the alternative eventuates.

### **3. A Local Shuttle-Bus?**

If an entrepreneur seizes the opportunity, the community obtains a high quality service funded from the private sector.

### **4. Redesign the Village Centre.**

There is sufficient space to incorporate most of the ideas advanced in this and other sections of this report. Market Square holds the key to slowing traffic if vehicles are required to use its perimeter as part of an one-way traffic flow system. Vehicle parking could be accommodated on Market Square itself leaving the opportunity for the square to be used for special events or even its original function.

If the portion of Gerald Street that contains the business premises is converted into one-way lanes at the kerbside with landscaped parking in the central median accessed from either direction of travel then through traffic will have to proceed slowly but full vehicle access is maintained. The overall environment as perceived by the drivers of vehicles would be one that demanded they proceed cautiously as the road would be crossed by pedestrians anywhere along that section and vehicles would be turning into or out of the central median parking into the traffic stream (never reversing out).

This redesign of the village centre is likely to be the biggest single cost within the whole vision. Even so, the positive outcomes attainable suggest that it should be considered carefully and not lightly discarded as an option.

### **5. Other By-pass constructions.**

These are more of a longer term option the need for which will arise as the size of Lincoln Village grows. In a planning sense, the joining of the two parts of Collins Road can be foreshadowed in the District Plan as a completion of an existing right-of-way. Using Boundary Road to the north of the village can happen now with signage to encourage heavy vehicles to use that route. It would be prudent to factor into District Plan thinking that a new section of road using current "green fields" that would cut behind the maternity hospital between the golf course and Birches Road, might be required. However, that may be in conflict with future expansion ideas for the golf course.



P24 & 25 Liffey Reserve  
Walking Tracks







P26 Millstream Drive Playground



P27 Older Style Playground - Liffey Reserve



P28 Appearance of Village-scape important for Visual Amenity and Provision of Public Seating

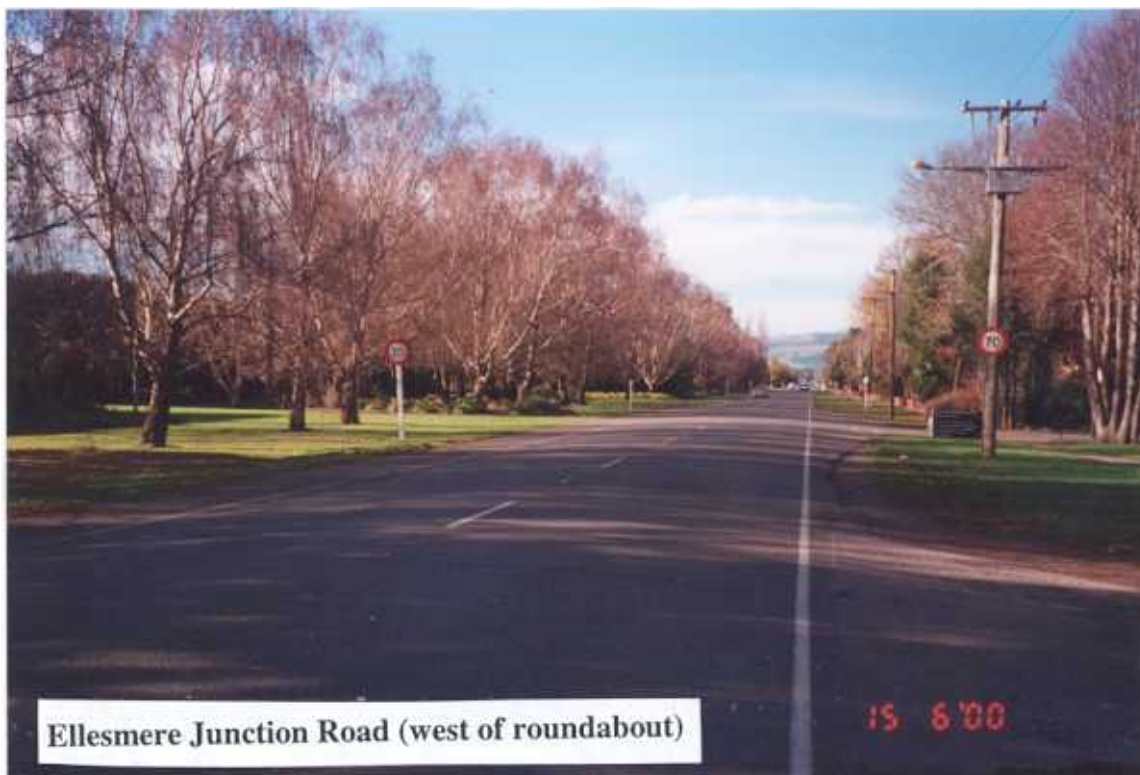


P29 The Lincoln Domain





P30 Pavement Cafes are Seen as Desirable



P31 The Birch Border - a Theme to Continue down Gerald Street?



with more green space to improve the aesthetic appeal of the town. Market Square is one place in particular that workshop participants felt could be improved along these lines.

### **Lincoln Domain – netball courts, rugby fields, pavilions, bowling**

Very well used area by a wide range of age groups, particularly at weekends. There were some comments that the fences around the Domain could be made to look better, for example, by painting a mural on them.

There is a problem with traffic and parking around the Domain on Saturdays when there are a lot of people there to play sport.

The Domain Board are currently working on the development of the Domain including more parking. It would be timely to consider the layout, function and design of the whole Domain. A new area of land has been bought from Landcare recently and the plan is to use some of this for more car parking. The difficulty is that the Domain is used by very large numbers of people on a Saturday, particularly during the winter sports season when the area netball is operating. Numbers are relatively low on other days of the week.

The Domain Board are keen to see the addition of a new strip of land currently in the ownership of Landcare. This strip of land would effectively allow for the High School pupils to use the Domain sports facilities during the week and feasibly it may allow for high school facilities to extend the Domain's facilities during the weekends.

### **Skateboarding Ramp**

Given the number of skateboarders seen around Lincoln, the skateboarding facilities outside the recreation centre at the University are not well used. This may be because they are only a small facility. Some teenagers in Lincoln township do not want to make the trek up to the University to use the facilities. They want something a little closer to home.

A site for a skateboard park within the village is still being sought. The Lincoln Domain is one possible site.

### **Library**

The library and council service centre is now at the location of the old Post Office. It has recently been renovated and refurbished. The service centre has some resources downloaded from the Christchurch Public Library recreation database on recreation opportunities in the area, however these are currently out of date. There is no database in the Selwyn libraries or at the Selwyn District Council.

### **Toy Library**

This has been set up in recent years and is currently housed in the historic Coronation Library building.

### **Cafes - two**

These are both licensed and both well used during the week, particularly by university and CRI staff. Their use at night by locals is very variable, according to staff. Workshop results indicated however that pavement cafe eating and socialising is well-liked and desirable for Lincoln.

### **Lincoln Hotel**

This is a very popular spot and one that has recently discouraged students from using it. Students now tend to go down to the

Prebbleton public bar which means that the Lincoln is now quite a pleasant place to drink.

### **Ellesmere Country Club**

Offers a bar, restaurant and function facilities.

### **Video shop, Hardware/ Garden shop**

Obviously the video shop offers access to movies. This is an important opportunity and one that perhaps goes some way to addressing the suggestion in the 1974 plan that there be a picture theatre in Lincoln.

The hardware shop also provides much for the home handyman and the gardeners of Lincoln and therefore facilitates home based recreation.

### **Swimming Pool (Three – one each at the University, High school and primary school)**

There are three pools in Lincoln and residents can make use of the facilities at the high school and the University. However, residents clearly do not feel that their current pool facilities are adequate and workshop participants thought that Lincoln could do with a public swimming pool which has good access. Part of the problem is that both local pools are housed in grounds which people do not feel they have easy access to. The quality of swimming opportunities was something that was commented on in 1974.

### **Recreation Centre**

The recreation centre is used by many Lincoln residents. There are however many who feel that it is out of their reach financially. For those people who are members, the recreation centre offers a whole raft of recreation activities from children's school holiday programmes to fitness classes and facilities. They also facilitate classes in activities such as yoga, Tai chi, Kung Fu, pottery, screen printing, etc.

### **Golf Courses**

There are two golf courses in the Lincoln area – one on the Lincoln Rolleston Road and one at Tai Tapu.

### **Creches**

There are 2 childcare centres at the University. These operate on weekdays between 8.00 am and 5.00pm. They are used mainly by University staff and students.

In the village, there is a kindergarten and a childcare centre in the High School grounds.

### **Bus Services**

Students and teenagers note that the Lincoln bus services are not great for evening activities in town but do give access to town during the week. However the inflexibility of the bus service means that it is not easy or quick to get into places other than the city centre.

### **Clubs, etc.**

There are many clubs in the Lincoln area. Again the problem seems to be one of finding out what is available rather than availability per se. Some clubs advertise on local noticeboards – eg., the fish and chip shop window, the library window. The community noticeboard outside the chemist shop is not well used. Some residents get local

information out of the Central Canterbury news. Community care also keeps contact numbers for most clubs in Lincoln.

### **Activities for the older age groups**

In 1974 one of the comments from the planning process was that a senior citizen club was required. There seem to be many options for senior citizens now eg., CWI, WDFF, Bowling, gardening, Probus, craft groups and exercise activities: - more than those who are active can do. There does seem to be a problem with how to find out about it all.

*Community Care* - this organisation provides a local base for the District Nurse and Home Carers; voluntary help for the sick, aged and lonely; courses and seminars for personal development; community meals-on-wheels service; a resource library; and a range of equipment to hire, eg., crutches, wheelchairs. It also is a good source of information on recreational opportunities in the area.

### **Activities for the young**

Comments at some of the workshops indicated that some feel that there are not enough playgrounds and facilities for young children. In particular, it appears that many of the playgrounds that are around Lincoln are not very safe. The new playground in Millstream Drive goes some way towards remedying this problem.

### **Activities for Teenagers**

Teenagers are always difficult to provide for however there do appear to be many activities available for teenagers at Lincoln. There are two youth groups run by churches, and there are many sports clubs which offer opportunities to teenagers. The high school also offers many activities for teenagers during term time. Many of the local clubs have close contact with the schools.

There are however few if any casual gathering places for teenagers in Lincoln.

### **Community Participation**

In talks around the village with different individuals, a few people noted that there are fewer people round now to do the voluntary work required to maintain and run many of the local facilities. This drop off in volunteer hours has become apparent in many places and it is more a reflection of changing economic and social conditions. The difficulty is that the fewer people who do this kind of work, the more each person has to do. Such work may therefore become daunting to anyone who is thinking of offering their time.

There is much that the community could provide for itself if there is some focus on how to get a larger number of people contributing some voluntary hours. There are a number of possibilities here. For example, senior high school students or university students might be encouraged to put in some time as a means to develop their CVs. Alternatively, maybe the ways in which voluntary work is carried out should be rethought so as to fit in better with the kind of time that people have to contribute.

Without the voluntary hours, the community is going to need to come up with a lot of money so that maintenance and development of facilities can be done on a more commercial basis perhaps managed by the SDC.



### **The Liffey.**

This is clearly a major feature of Lincoln and a key recreational asset. Although the Liffey itself cannot be made into an area of continuous walkway, it appears that it would be worth improving the informal tracks that exist in the reserve now and create a range of walking conditions both suitable for elderly people or wheelchairs to rougher tracks for more active people. It may also be worth considering use by bikes in the design of some of the tracks in the area. Clearly bikers and older walkers will not be able to share the same facilities if older walkers are to feel safe using the tracks. Playgrounds, picnic areas, seating and parking should all be provided for.

### **Walking/cycling/ jogging**

In addition to improving tracks in the Liffey Reserve, a major vision is to develop a green space system with a cycle and walkway between the University and the village as a key feature, possibly including the old railway line route. Section 5.1.1 described visions for an ecological walkway and heritage trail. Linking the Liffey Reserve area with Millstream Reserve is a logical first link now, along both sides of the Liffey in conjunction with the new housing developments going ahead on both sides. The loss of access between Leinster Terrace and the Country Club, on the true left bank, is considered a mistake and should not be repeated - full esplanade reserve should be taken to capitalise on this new linkage and greatly extend the Domain area. As the developments proceed, green links can be extended, to incrementally build the green framework envisaged in Section 5.2.1.

In the design of such a system, creating long continuous routes and loop routes even more preferably, would make it highly valuable. It should also conveniently link major destinations to encourage “soft” modes of mobility, eg, between village centre and university and CRI’s, or to the high school. From a recreational viewpoint, such proposals would be of great value. Other recreational activities could also be catered for such as horse-riding, roller-blading, scooting and skate-boarding.

There is some need for a wider shoulder for cyclists along many of the roads into Lincoln. Ideally cyclists need separate facilities along Springs and Ellesmere roads – both major access routes that currently carry a large number of cars. At the very least these roads should have a well-marked shoulder that allows cyclists to keep out of the main traffic stream. These things should be advocated by the SDC and the Regional Council who have interest in encouraging people to use more environmentally friendly transport forms such as cycling and walking.

Given the inevitable increases in population of Lincoln, consideration needs to be given to provision of the right type and right amount of reserve space. A balance of large open spaces for “kicking a ball around” as well as linear spaces excellent for walking, jogging, cycling, etc, needs to be provided.

### **Skateboard facilities**

Pending agreement on a suitable site, there are plans for a skateboard facility for older boarders in Lincoln. There may be merit in developing a learners skate-boarding area for younger skateboarders in the vicinity of the Lincoln Domain. The location of such a facility

needs to be carefully considered with relation to noise, activity, safety and supervision.

### **Swimming Pool**

Workshop participants felt that there was room for another public swimming facility in Lincoln. None of the existing facilities are suitable enough on their own or collectively. It is possible that a facility could be built in the village to serve the surrounding area. However, it might be enough just to publicise the existing facilities a little more. Possibly all that is needed is a few people to club together and organise something for the summer. Certainly this works well in other places. Failing that it might be just a case of using the University pool better – for different activities at different times. At the moment use is very unstructured.

### **The Village Landscape and Passive Recreation**

Clearly people in Lincoln are keen for the village area to look better and to be a nicer place to spend time in, particularly out-of-doors. Outdoor eating and sitting areas, pleasant walking routes, and generally a high level of visual amenity are desired. Public seating was mentioned in the 1974 plan, however there is still very little public seating in Lincoln.

Recreation workshop participants felt that Market Square could be made into a nice green space rather than the car park that it is now.

### **The Lincoln Domain**

The workshop participants felt that more could be done with the Domain.

The resolution of the parking issue, a more attractive and welcoming street frontage and a better link with the high school are envisaged for the Domain.

### **Recreational Database**

An important vision for Lincoln is to improve information about the existing recreational facilities and to improve access to that information.

Community Care and the SDC could gradually work towards the development of a recreational database for the Lincoln area. Much of the information is currently held at Community Care, where the receptionist keeps a file of contacts. Ideally this could be housed at the library and at community care so that there are two places in the township where information on recreational facilities, clubs, etc, can be accessed.

PUTTING IT INTO ACTION



## PART 6.0 - ACTIONING VISIONS

### 6.1 Introduction

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At the outset of this project, one of the main objectives was that the visions and strategies must be able to be realistically implemented. It was not envisaged that they all be contained in one overall “master plan” that would be actioned all at once. A number of the strategies would not fit within that sort of framework.

Rather there are a range of strategies that would be implemented in different ways, by different people and at different times. What is important is that everyone is working towards a common vision(s). There are also priorities to be recognised.

This section attempts to go through the strategies described in the preceding sections and to suggest how they might be implemented - what sort of methods might be used, who might be involved, where funding and/or resources might come from (*see Table 6.1*). Priorities are also established.

### 6.2 An Approach - A Designer's Brief

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A major way many of the strategies outlined previously can be implemented is by the formal design process. Through gathering and processing the community's concerns and visions, a brief can be compiled for the design of the township, which could be given to a selected landscape architect or urban designer. By choosing the approach of expressing the community's visions as a brief, it is hoped the process will continue seamlessly, as it provides a framework for operationalising the desired outcomes for the township.

#### The Brief

##### *1. Overview*

Lincoln has a vision(s) for its future. Through a series of workshops held throughout 2000, the values, visions, and priorities of the community were gathered, and form the basis of this brief.

##### *2. Desirable outcomes*

As part of the workshops Lincoln community members expressed their visions for the future, and there were a number of commonly held views about what the village should strive for. The following visions were seen as desirable, and the design of the village should help realise these outcomes. Any design process should consider how it can contribute to these desirable outcomes.

#### Lincoln – A Friendly Village

This vision was given the highest ranking. The qualities of this vision were community spirit, safety and security. The scale and size of streets, walkways and planting should enhance the safe and friendly feel of the place. There is a desire for a caring, supportive atmosphere and what one postcard workshop participant described as a “Quiet, laid-back lifestyle”.

## Lincoln – Rural Charm and Future Driven

This second highest ranking vision complements the desire for a friendly village, but emphasises the aesthetic qualities as an expression of the nature of the place. This vision was conceptualised as combining the best of the past and the best of the future maintaining the sense of a rural idyll at the same time as being a place of cutting edge, land-based research, technology and education with an international profile. Lincoln's setting should provide it with an ongoing connection with the countryside, reflected in the rural appearance and activities of the village. This rural dimension was balanced by also looking to the future, embracing appropriate technology and development.

### The next most desirable outcomes were for:

- Lincoln to be a "place to remember", emphasising sense of place qualities to make it memorable and distinctive. The Liffey was seen to have an important role in place identity and unique relationship with the university and CRIs.
2. A multicultural Lincoln which celebrates the diversity of the past and present population is celebrated, making it a unique place to live. Iwi values should be fostered. There are opportunities for all cultures to express their heritage and to enjoy each others' contributions to the community.
3. A clean and green Lincoln expressed through both through actions and appearance. A sustainable, ecologically-friendly settlement.
4. Two other visions received a good ranking, but also attracted some negative reaction. This expresses some of the inherent tensions that make Lincoln unique through the combination of its rural setting and the range of activities which take place there. The first was an expression of "The Best of Both Worlds", with good cafes, retail outlets, facilities and services bringing the best of urban living to Lincoln and the quiet rural setting providing the best of the countryside. One participant in the Heritage and Community Spirit workshop described this as "Attractive urban living in real countryside. A place to bring up your kids in the country."  
The second of these visions which were seen as both desirable and undesirable was the notion of a "Science and Technology Parkway", where the broader community of the University and CRIs join with the village in a park-like setting for science and technology activities. A future-thinking and innovative community, where the way of life and appearance of the environment reflects the research and teaching activities.

## 3. Design principles

While the desirable outcomes express some general views about the community's aspirations, the workshops also focussed on developing some specific strategies for achieving their goals. From a design perspective, these can be gathered together as a set of design principles. They are presented in précis form within the brief, and further detail can be found in the relevant sections as indicated.

1. *Pedestrian experience* - one of the key principles for the future design of the village is the enhancement of the pedestrian experience. Workshop participants signalled the importance of this issue through prioritising ecological walkways, a heritage trail with markers, and pedestrian and cycle ways. Other forms of human-powered transport need to also be considered, such as scooters, rollerblades and skateboards. While there are some distinct focuses for the different walkways, there are considerable design opportunities in the coordination of these, and expression of their character through site furniture, surfacing, planting, etc.
2. *Traffic control* - related to the need to prioritise pedestrian enjoyment and safety is the need to control traffic passing through the village. In particular this requires improvements to the parking arrangement and discouragement to through traffic. These aspects are discussed in further detail in the Transport section.
3. *Visual permeability* - maintaining links into open countryside is crucial to the retention of a rural feel in the village. It is important that such views are experienced within short period of time, so that they have a cumulative effect when moving around the village. Where possible vistas to the rural

landscape, including the Port Hills, should be protected. *Diagram 5.9, p. 94* highlights the important vistas from the village.

4. **Visual amenity** - trees are a key element of Lincoln's aesthetic character. As a principle, the future design of the village should develop this aspect, including the planting of trees in William and Robert Streets and the retaining of views to present trees along vistas and skylines. Trees should also be planted to form a skyline wherever possible (*refer Fig. 5.9 also*).
5. **Plant signatures** - the use of planting to emphasise distinctiveness and communicate community values is an important design principle for Lincoln. Plant signatures are particular associations of plants which capture the qualities of an area, and particular plants should be used to reinforce Lincoln's natural and cultural heritage. Preliminary work by students has established some general plant signatures, and more detail can be found in the *Ecology* section 5.2.1.
6. **Distinctive approaches** - one of the most effective means of assuring Lincoln's uniqueness is through developing distinctive approaches to the village (*see Fig. 5.10, p. 95*). Through drawing on the visual vocabulary of the area, a design could articulate these as a symbol of place. Recent developments in Prebbleton have seen the approaches developed to add "punctuation" to either end of the village. Lincoln has a number of points which provide potential for signature landscapes to be created. This has great potential for a design competition, or studio project for landscape architecture students.
7. **Market Square development** - as noted in the 1974 scheme, Market Square is crucial for Lincoln's landscape character. With the backdrop of the Liffey Reserve, there is considerable potential for a unique and memorable space to be created. Recent developments to the Liffey bridge have changed the character of the setting to some extent, and further design input is required in this area. Tussock Square in Darfield is an example of community involvement in creating a distinctive space within the township. Again, this would make an ideal design competition, landscape architecture student project, or professional landscape architectural commission. The inclusion of an art work component could lead to funding from a body such as Creative New Zealand.
8. **Eco-streets** - there is considerable potential to achieve both ecological and aesthetic goals through adopting a more ecologically friendly means of dealing with stormwater. With the generally wide streets there is plenty of space to develop planted strips which will have the capacity to absorb and retain stormwater, rather than attempting to remove it as quickly as possible with kerbing and channelling. In addition this would enhance the appearance of the streets, reducing their apparent scale, and adding to the ecological health of the township.
9. **Heritage buildings and landmarks** - one of Lincoln's key assets is its heritage. An important design principle is the contextualisation of these within the town, through creating appropriate settings and linkages. The heritage buildings and landmarks also offer design cues for future developments, such as detailing, forms, colours, and materials.

#### **4. Scope of work**

This will depend on the individual commission, and should list the specific requirements in terms of the scale of the project, the level of detail required, and what is required to be produced – for example a concept vs construction drawings.

#### **5. Management and consultation**

The client should be clearly defined, identifying key individuals and their responsibilities. It should be clear who the designer is to report to.

#### **6. Proposed Timeframe**

Client needs to identify timeframe both for the whole project, and for the completion of the design work for it.

#### **7. Budget, Fee and Deliverables**

The project budget, a fee estimate and what is going to be produced needs to be set. Provision for revision needs to be built into the design stage as it progresses.



## 6.3 An Action Plan for Lincoln Heritage

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Specific actioning commentary can also be made about Heritage strategies. As has been indicated in the earlier section on heritage matters it is important that a co-ordinated approach is taken, rather than merely working from a year-to-year “emergency case” list. Accordingly, it is suggested that top priority should go to the preparation of a Lincoln Heritage Plan document. It is not within the brief of the Lincoln Project Team to write such a plan nor to specify its content. Nevertheless, an indicative framework or skeleton, based upon research over the past fifteen months together with information gained via community consultation events, is presented below:

### **Action Plan Skeleton, or a “Table of Contents” for a Heritage Plan:**

**1. A Brief History of Lincoln** – this could be culled from existing information, such as the notes already prepared by members of the Historical Society, and from other sources.

**2. Heritage Care in the Past** – this would provide a chronological record of the actions to preserve heritage that have been undertaken to date, and would explicitly acknowledge the efforts of individuals, groups and institutions involved in those actions. Many current members of the Historical Society would be well-positioned to provide and/or obtain such information.

**3. Current Heritage Issues** – this would lay out, in discussion form, the main challenges in heritage protection for Lincoln, both short and long-term, as apprehended in 2001 (assuming that the plan was begun during the next calendar year). It would allow for identification of the more generic and perhaps long-standing barriers to heritage protection (e.g., funding, public awareness, skill-bases, demographics, the irreversible loss of certain features), and would note both what can and cannot reasonably be expected to be achieved.

**4. Overarching Heritage Policy Statement (or “Vision”) for Lincoln** – a statement of principle about what should be preserved, maintained, and/or enhanced.

### **5. Specific Heritage Policies**

NB. These would need to conform to a consistent structure such as the following:

*Policy Statement:* statements of intent and priorities concerning a particular heritage issue

*Objectives:* to achieve a certain outcome within a certain time

*Methods:* how to achieve the outcomes

Some suggested Specific Heritage Policy areas (based on information already provided in the report):

**5.1 Liffey Reserve Policy** – What is most valued, most under threat? How should it be managed and by whom on an annual basis? NB. Between the *de facto* management planning provided by the Lincoln District Rotary Club on a number of occasions in the past, and Selwyn District Council’s routine maintenance activities, there are already many of the elements needed for a sound management and preservation policy.

**5.2 Lincoln Heritage Trail Policy** – What should be included in a walking trail? How should it be integrated, if at all, with a larger “green walkway” in the village? Should kerbside markers be used? Who should make them? How should they be paid for? Who will repair them? What literature will be provided? Where will it be kept? How will brochure printing costs be met?

**5.3 Historic Buildings and Sites Policy** - Each “listed” building and/or site should have a conservation (or commemoration) plan (this would include, but not be limited, to the following: Pioneer Hall; Liffey Cottage; St. Stephen’s Anglican Church; Lincoln Presbyterian/Union Church; Lincoln Roman Catholic Church (of relatively recent vintage architecturally, but likely to be regarded as significant in the future); Coronation (Toy) Library (has regional/national significance); Lincoln Hotel (current proprietor has already taken an interest in its heritage features); Lincoln Maternity Hospital; Lincoln Community Centre (may not seem significant, but contains an old hall structure within the total complex, and was an historic event in terms of its construction and the marshalling of resources within the village; Moffat’s flourmill site; Lincoln Railway Station/yard site)

**5.4 Historic Domestic Dwelling/Private Residence Register** – This would identify “unlisted” but significant buildings and sites, and each would, where possible, and upon the agreement of property owners, be given an individual “profile” (this would, in, say, 2-3 pages, detail the age, materials, former occupants, restoration barriers and opportunities). A general guide to heritage-sensitive renovation/modification could be attached to the register (a number of local authorities in other parts of New Zealand have provided similar guidelines). (Lincoln University might have a role here, particularly in regard to the training of students in historical research)

**5.5 Heritage Tree Register** - What qualifies and why? Each listed tree would ideally carry a modest arboreal care plan, but who pays?

**5.6 Heritage Garden Register** - Which gardens are/were historic? What could be restored? Should there be something like an annual heritage garden competition? (Lincoln University might have a role here, particularly in regard to the training of students in historical research and/or landscape design)

**5.7 Heritage People Archive** – Who should be included? How should they be acknowledged? Where should information be kept? Who pays for the upkeep of this information? (Lincoln University might have a role here, particularly in regard to the training of students in historical research)

**5.8 Oral History Archive** - Who should be included? How should they be acknowledged? Where should information be kept? Who pays for the upkeep of this information? (Lincoln University might have a role here, particularly in regard to the training of students in historical research)

**5.9 Photographic Archive** – What should be included? Where should it be housed? (NB. This is already under consideration in discussions between Selwyn District Council and the various Historical Societies in Selwyn District)

**5.10 Lincoln Museum Policy** – Liffey Cottage, a furnished “period” cottage rather than a museum, and Pioneer Hall, a repository primarily

for photographs, (both “owned” by the Selwyn District Council, but looked after by the Lincoln and Districts Historical Society) partially fulfil such a role, but at present resources are such that only Liffey Cottage can be opened to the public on a regular basis. Should there be a maintained and serviced museum open to the public on a more regular basis? If so, who pays?

**5.11 A “New Street Names” preference list** - to help guide new residential and commercial development. Who decides the preferred names? Who allocates them? What sort of decision-making process?

**5.12 A “History of Lincoln” Publication** – What should it include? What scale? What readership? Who writes it? How is it funded?



**Table 6.1     Actioning Strategies**

**Abbreviations used:**

EC - Environment Canterbury    LC - Landcare Research                    LCC - Lincoln Community Committee  
 LU - Lincoln University    LDHS - Lincoln and Districts Historical Society    SDC - Selwyn District Council

\* could be part of the Brief for a landscape architectural or urban design consultant

**PRIORITY STRATEGIES in bold**

Strategy	Possible Methods of Implementation	Key People Involved and Funding and Resources	Comment
<b>ECOLOGICAL</b>			
Lincoln-wide “green” framework*	LU project, LC research - develop a “Green Plan” to guide individual projects	SDC, LC, LU	
<b>Liffey Stream corridor*</b>	SDC have management plan prepared, using experts	SDC, LU, LC, LCC	local input eg Rotary very important, building on existing efforts
Liffey/L1/L2 stream corridor	SDC have management plan prepared, using experts	SDC, landowners, fund application	wide consultation required
rural roads as corridors	SDC develop policy & implement, adjacent landowner initiative	SDC, landowners, fund application	expert input (eg ecologist) suggested
urban streets as corridors*	LU/LC joint project, SDC implement in on-going street maintenance programme		on-going community consultation required
fence lines and ditches as “green” strips*	similar to Kowhai Farm team approach, could use LC landowner initiative		require farmer agreement & SDC input
<b>Ecological Walkway/ Millennium Park*</b>	LU/LC project		on-going community consultation required
plant signatures:*			
- <b>village entrances</b>			
- walkway system	design consultant, LU/LC developer initiative		
- new subdivisions	property owner initiative		
- private properties incl. border and frontage planting			LU/LC provide advice, eg plant lists, sources
<b>HERITAGE</b>			
<b>Heritage Plan:</b>			<b>Priority given to preparation of this document</b>
- a History of Lincoln (Publication)	LDHS publication - research & documentation	LDHS, sponsorship, fund-raising	

<ul style="list-style-type: none"> <li>- chronology of past Heritage Care</li> <li>- current Heritage Issues and over-arching policy</li> <li>- <i>specific policies:</i></li> <li>- <b>Liffey Reserve*</b></li> <li>- Lincoln Heritage Trail*</li> <li>- <b>specific building &amp; site conservation plans</b></li> <li>- <b>register of significant buildings</b></li> <li>- <b>heritage tree register</b></li> <li>- heritage garden register</li> <li>- heritage people archive</li> <li>- oral history archive</li> <li>- photographic archive</li> <li>- Lincoln Museum policy</li> <li>- street naming policy</li> </ul>	<p>LDHS activity</p> <p>LDHS activity with assistance from LU &amp; NZHPT</p> <p>Write Management Plan (as above)</p> <p>LDHS activity, possible LU student project as above</p> <p>LDHS activity</p> <p>LDHS activity</p> <p>LDHS activity</p> <p>LDHS activity</p> <p>LDHS activity plus LU student projects</p> <p>LDHS activity with SDC and other hist. societies</p> <p>LDHS activity</p> <p>LDHS/SDC prepare a guide</p>	<p>LDHS</p> <p>LDHS, SDC, NZHPT, LU</p> <p>LU, Rotary, SDC</p> <p>LDHS, LU, SDC sponsorship owners, LDHS, NZHPT, SDC, LU, fund-raising</p> <p>LDHS, owners</p> <p>LDHS, owners</p> <p>LDHS, LU</p> <p>LDHS, LU</p> <p>LDHS, SDC</p> <p>LDHS, LU</p> <p>LDHS, SDC</p>	
<p><b>COMMUNITY</b></p> <p>Desire for greater Community spirit</p> <ul style="list-style-type: none"> <li>- village; CRI; University walkway</li> <li>- annual Street Fair</li> <li>- Town &amp; Gown event</li> <li>- Web site</li> </ul> <p>Maintain &amp; Enhance Identity</p> <ul style="list-style-type: none"> <li>- laidback, understated character</li> <li>- rural character</li> <li>- neighbourliness (more shared open green space; connecting green corridors; garden and street competitions; greater scope of use of Community Centre; reduced fence height)</li> </ul>	<p>see above</p> <p>a Committee of key stakeholders</p> <p>ditto</p> <p>LCC/professional service provider</p> <p>see Visual and Landscape section</p> <p>through local Garden Society and sponsorship</p> <p>Centre Committee task</p> <p>individual decisions; LCC/SDC promotional brochure</p>		

<p>Community newsletter</p> <p><b>Maintain &amp; Enhance Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>- building heritage plans</li> <li>- commemorate historic sites within heritage trail</li> <li>- written history of Lincoln</li> <li>- expression of culture through public art</li> </ul> <p><b>Balance Generational Needs</b></p> <ul style="list-style-type: none"> <li>- provide wide range of facilities and activities for all age groups</li> </ul>	<p>see Heritage section</p> <p>LCC committee task</p>		
<p><b>VISUAL &amp; LANDSCAPE CHARACTER</b></p> <p>Define Village Character:*</p> <ul style="list-style-type: none"> <li>- <b>maintain rural views</b></li> <li>- <b>close proximity to rural land &amp; open space</b></li> <li>- dominance of green <b>eg, larger sections</b> more grass than seal</li> <li>- <b>human scale</b> <ul style="list-style-type: none"> <li>- streets</li> <li>- <b>buildings</b></li> <li>- <b>walkable village</b></li> </ul> </li> <li>- trees and landform skylines</li> <li>- rural activity, events</li> <li>- quiet setting</li> <li>- clean air and water</li> </ul> <p><b>Enhance Liffey Reserve*</b></p> <p><b>Distinctive Entrances*</b></p> <p><b>renew Market Square*</b></p> <p>Visual Amenity*</p>	<p><i>these strategies could all fit in the Brief given to a landscape architect, but developers should also take note and SDC can incorporate some strategies into on-going maintenance programme of public space.</i></p> <ul style="list-style-type: none"> <li>- house owners brief architects</li> <li>- building owners brief architect</li> <li>- subdivision control</li> <li>rural service providers, events organised</li> <li>local controls, education</li> </ul> <p>see above - Management Plan</p> <p>design competition</p> <p>design competition</p> <p>public projects &amp; private initiative ditch and fenceline suggestion</p>	<p>SDC/LCC/LU Developers Private individuals</p>	<p>on-going community consultation will be an integral part of Brief</p>



<b>TRANSPORT</b>  <b>Heavy traffic bypasses*</b>  Improved public transport  Demand-responsive shuttle bus service  Pedestrian Friendly Village*  Walkway/Cycleways*  Adequate Parking*  <b>Village Entrances*</b>  <b>Re-Design Traffic Flow in Village Core*</b>	SDC/LU study and policy, built into District Plan Service provider/SDC policy and action  LU provided (student project-based), commercial service  built into Brief  LU project, SDC implement, write into District Plan, private developer initiative. In Brief.  In Brief.  In Brief. - design competition  In Brief.	SDC, LCC, LU, EC  SDC, service provider, LCC,  LCC, LU  SDC/LCC  SDC/LCC, LU, CRI's  SDC and land owners (for off-st parking) SDC/LCC  SDC/LCC	user surveys may assist in monitoring performance
<b>RECREATION</b>  <b>Improve the Liffey Reserve*</b>  Better Provision for Walking and Cycling*  <b>Skateboard Facilities</b>  Swimming Pool (public, covered)  Amenable village Landscape*  Improve Domain*  <b>Recreational Database</b>  Improve Links to Christchurch	see above re Management plan  see above  agreement between community and landowner, design brief SDC design brief  part of Brief, individual proprietors in shop area contribute Domain Board Management and Development Plan SDC register in service centre  service provider policy and action	Fund-raising, sponsorship     SDC, Domain Board  SDC, sponsorship   Service Provider	

## APPENDIX

## APPENDIX

### **CONTENTS**

- A. Aerial Photo Maps (colour) of Lincoln and surrounds
- B. Lincoln Street Map









Lincoln Village Dec 1999  
approximate scale 1:6500





Map of Lincoln including Lincoln University Dec 1999  
approximate scale 1: 9 100





## LINCOLN STREET MAP

