

Sydenham Master Plan

draft for public consultation

November 2011

Suburban Centres Programme

A PLAN FOR REBUILD AND REGENERATION



Mayor's foreword

“Sydenham Town will come forward as a unique gateway to a rebuilt Central City; a thriving retail and business area that supports a diverse and lively local community.”

Over the past year Sydenham has endured immense challenges with the loss of much of its built heritage and the ongoing disruption to its retail and business life. The spirit and energy of local people could be forgiven for being dampened.

Well attended community meetings to discuss a master planning process for Sydenham's commercial centre have been testament to the remarkable strength of the community. People came brimming with ideas, a belief in their centre and a gritty determination to see their community rise again.

Christchurch City Council has worked closely with the Sydenham community to bring their vision, ideas and aspirations together into a draft Master Plan to support the regeneration and rebuilding of their suburban centre. Together we want to see business, employment and housing opportunities; and to build investor and community confidence in this historic and unique suburb.

Sydenham's draft Master Plan is an exciting step toward building a new heart for Sydenham's commercial centre, with a future we can be proud to be part of.

Bob Parker
Mayor of Christchurch



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The Sydenham Master Plan as depicted in this document has been approved for consultation. It is still in draft form for consideration by the community and other stakeholders. The Master Plan will continue to evolve through this final consultation phase.

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1. Introduction

About the draft Sydenham Master Plan.



Why this suburban centre?

- Introducing the Suburban Centres Programme
- Explanation of why Sydenham has been selected for a Master Plan

What is a Master Plan?

- Why do a Master Plan?
- Explanation of the primary (short term), and secondary (long term) nature of the Master Plan actions

Policy and decision making

- The policy and legislative framework of the Suburban Centres Programme

The Master Plan development framework

- A comprehensive framework based on Integrated Recovery Planning and urban design principles

1.1 Why this suburban centre?

Explanation of the Suburban Centres Programme

The magnitude 6.3 earthquake that ripped through Christchurch in February 2011 was the most destructive earthquake to strike a New Zealand city in 80 years. Continuing earthquakes and aftershocks have had a devastating impact on the Central City as well as many of the smaller commercial centres including Sydenham.

Although the Canterbury Earthquake Recovery Act 2011 does not require the Christchurch City Council to provide plans for the recovery of suburban centres, the Council recognises the need to prioritise and support earthquake recovery in these local areas. Commercial centres are important to the way the city functions. They support the social and economic well-being of communities as places where people can easily access a variety of goods and services.

Following the earthquakes, the Council assessed 150 commercial centres against a range of indicators. Some of these included:

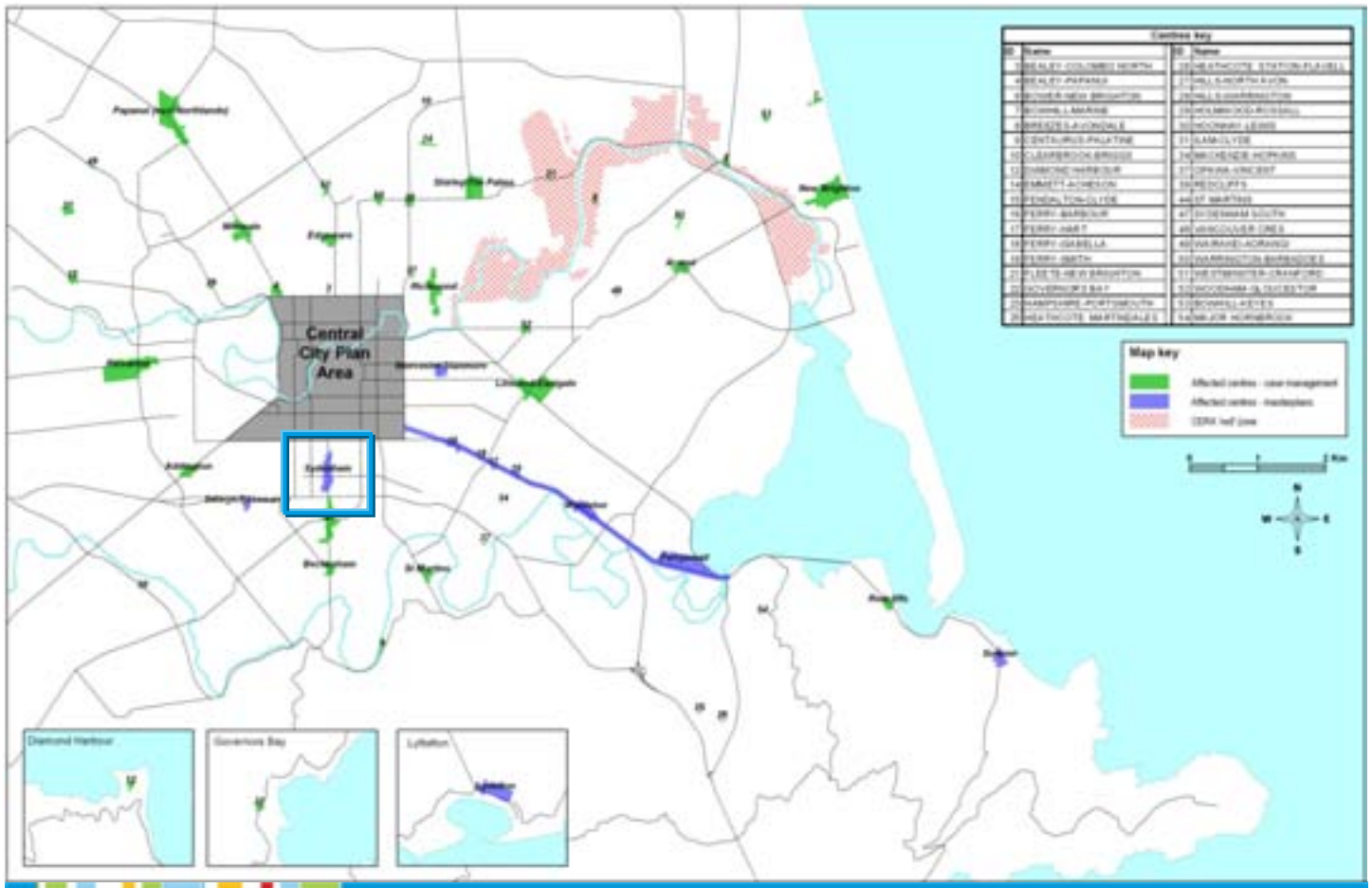
- The extent of damage in the centre.
- The size of centres and the area they serve.
- The well-being of communities within the immediate vicinity of each affected centre.

- The ownership profile of businesses.
- Whether or not the community has other options nearby for obtaining goods and services.
- Whether any planning or revitalisation work had already been done prior to the earthquakes to enable a quick start.

64 centres suffered some degree of damage or disruption in the 22 February earthquake and of those, six were considered highest priority for significant Council support in planning for a rebuild. Most of the remaining affected centres can be supported through liaising with individual or small groups of property owners through a Council 'case manager'. Case Managers help affected property owners consolidate their plans and assist in creating good outcomes for the community who use these centres.

The allocation of funds and resources is part of an on-going process. The Council will continue to assess suburban centres in the programme as more information is identified and refined over the coming months to ensure an appropriate approach for each centre is maintained.

Suburban Centres Programme - Affected centres and the proposed recovery approach



Explanation of why Sydenham has been selected for a Master Plan?

Sydenham is a severely affected suburban centre that the Council considers to be one of the most vulnerable to permanent loss of commercial function.

Some of the reasons to take action in Sydenham include:

- Sydenham has lost a significant number of its commercial buildings (over 30 sites).
- Sydenham is not supported by an immediate residential catchment.
- Sydenham has suffered from a significant reduction in passing trade.

- The residential area south of Brougham Street has many lower income households that relied on local shops and do not have access to a car.
- An urban renewal process was already well underway in Sydenham pre-earthquake.

1.2 What is a Master Plan?

Why do a Master Plan?

A Master Plan forms a link between the overarching direction which the centre is striving towards, and the way in which this is delivered. Comprehensive Master Plan's are underpinned by many qualities:

- **Integrated:** they reconcile multiple - sometimes opposing interests to best pursue well-being within the available resources.
- **Tailored:** they recognise every place is unique and different and each must be dealt with sensitivity and with intelligence. They look to understand the character qualities, heritage, cultural values, lifestyles and economics, and physical resilience qualities which make a place what it is.
- **Grounded in reality:** they take the ideas and aspirations of the community and form them into project actions that are backed up by an implementation schedule.
- **Achievable:** they are more than a wish list. They set out priorities of importance and outline staging, governance and delivery targets.
- **Flexible:** they plan for change and are flexible enough adaptable to respond to future circumstances which cannot always be predicted.

The Master Plan will guide decision making around:

- What facilities, services and infrastructure should be in the centre to support its growth.
- What role the centre should play in the context of the city.
- How land for housing and commercial purposes could be redeveloped.
- The types of businesses that are needed to create jobs and prosperity.
- How to harness the full potential of the centre and attract private investment.
- How parks, natural features and other elements which build the centre's identity could be protected or enhanced.

The Master Plan process looks to ensure the centre is not only rebuilt, but becomes stronger and more resilient in the face of

Explanation of the primary (short term), and secondary (long term) nature of the Master Plan actions

There are two key strands of the Sydenham Master Plan:

1. Actions for shorter term rebuilding and recovery.
2. Establishing longer term vision for improvement together with an implementation plan.

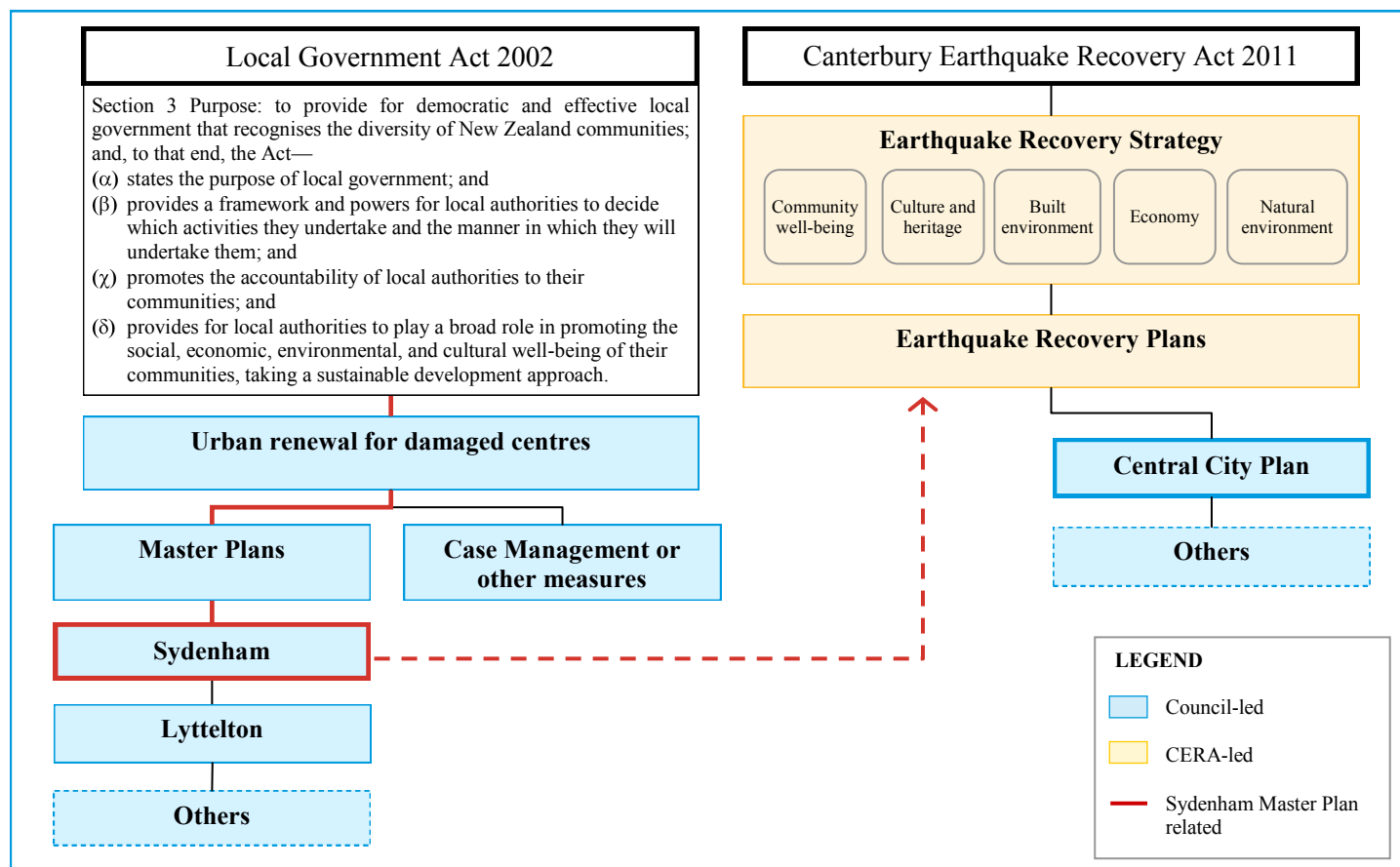
Firstly, the Master Plan aims to provide immediate support to businesses and the community who are in urgent need. This may take many forms, from fast tracking the regulatory process, or the offer of advice, or financial support mechanisms. It looks for ways to build or bridge relationships between the public and private sector. This will help get businesses back up and running, and people back shopping, working, living and socialising in the centre.

Secondly, the Master Plan establishes a strategy for comprehensive urban regeneration in the centre. It looks for opportunities to enhance aspects of the centre that work well, and opportunities to upgrade some areas that could work even better. This may include ways to improve the safety, activity mix, transport, and the quality of public amenities.

The Master Plan protects the valued qualities of the centre (pre-earthquake) but makes the most of new opportunities which have arisen as a consequence of the earthquakes.

1.3 Policy and decision making

The policy and legislative framework of the Suburban Centres Programme



The Sydenham Master Plan sits within a robust hierarchy of legislation and policy which links to the work of the Christchurch City Council and Canterbury Earthquake Recovery Authority (CERA). These agencies are tasked with leading and coordinating the reconstruction and rebuilding efforts following the earthquakes.

All planning instruments must be read together and consistent with the Earthquake Recovery Strategy. The Recovery Strategy is currently being prepared by CERA and it will be presented to the Minister for Canterbury Earthquake Recovery in December 2011 for consideration and approval.

Under the Canterbury Earthquake Recovery Act 2011, Council must develop the Central City Plan within 9 months. Alongside a Central City Plan the Council has also initiated an urban renewal strategy to support suburban areas. This strategy has two streams:

Stream One focuses on the most affected suburban centres, starting with Sydenham and Lyttelton. In these centres a ‘Master Plan’ approach is used to gain agreement with each community on a vision for the centre, and to coordinate development. The Master Plan process involves significant community engagement.

A Master Plan may be developed prior to the Recovery Strategy and then amended following the Strategy’s release.

Stream Two focuses on the remaining suburban centres and business areas. These will involve smaller scale projects involving a Council ‘case manager’ to help affected property owners consolidate their plans and to assist in creating good outcomes for local communities.

While it is the responsibility of the Council to oversee the roll-out of the majority of the Master Plans, there may be instances where it is requested that CERA powers are used. By way of an example, the Master Plan process may identify a need to change the Christchurch City Plan to incentivise rebuilding, retain investment and protect local employment. If considered essential to the rebuilding efforts, CERA in some cases may be able to provide direction and leadership to simplify and streamline resource management processes and decision-making.

1.4 The Master Plan development framework

A comprehensive framework based on Integrated Recovery Planning and urban design principles

There are many options for the rebuilding and development of Sydenham. It is important that the Master Plan takes a comprehensive view of the centre's potential and develops this in a considered and integrated manner. For this reason an overarching framework has been prepared to guide the framing of Master Plan goals and actions. A framework provides a rationale and focus for what development should achieve.

The framework has drawn from the following sources:

- The four environmental well-beings (natural, social, economic and cultural environment) to ensure planning is undertaken in a holistic and overarching manner.
- The *Integrated Recovery Planning Guide* (Version 2.0, June 2011).
- Urban design concepts and principles documented in the Ministry for the Environment's *New Zealand Urban Design Protocol (UDP)* (March 2005) and *People+Places+Spaces: A design guide for urban New Zealand (PPS)* (March 2002).

The *Integrated Recovery Planning Guide* has been developed by the Christchurch City Council and the Canterbury District Health Board in consultation with other stakeholders. It provides an earthquake specific revision to the 2008 planning document, *Health Promotion and Sustainability Through Environmental Design: A Guide for Planning*. The Guide assists people involved in recovery planning to integrate outcomes relevant to health, well-being and sustainability into policy and planning.

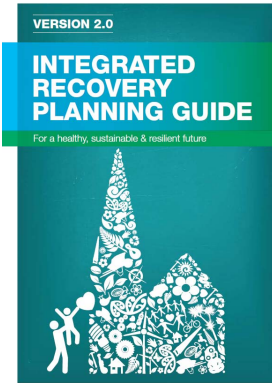
The five themes of the Sydenham Master Plan closely align to the elements of integrated recovery planning found in the guide.

Each of these themes are explained in more detail the framework on the next page.



The framework is based on the following sources:

Integrated Recovery Planning Guide (Version 2.0)



VERSION 2.0
INTEGRATED RECOVERY PLANNING GUIDE
For a healthy, sustainable & resilient future

A holistic approach to earthquake recovery planning which provides an overview of the principles of recovery planning together with an in depth exploration of fourteen dimensions or determinants of health.

New Zealand Urban Design Protocol



New Zealand Urban Design Protocol

Establishes seven qualities of successful urban places, referred to in the industry as the 'Seven C's':

- **Context:** seeing buildings, places and spaces as part of whole towns and cities.
- **Character:** reflecting and enhancing the distinctive character, heritage and identity of the urban environment.
- **Choice:** ensuring diversity and choice for people.
- **Connections:** enhancing how different networks link together for people.
- **Creativity:** encouraging innovative and imaginative solutions.
- **Custodianship:** ensuring design is environmentally sustainable, safe and healthy.
- **Collaboration:** communicating and sharing knowledge across sectors, professions and with communities.

**People+Places+Spaces:
A design guide for urban New Zealand**



People+Places+Spaces
A design guide for urban New Zealand

Identifies five key urban design principles and supporting good practice design tools to deliver sustainability into built outcomes:

- **Consolidation and dispersal.**
- **Integration and connectivity.**
- **Diversity and adaptability.**
- **Legibility and identity.**
- **Ecological responsiveness.**

ECONOMY AND BUSINESS**Economic development**

Prosperous businesses; quality employment and job security; creating opportunities for training and employment and encouraging business opportunities; supporting existing businesses.

Equity

Fairness to current and future community; improving housing standards and supporting employment and educational opportunities

Urban Design Protocol

Context Character
Choice Connections
Collaboration

People+Places+Spaces

Consolidation and dispersal
Integration and connectivity

MOVEMENT**Accessibility for all**

Finding a balance between the needs of all road users, including the needs local communities with the wider transport network; reinforcing entry, departure and identity in the centre; strengthening connections and route choice.

Strategic network

Considering the wider network effects of traffic movements, in particular the relationship of through movements to the Central City, State Highways and arterial networks.

Active transport

Promoting frequent and reliable public transport and encouraging active travel modes such as walking and cycling.

Parking

Providing convenient on and off-street parking opportunities for the commercial core to encourage people to stop and spend. Working within the framework of the Parking Strategy to utilise parking efficiently.

Urban Design Protocol

Context
Choice
Connections
Custodianship
Collaboration

People+Places+Spaces

Consolidation and dispersal
Integration and connectivity

NATURAL ENVIRONMENT**Natural capital**

Supporting local biodiversity and ecosystem services; providing green spaces which supports wildlife and the experience of natural heritage

Resource sustainability

Reducing reliance on fossil fuels and the use of non-renewable resources and energy; improving air quality; minimising water use and waste and support for green building.

Lifestyles

Improving opportunities for play and exercise; encouraging cycle and walking opportunities and accessible and diverse open places and spaces.

Food security

Access to wholesome, affordable and locally-produced food; safeguarding productive soils and finding sites for community food production.

Urban Design Protocol

Context
Character
Choice
Connections
Creativity
Custodianship
Collaboration

People+Places+Spaces

Environmental responsiveness
Legibility and identity
Integration and connectivity
Consolidation and dispersal

COMMUNITY WELL BEING / CULTURE AND HERITAGE**Public services**

Enhancing access to quality public services and facilities - social, educational, recreational and health and co-locating community services, facilities and businesses.

Social and community capital

Building strong social connections - supporting social cohesion and building social capital; supporting and providing opportunities for social interaction, leisure, engagement and shared decision-making.

Community resilience

Planning and preparing for future disasters and climatic changes.

Cultural diversity

Inclusion, acceptance and tolerance of ethnicity, socio-economic status and personal characteristics; ensuring Tangata Whenua contributions and the principles of the Treaty of Waitangi are reflected in the redevelopment of the centre.

Urban Design Protocol

Context
Character
Connections
Creativity
Custodianship
Collaboration

People+Places+Spaces

Integration and connectivity
Diversity and adaptability
Legibility and identity

BUILT ENVIRONMENT**Community safety**

Reducing crime rates and using Crime Prevention Through Environmental Design principles and traffic calming techniques.

Neighbourhood amenity

Well-designed public amenities; consistency with the Urban Design Protocol; reflecting neighbourhood identity; maintaining and future proofing heritage features and rebuilding neighbourhood shops.

Housing stock

Affordable, efficient, secure, dry and warm accommodation; upgrading existing housing stock and finding opportunities for more efficient use of land for housing.

Urban Design Protocol

Context Character
Choice Creativity
Custodianship Collaboration

People+Places+Spaces

Consolidation and dispersal
Integration and connectivity
Diversity and adaptability
Legibility and identity
Environmental responsiveness



2. *Vision*

The high level strategic direction for the Sydenham centre.

The vision for Sydenham's centre

- An ambitious vision for Sydenham's centre

Sydenham's Master Plan goals

- The MasterPlan's vision and supporting content based around eight key goals

Master Plan actions

- A summary of the 25 implementation actions



2.1 The vision for Sydenham's centre

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An ambitious vision for Sydenham centre

Sydenham will retain and strengthen its unique identity as a place of industry, action, and innovation that lives up to the old Sydenham Borough motto of “Deeds not Words”. It will continue to be thriving centre for niche and start up businesses that will serve and support the local industrial area, businesses and a larger residential component. It will be an easily accessible centre offering attractive places for businesses, retailers, residents and the community that seek a different experience to that of the Central City and other suburban locations.

An area for innovation

Sydenham will be rebuilt to reflect and celebrate its long history of Maori and then European settlement and commerce. It will have a mix of owner-operator retail space, office based ‘new economy’ activities and **will be widely known to support innovative start-up businesses and small to medium enterprises**. The centre will find a distinctive employment niche for itself, and continue to support (not compete) with the Central City and its industrial neighbours.

24/7 mix of activities

Sydenham will reinforce its role as a quality shopping destination. Colombo Street will have a mix of building types and be alive with boutique shops and specialist retail. The energy of the centre will build on the activities at The Colombo and across the road at the redeveloped former Sydenham School site. Over time this vitality will extend northwards towards the Central City. **Sydenham will grow to support a strong night time economy**. There will be outdoor dining, activity and entertainment options, with Rob Roys and Churchill’s two of several bars for people to meet after work and in their leisure time.

Accessible for all

Colombo Street will remain the main thoroughfare through Sydenham. **It will continue to accommodate pedestrians, cyclists, buses and vehicles, but in a slower and safer environment**. People will find convenient parking close to shops on side streets and in bays on Colombo Street. Pedestrians will be able to safely move across Colombo Street, Brougham Street and other arterial streets. Public transport will provide a reliable and frequent service to the Central City and the southern suburbs. More people will arrive in Sydenham by active transport.

Green and interesting

Sydenham will reduce its environmental impact. **Colombo Street will become a tree-lined boulevard which is both functional and safe**. Public art and innovative landscape design will showcase the creativity of the community. The design of public spaces will protect people from the prevailing winds and sun, and will be built according to low-carbon and sustainable design principles.

Improved open spaces

The area around Buchan Park will regenerate, creating new living and economic opportunities. The Park will be better connected to the main street and will be well used by workers on their lunch breaks, students, families, older adults who reside nearby and visitors to the area. **A public square and a series of small landscaped spaces on Colombo Street will provide new spots to pause in**.

An unique identity

People will know when they enter Sydenham because of eye-catching gateway sculptures positioned at the flyover which crosses the Christchurch-Lyttelton railway line in the north and the intersection with Brougham Street in the south. A new community facility on the former church site will be an important book-end to the area and present a strong statement about the resilience of the community.

Improved community facilities

Community services will support workers and business owners in the wider area. Over time with more people living in Sydenham, there will be a corresponding increase in facilities for people to meet, have fun and learn in.

Reflecting its history

New buildings will echo those that stood before and maintain the grain of the old townscape. Developers will be supported by clear architectural guidance and planning controls and owners will be supported to work together to facilitate development efficiencies and quality buildings. New buildings will be partially set back to give more public space on the footpath.

2.2 Sydenham Master Plan goals

The Plan's vision and supporting contents are based around eight key goals

The Master Plan, prepared by the Council in partnership with the community and key stakeholders, sets out eight key goals. These form a strategic vision to transform Sydenham into a quality place for businesses to operate in, and for people to work, live, shop and socialise in. These goals are to be delivered through detailed implementation actions. These actions ensure community, private sector and government-led decision making aligns and moves forward in a logical sequence. Action details are mapped in Section 2.3, and described in Section 5 of the Master Plan and in its supporting Appendices.

Goal 1. A rebuilt and prosperous centre

- The centre establishes itself as the Central City and other suburban centres are rebuilt. Sydenham finds a niche position to keep and attract businesses for the longer term.
- Sydenham's business economy diversifies into affordable business start-ups, studio showrooms, service trades and light industries. A marketing and attraction campaign promotes Sydenham to a city-wide audience.
- Financial and regulatory support is given to existing property and business owners to aid rebuilding efforts. The rebuilding on multiple owned sites is encouraged to be a collaborative process to help unlock design efficiencies.
- Quality business settings are created through the redesign of the Colombo Street streetscape and public spaces.

Key Master Plan actions

Reference	Action name	Go to page
E1	Love Sydenham marketing and attraction campaign.	A1-1
E2	Appoint a Sydenham case manager.	A1-2
E3	Pilot redevelopment project of a multiple ownership site.	A1-3
E4	Former Sydenham School site development framework.	A1-5
E5	Railway site property opportunities.	A1-6

Goal 2. Well managed access to and through the centre

- Transport network decisions in the Sydenham centre align and compliment Central City proposals. A new parking strategy for Sydenham to meet the future needs of the centre and surrounding land uses is investigated and implemented.

Goal 3. Sustainable and active transport

- Centres are important places for people to meet, build community identity and make social connections. A greater emphasis on pedestrian amenity allows people to interact with activities in the area, public spaces and each other, and encourages the use of active transport.
- Colombo Street forms the main street through the Sydenham centre. The relationship between the roadway and 'gateways' into the centre are enhanced to create a strong entry statement.

Key Master Plan actions

Reference	Action name	Go to page
M1	Road corridors review including public transport.	A2-1
M2	Parking investigations in the commercial area.	A2-2
M3	Pedestrian improvements.	A2-3
M4	Cycle improvements.	A2-4
M5	Colombo Street public realm improvements.	A2-5

Goal 4. Greening the corridor

- Sydenham is a place with high quality business, shopping and living environments. Colombo Street and other public spaces in the area (including Buchan Park) are enhanced with planting, pedestrian links and lighting. The existing parks are improved to be pleasant and comfortable places for people to use. Improving the quality and vibrancy of the public realm will attract customers, clients, visitors and residents to Sydenham.
- A respectful relationship between culture and landscape is established. Sydenham's Maori and European history is reflected in the design of buildings and public spaces. A cohesive interpretation of local history is presented.
- Northern and southern gateways are established. Statement buildings, art, signage and landscaping enhance the visual quality of the centre. Helping to create interest and build Sydenham's identity.

Key Master Plan actions

Reference	Action name	Go to page
N1	Colombo Street public spaces.	A3-1
N2	Street trees and lighting.	A3-4
N3	Buchan Park remodel.	A3-5
N4	Relinquish and replace Carlyle Park.	A3-7
N5	Temporary landscapes.	A3-8
N6	Gateway treatment for Colombo Street.	A3-10

Goal 5. Restoring social hubs

- The centre caters for a diverse mix of social interactions. The Sydenham Heritage Trust leads the development of a new community facility on the former church site south of the centre. Green spaces and pocket parks in locations along Colombo Street provide small public spaces for people to gather and rest.
- Post office, banks and government assistance services are up and running in some form, serving the business and local community.

Goal 6. Telling the story of the place

- Local history is reflected in the design of the centre to convey a sense of 'Sydenham, Christchurch City' - a place with a unique character.

Key Master Plan actions

Reference	Action name	Go to page
C1	A Sydenham learning outpost.	A4-1
C2	Support the return of full Sydenham based postal services.	A4-2
C3	Support the Sydenham Heritage Trust.	A4-3
C4	Investigate suburban community transport opportunities.	A4-4
C5	Local landscape and heritage interpretation.	A4-5

7. Introducing living environments

- Housing is introduced into the centre over time. New residential activities are carefully designed and located so that building 'fronts' face towards public open spaces and streets. The block around Buchan Park is an ideal location for mixed-use, business uses and medium density residential housing. Residential development densities and types (including affordable housing) reflect the diversity of people and their lifestyles.

8. Planning to enable transformation

- Certain parts of the District Plan are revised to enable and support rebuilding. Business zone provisions and resource management guidance provides clarity, certainty and consistency to market participants including those facing the redevelopment of demolished properties.

Key Master Plan actions

Reference	Action name	Go to page
B1	Targeted residential activities around Buchan Park.	A5-1
B2	Building setbacks on Colombo Street.	A5-4
B3	Develop supportive City Plan amendments.	A5-5
B4	Design and character guidance.	A5-7

2.3 Master Plan actions

A summary of the 25 implementation actions

Actions are either spatial and have a fixed location, or non-spatial. Non-spatial actions are listed in *italics* below. Full details of each action including rationale and delivery considerations are found in Section 5 and Appendices.

- Business and economy**
- (E1) *Love Sydenham marketing and attraction campaign.*
 - (E2) *Appoint a Sydenham case manager.*
 - (E3) Pilot redevelopment project of a multiple ownership site.
 - (E4) Former Sydenham School site development framework.
 - (E5) Railway site property opportunities.

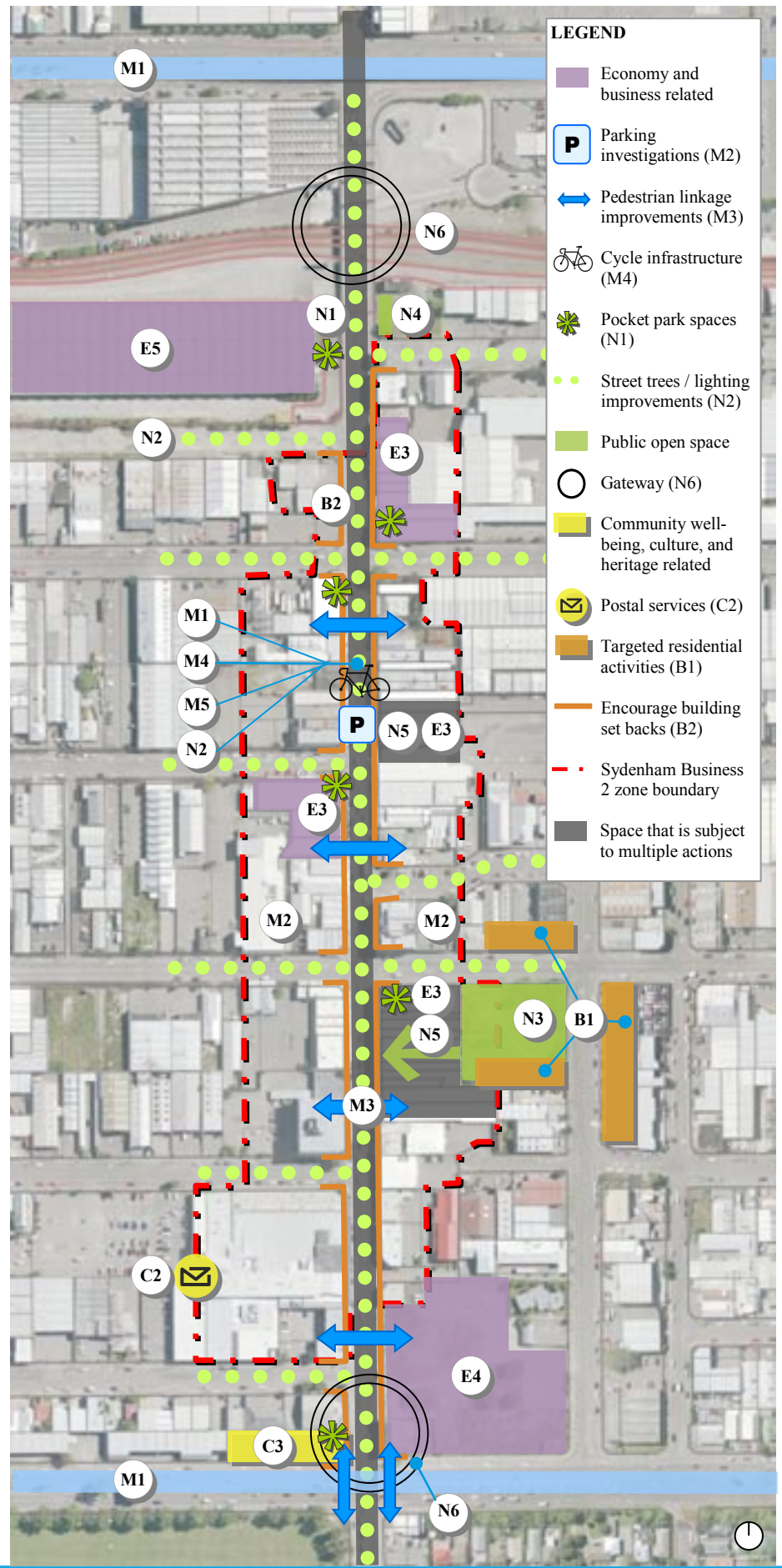
- Movement**
- (M1) Road corridors review including public transport.
 - (M2) Parking investigations in the commercial area.
 - (M3) Pedestrian improvements.
 - (M4) Cycle infrastructure.
 - (M5) Colombo Street public realm improvements.

- Natural environment**
- (N1) Colombo Street public spaces.
 - (N2) Street trees and lighting.
 - (N3) Buchan Park remodel.
 - (N4) Relinquish and replace Carlyle Park.
 - (N5) Temporary landscapes.
 - (N6) Gateway treatment Colombo Street.

- Community well-being / culture and heritage actions**
- (C1) *A Sydenham learning outpost.*
 - (C2) Support the return of Sydenham based postal services.
 - (C3) Support the Sydenham Heritage Trust.
 - (C4) *Investigate suburban community transport opportunities.*
 - (C5) *Local landscape and heritage interpretation.*

- Built environment**
- (B1) Targeted residential activities around Buchan Park.
 - (B2) Building setbacks on Colombo Street.
 - (B3) *Develop supportive City Plan amendments.*
 - (B4) *Design and character guidance*

Map showing the location of spatial 'place-making' initiatives



3. *The place*

About Sydenham centre.



Sydenham's place in the context of Christchurch

- The role of the centre in its wider context

Sydenham's history to the present

- Learning about Sydenham's past and the context of the centre today
- Sydenham's pre-earthquake profile

Sydenham's earthquake damage

- Now: Sydenham centre post-earthquake

3.1 Sydenham's place in the context of Christchurch

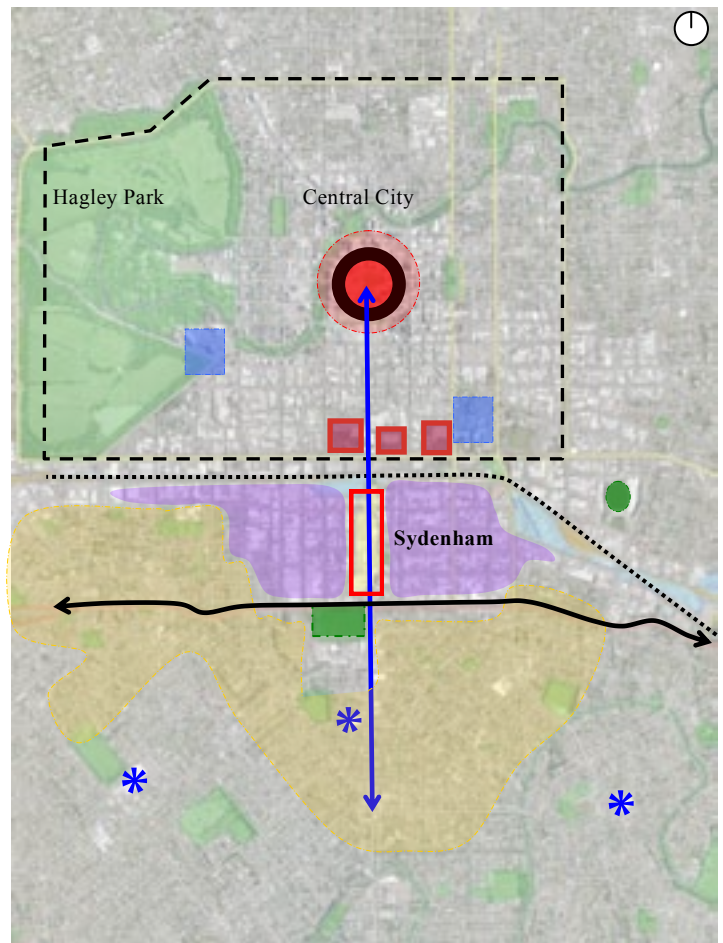
The role of the centre in its wider context

The Master Plan is focused on the Sydenham commercial area as defined by the Business 2 Zone of the City Plan. Sydenham is centred on the Colombo Street block from Moorhouse Avenue in the north to Brougham Street in the south.

In the development of the Plan it has been necessary to understand and respond to challenges in a wider context beyond the immediate Sydenham commercial area. Rebuilding and regeneration of the centre needs to be aligned with the Central City Plan and other strategic planning policies.

Key observations:

- The attraction of the Central City will make it harder to establish specialty retail in Sydenham.
- Sydenham has good strategic access, a high profile and lower land values. This makes it ideal for affordable commercial activities.
- The lack of people living within the immediate vicinity of Sydenham means the centre is not rich with local services or amenities.
- The proximity of Sydenham to supermarkets and major health, education, sport and recreation and entertainment facilities, may make it an attractive living option for students, older people and people who work in the Central City.
- A large Living 3 Zone residential catchment is located south of Brougham Street. Strengthening connections with this population base will support the viability of the Sydenham centre.



LEGEND

- Railway corridor
- State Highway
- Central City
- Four Avenues
- Innovation and industry
- Supermarkets
- Major residential catchment
- Colombo Street spine
- High order community facilities (hospital and CPIT)
- Schools
- High order recreation facilities (Sydenham Park + AMI stadium)

3.2 Sydenham's history to the present

Learning about the Sydenham's past and the context of the centre today

A brief history of Sydenham and its town centre

Located directly to the south of the Central City, Sydenham centre has had a long and proud history. The swampy land of Sydenham was originally part of William Sefton Moorhouse's farm 'Spreydon' which was subdivided into 50 acre rural lots. Its earliest settlers in the 1860's were Lancashire immigrants, labourers or small scale tradesmen who worked in the city but could not afford city land prices. The 1860 and 1870s saw rapid subdivision and the growth of a railway town, called Sydenham. Retail, commercial and industrial activity, schools and domestic buildings grew in number.

Following rejection by the Christchurch Council to become part of the city in 1876, Sydenham became a Borough with its own governance and revenue gathering. It followed its own motto "Deeds not Words" and was soon renown for its quality roads, sewers/drainage and street lighting. By 1876 a Post Office had been established in the area and by 1878 the tramlines had been constructed as far as Brougham Street. Sydenham was Christchurch's first Borough outside the inner city that had a population of 6,500 by 1876 – half the size of Christchurch City, and equal to all the other suburbs combined. It was already developing its own distinctive character: radical, dissenting and working class, a heartland of left-wing politics in New Zealand. The Borough of Sydenham was amalgamated with the city in 1903.

The population of Sydenham was 8,459 in 1881 and by 1901 the area had risen to 11,404. By 1904 it was recorded that "... *Colombo Street has grown into a Business thoroughfare that would be no disgrace to the City [Christchurch] itself.*" While today few of these businesses remain, this area of Colombo Street in Sydenham was arguably pre-earthquake the largest remaining example of suburban commercial and 'strip-retail' in Christchurch dating from the late 19th and early 20th Centuries. Sydenham comprised an extensive area of factories, railway workshops, pottery works, malt houses and breweries, flour mills, agricultural implement manufacturing, leather and tallow works. A large domestic suburb developed in response to the industrial growth of the area which brought with it the development of retail and commercial buildings, Sydenham Park, sports clubs, churches, schools, and infrastructure including roads, footpaths, public transport, and enclosed drainage to support the community.



A brass plaque which replicates the corporation seal of the Borough Council of Sydenham prior to 1903.

References

- Morrison, JP "The Evolution of a City", Christchurch City Council, 1948
- Sydenham Commercial Conservation Area Study
- Sydenham Historical Overview – City Neighbourhood Map Study
- Sydenham Neighbourhood Area Study
- Christchurch City Libraries web site

3.3 Sydenham's earthquake damage

Now: Sydenham centre post-earthquake

An extensive commercial/light industrial buffer surrounds the Colombo Street retail strip. Post-earthquake the Sydenham area has significantly changed along the Colombo Street frontage following the demolition of over 30 properties. The centre no longer has continuous retailing along Colombo Street although it has retained a strong banking sector. Few local community facilities and services are located in the centre, reflective of its small residential catchment.

The main Colombo Street area once renown for its historic buildings and strip retail will face significant changes in the style and construction of new buildings. An opportunity exists for Sydenham to shake off its run down image and create a fresh and vibrant new feel whilst retaining its links to the past. It has an active Business and Community Association supporting this goal.

Many historic buildings have been lost through the heart of the area especially on street corners. Likewise the area has lost prominent buildings at the southern entry into the centre that acted as a gateway - the former Sydenham Methodist Church of 1878 (demolished 2011) and the Post Office of 1912 (damaged and awaiting deconstruction).

Colombo Street continues to be an important north-south spine road which connects the Central City through to the residential suburb of Cashmere. The challenge remains to strike a balance between the traffic congestion along this route, its movement needs as a city bus priority route, and the need to support a pedestrian and business friendly environment. Similarly, the residential catchment south of Brougham Street is increasingly becoming separated from the Sydenham retail area by the intense traffic conditions along Brougham Street.

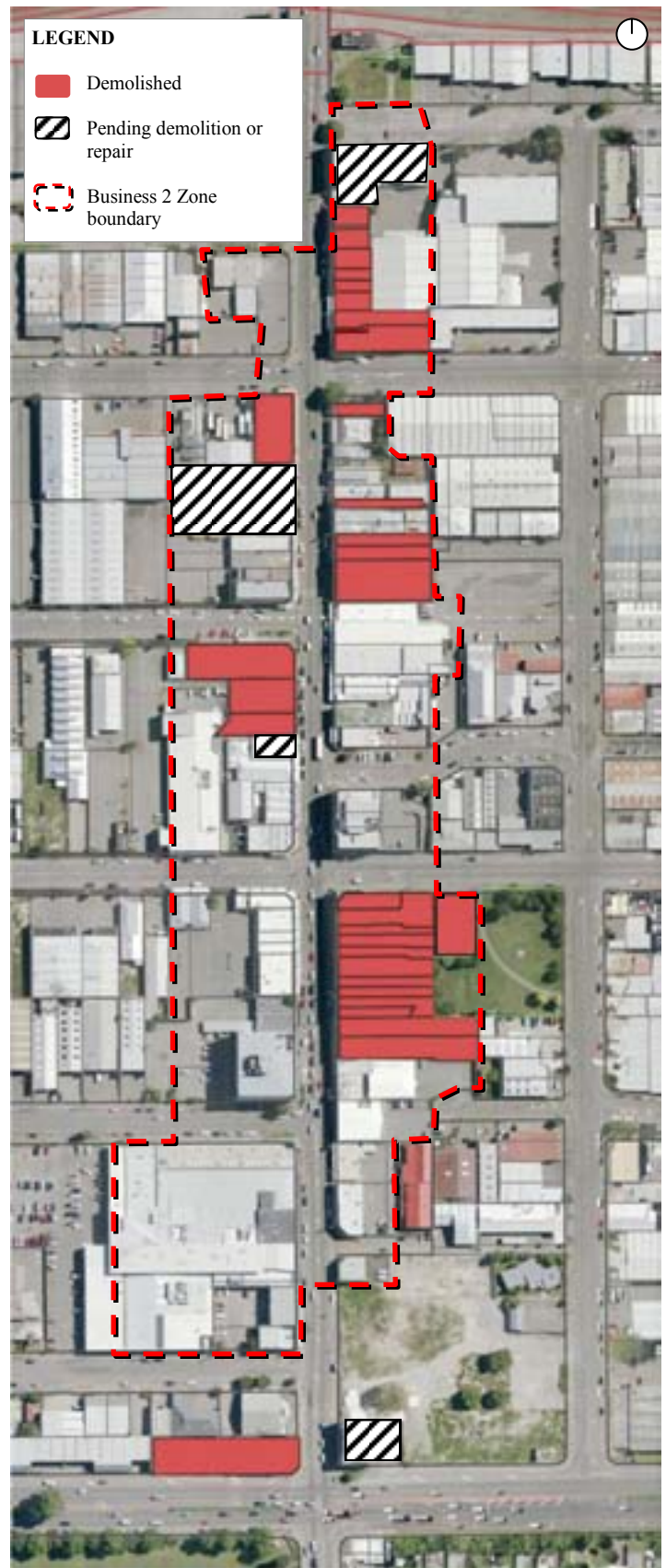
Challenges facing rebuilding in Sydenham:

Public sector:

- Funding decisions - how to finance projects.
- Project decisions - whether or not to undertake a project, in what form and timing.
- Resourcing pressures.
- Integrating with Central City and city-wide planning and decision-making.

Private sector:

- Access to finance and capital.
- Competition from surrounding centres (especially Barrington, Addington, Merivale and Ferrymead).
- Attracting investment.
- A movable market.
- Planning and building compliance.
- City Plan rules for parking requirements.
- Some negative perceptions of the Sydenham area.
- Party wall obligations requiring neighbour approval.
- Many property owners of demolished sites inexperienced in design and development.



4. *The process*

Consultation, engagement and collaboration in the project process.



The process which has informed this Master Plan

- Partners with the community, agencies and technical specialists

Outcomes of community engagement

- What has the community asked for?
- Feedback from the presentations of options to the community on the 19 July 2011

4.1 The process which has informed this Master Plan

Partnering with the community, agencies and technical specialists

The master planning process involved a collaboration between the Council, Community Boards, the community and stakeholders in the Sydenham centre. Stakeholders included business operators, building and property owners, central and regional government agencies, residents, community groups and other organisations that have specific interests in the local community. The Master Plan process has used an 'Inquiry By Design' format. The key steps of the process are explained below.

Stage 1 began with gathering of technical information, an assessment of the impact of the earthquake on the centre and the identification of the key stakeholders.

Stage 2 involved a series of focus group sessions with representatives of the local community and a public 'hands on' design and community meeting. These meetings raised community awareness of the Master Plan and rebuilding efforts, and provided an opportunity for people to propose, discuss and test ideas for the regeneration of the centre. This was a crucial step of the process. It allowed community opinions and local knowledge to be canvassed.

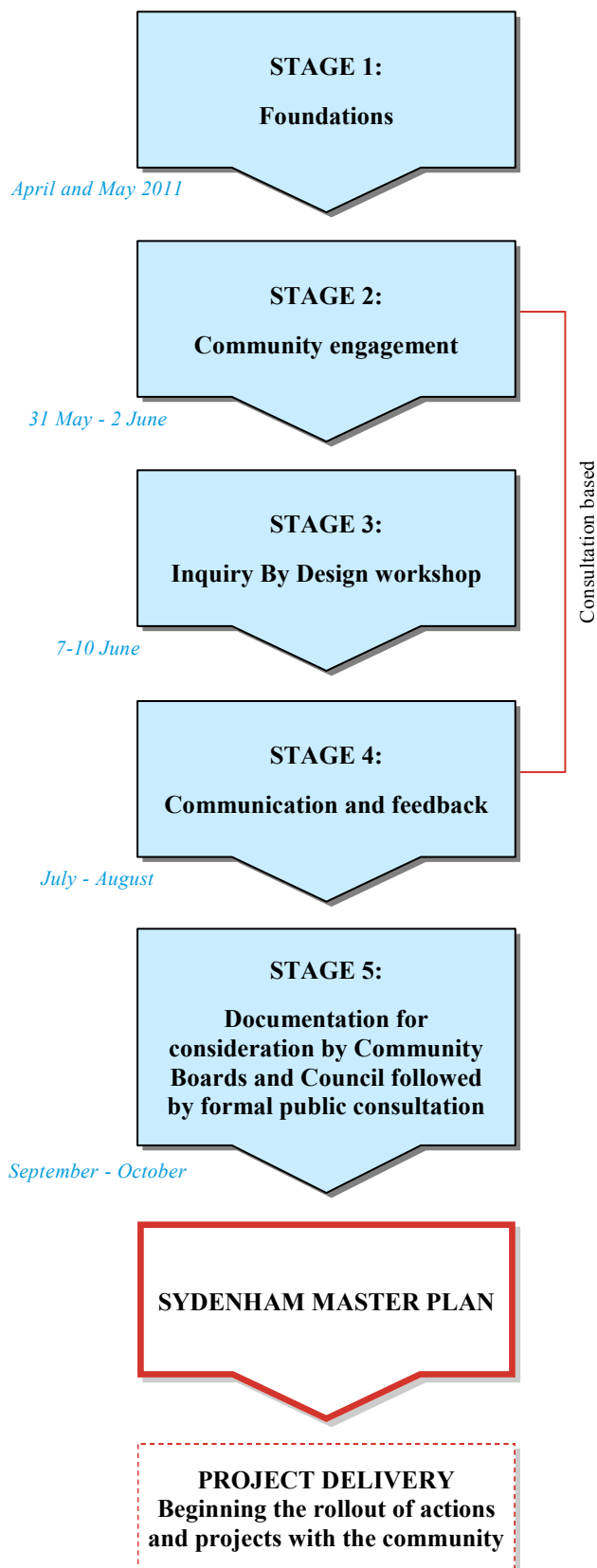
Stage 3 completed an 'Inquiry by Design' exercise. The purpose of this was to combine the aspirations of the community and stakeholders and the input of specialists with technical knowledge. This unique part of the Master Plan process was focused around a four-day workshop undertaken with the guidance of a multi-disciplinary team of government agencies, technical specialists and stakeholders including Canterbury Earthquake Recovery Authority (CERA), Recover Canterbury, The New Zealand Transport Agency, Environment Canterbury, the Canterbury District Health Board, New Zealand Historic Places Trust and Te Ngāi Tūāhuriri Rūnanga. Input from experts in all aspects of the development process was included to ensure that the Master Plan was both realistic and achievable.

Stage 4 involved the public presentation of provisional ideas and options for the centre following the technical workshop process. This stage enabled feedback to be gathered from the community, stakeholders and elected members. People were able to view the presentation of options on the Council's website and make submissions.

Stage 5 concludes with the preparation and presentation of the draft Master Plan for public consultation and for consideration by the Council and Community Boards. The Master Plan will be finalised, after any amendments, and adopted by the Council.

Project delivery

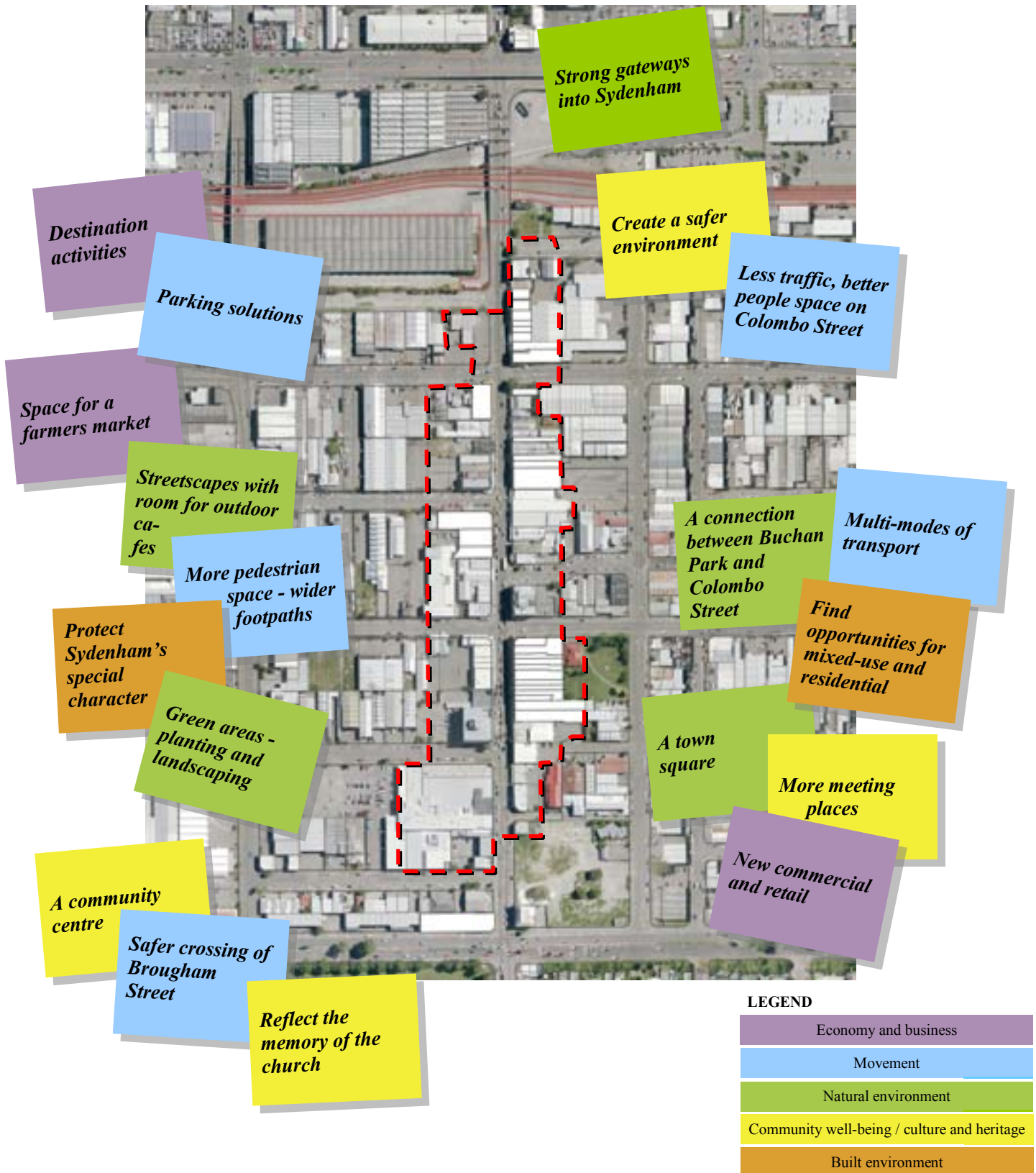
The delivery and timing of individual projects is dependent upon a number of factors including the successful bidding for funding from various sources, and insurance payouts, the ability and willingness of landowners to work together and the community support both residential and business.



4.2 Outcomes of community engagement

What has the community asked for?

This page presents a selection of the main themes, ideas and aspirations for Sydenham heard at focus groups and the community workshop on the 31 May 2011.



Consultation and engagement headlines

Participants in the consultation and community engagement process focused on the need to get 'normality' back into the community and to restore services and facilities. It is clear from the community and stakeholder engagement that people are supportive of the Master Plan process and want the Council to be proactive in unlocking regulatory barriers so owners can move forward with rebuilding. People in the Sydenham business sector want to bring events and festivals to Sydenham, and to promote the area.

Consultation feedback showed that people appreciate the following general attributes of Sydenham:

- The mix and diversity of shops on the main street strip.
- Destination stores such as Spotlight and the school uniform shop.
- The parking available in the area (both on and off-street).
- The political and industrial history of the area.
- Sydenham Park and the Central City in close proximity to the centre.
- The low scale, character retail.

Many people identified with the area as an industrial place. The community want to break down perceptions which stop people from spending more time in Sydenham. There is considerable support for increasing the diversity of the centre including residential in the core of Sydenham as well as more retail shops. There is general agreement on the need to attract start-up businesses and introduce a careful mix of terrace and apartment dwellings to make the centre more vibrant.

Post-earthquake, people like some of the changes to the environment. The cleared sites let in more sunlight and provide more space for green and open spaces.

Many consider new buildings should not be higher than the BNZ building (approximately 20 metres) so as not to

overshadow public open spaces. People expressed a desire to future proof the area - green buildings, flexible upper floor space, durable building materials and finding alternative uses for vacant sites and buildings.

The Colombo (formerly named Sydenham Mall) indicated support for building a new identity in the centre. It is currently rebranding itself and attracting boutique fashion stores, food and entertainment tenants/operators. People consulted recognise the momentum of change in Sydenham is focused around The Colombo and some people thought the vacant former Sydenham School site across the street as another promising location to build the area's vibrancy.

People recognised the tension between public spaces, parking and designing the streets for pedestrians, cars, buses and cyclists. Some want Sydenham to become a hub to catch public transport services or bike into the Central City. People in general want the area to be more pedestrian-friendly and for Colombo and Brougham Streets to be safer to cross. At the same time there is a perception that on-street car parking is important for capturing passing trade and to support business vitality. The challenge is to balance the movement needs of all Sydenham users. To do this some compromises may need to be made. Overwhelmingly there is a desire for more public places within the street environment. People are also looking for a community centre and a centrally located civic space.

Other issues that were identified included the need to maintain and renovate building facades and the desire for more street lighting and amenity.



Feedback from the presentations of options to the community on the 19 July 2011

A number of options and ideas were presented to members of the community in July 2011. People were given the opportunity to provide preliminary feedback to help formulate the draft Master Plan.

Comments were generally positive with people pleased to see a better street environment for Colombo Street which included:

- More trees and meeting spaces.
- A better use of and an upgrade of the existing park spaces.
- A safer environment with regards to crossing places.
- Wider pavements.
- Better street lighting that would extend into side roads.

The idea of temporary landscapes was well received to help uplift the area in the interim period. The relinquishing of Carlyle Park was not considered a great loss, providing the funds were to be reused in Sydenham to improve existing and provide other public spaces.

Comments received about movement within Sydenham were varied, but in general most showed support to keep all traffic forms through the area with emphasis on reducing the speed of traffic. This will help promote Sydenham as a destination rather than a through route (while encouraging those who want to just pass through to find an alternative route). Parking within Sydenham especially along Colombo Street was seen as desirable to allow for opportunities to stop and shop. There was broad support for longer term angled parking in the side streets, but a desire to make sure that long term commuter parking for the Central City did not take up valuable parking spaces for local businesses and shoppers to the area.

Other feedback included the desire to see a suitable development occur on the former Sydenham School site. Support was also expressed to help the Sydenham Heritage Trust create a community facility, to restore full Sydenham based postal services and include heritage interpretation in the design of landscapes and buildings.

There was great support to make Sydenham more of a destination. Comments focused on the desire to promote the area for its uniqueness - an area for industry, innovation and creative arts. There were many suggestions for regional attractions such as a music conservatorium, railway museum and exhibition centre (with the former Sydenham School site or railway sheds being potential locations). There were requests for more guidance on the future character, form and materials that new buildings should strive for, together with general support for new residential activities around Buchan Park. Concerns were raised over the building setbacks impacting upon the viability of rebuild and that the redevelopment of a multiple ownership site would only be beneficial if supported by the building owners.



5. *Master Plan actions*

The vision for the centre is taken forward into an integrated package of prioritised actions.



How to read this section

Economy and business - theme and actions summary

- Theme summary - Sydenham's economy and commercial heart
- Actions summary and Implementation Plan

Movement - theme and actions summary

- Theme summary - Sydenham's traffic and transport
- Actions summary and Implementation Plan

Natural environment - theme and actions summary

- Theme summary - Sydenham's parks and open spaces
- Actions summary and Implementation Plan

Community well-being / culture and heritage - theme and actions summary

- Theme summary - Sydenham's community facilities and services
- Actions summary and Implementation Plan

Built environment - theme and actions summary

- Theme summary - Sydenham's residential community and built character
- Actions summary and Implementation Plan

How to read this section and Appendices

The Sydenham Master Plan has involved a combination of strategic ambition and vision with detailed, specific actions. Some actions have been developed to simultaneously achieve many goals, in other instances, one goal has led to many different actions. This section has been put together to allow users of the Master Plan to access headline responses under each of the five Master Plan themes. Fuller details are found in supporting appendices. By doing so, connections across the breadth of the Master Plan should be clear, while at the same time allowing users of the Master Plan interested in only one of these steps to still gain a comprehensive understanding.

As cycles of strategic decision-making across the city take place it will be necessary to continually revisit the actions identified in the Master Plan . The Master Plan should be viewed as a ‘living’ document which is added to and amended by the community and decision-makers.

Refer to the user guide below:

Theme heading

Each theme summary is written like this

A light blue box is located underneath each theme heading. This box provides a brief overview of the existing situation, key issues, and how this has informed the Master Plan response.

Actions summary

(Action reference) Action name

A short description of all actions are presented like this. This helps readers to gain a flavour for what the action is about and what it is broadly seeking to achieve.

Implementation summary

All actions have been placed in an implementation summary table similar to the one below. This table shows the related Master Plan goal, the start timeframe of the action and linkages to other related actions. It provides a specific page reference to the details of the action found in the appendices.

	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal (Goal 1 to 8)	(Action reference) (page reference)			
Related actions from other themes	(Action reference) This row shows cross-linkages between themes, goals and actions.			

Master Plan Development Framework

A.	
Theme	B.
Principles	C.
Urban design	D.



A box similar to this one is located in the top right hand corner of each theme page. It provides a useful reference back to the Master Plan development framework explained at Section 1.4.

Box A. Indicates which of the four well-beings the theme relates to.

Box B. Indicates the theme.

Box C. Lists the relevant recovery planning principles.

Box D. Lists the relevant urban design concepts and principles.

5.1 Economy and business - theme and actions summary

Theme summary - Sydenham's economy and commercial heart

Prior to the earthquakes the Sydenham area unit had 838 business units and 6,300 employees in total¹. Land either side of Colombo Street was predominantly industrial and wholesale trades, with a five hectare commercial core 'one lot back' from Colombo Street zoned Business 2. The commercial area has suffered extensive damage in the earthquakes with an excess of 30 sites demolished or in the process of being cleared.

Sydenham has been an important business service centre, with small scale businesses, a handful of larger office buildings and a mall. It had a strong day-time economy created by workers and people stopping on their way through. Sydenham had a role as a complimentary shopping destination to the Central City and other large commercial centres. 'Spotlight' at The Colombo undertakes 6,000 retail transactions per week and attracts a diverse number of people from across the whole of Christchurch to Sydenham.

Sydenham has few professional and commercial outlets such as solicitors or consultants. It also has considerably less convenience shopping and personal services compared to other centres of a similar size. The area only has one hairdresser and pharmacy. Getting residential areas back into Sydenham will help grow more of these local services.

The proximity of Sydenham to the Central City is both an advantage and a challenge. The area may struggle to be a primary shopping destination for the surrounding suburbs as it will be just as easy for shoppers to keep going to the Central City where there will always be a bigger range of shopping and entertainment experiences. Sydenham can leverage from its location - it can offer businesses a convenient, central location without the Central City overhead cost. Creating a cluster of businesses that are a niche fit in the surrounding area will encourage tenants to stay in the centre. Supporting retail could be aimed at the worker market that already exists in the surrounding industrial and the small office sector. Cafés, a smattering of after hours bars and retail aimed at attracting workers in their lunch times and after work will also have potential.

ECONOMIC WELL-BEING	
Theme	ECONOMY AND BUSINESS
Principles	Economic development
	Equity
Urban design	Context Character Choice Connections Collaboration

1. Business and Employee count, 2010

Actions summary

For more details refer to Appendix 1

(E1) Love Sydenham marketing and attraction campaign

Prepare a business attraction and investment prospectus. A prospectus can help to engender confidence in the long term prosperity of the centre and celebrate the strength of the business community post-recession and earthquake. It should look to reinforce Sydenham's role as a neighbourhood centre that serves the wider employment precinct. It should also facilitate and encourage the re-establishment of retailing, affordable start-ups and office businesses.

(E2) Appoint a Sydenham case manager

Employ a Sydenham case manager to provide a 'single face of recovery' to landowners and developers to ensure that people who need assistance are able to access available services.

(E3) Pilot redevelopment project of a multiple ownership site

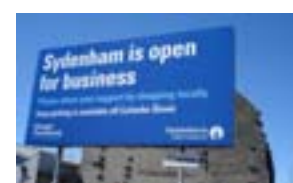
Establish a pilot facilitation project that addresses the numerous challenges associated with comprehensive redevelopment that arise from multiple ownership and small lot sizes. One potential pilot site is the central block that includes Buchan Park, the former Masonic Hall and Beverley Buildings sites. In collaboration with landowners and developers, the Council could provide property, contractual, urban design and planning advice.

(E4) Former Sydenham School site development framework

The Council develops a design brief which is attached to any Expression of Interest for the site at 350 Colombo Street. It will outline its quality expectations to developers and state that procurement requires a concept design attached to the land purchase offer.

(E5) Railway site property opportunities

Investigate potential uses for the large underutilised rail sheds such as a future covered market, bus exchange or business incubator (in conjunction with KiwiRail).



Implementation summary

For more details refer to Appendix 1 and Section 6.2

Goals	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal 1: A rebuilt and prosperous centre	<p>(E1) Love Sydenham marketing and attraction campaign. <i>(refer to page A1-1)</i></p> <p>(E2) Appoint a Sydenham case manager <i>(refer to page A1-2)</i></p> <p>(E3) Pilot redevelopment project of a multiple ownership site <i>(refer to page A1-3)</i>.</p> <p>(E4) Old Sydenham School site development framework <i>(refer to page A1-5)</i>.</p>		<p>(E5) Railway site property opportunities <i>(refer to page A1-6)</i>.</p>	
Related actions from other themes	<p>(M2) Parking investigations in the commercial area. (N3) Buchan Park remodel. (N5) Temporary landscapes. (C1) A Sydenham learning outpost. (C2) Support the return of full Sydenham based postal services. (B1) Targeted residential activities around Buchan Park. (B2) Building setbacks on Colombo Street. (B3) Develop supportive City Plan amendments. (B4) Design and character guidance.</p>			

5.2 Movement - theme and actions summary

Theme summary - Sydenham's traffic and transport

Colombo Street forms the spine of the Sydenham area and it is an important connection between the residential suburbs of Cashmere, the Princess Margaret Hospital, and the Central City. Colombo Street as a minor arterial has a 50 kilometres per hour speed limit, and this provides for north-south movements in this area. Prior to the earthquake there were around 17,500 daily vehicle movements on Colombo Street. Wordsworth Street (also a minor arterial) carries the majority of east-west traffic movements through Sydenham. Minor arterial roads provide connections between major arterial roads, in this case, Moorhouse Avenue and Brougham Street, and help move traffic around the city. For Sydenham, these movements are essential for the economic viability of the light industrial activity that takes place in this local area. The majority of other roads in the area are local roads, such as Elgin Street, Stanley Street and Buchan Street.

Sydenham is easy to walk around with its flat topography and well-connected street network. However, there are some concerns over pedestrians crossing busy streets including Colombo Street, Moorhouse Avenue and Brougham Street.

There are a number of bus routes that use Colombo Street which in turn provides a frequent bus service in the area. Ensuring bus services through Sydenham are reliable is essential to encourage public transport use. This is a key objective to achieve sustainable transport use and ensure accessibility for all. All options are to be explored, but it is recognised that the bus priority measures, including bus lanes, proved unpopular in this area.

There are currently cycle lanes on Colombo Street, however, these are in poor condition. There are further opportunities to look at how all modes of transport can use the corridor safely.

Easy availability of car parking in Sydenham is a key attraction to current shoppers. However, a balance needs to be found between the demands for car parking and the need to create a pleasant environment for all road users. This includes areas for people to stop and pause, the provision of street trees and the creation of safer pedestrian connections. Sydenham has a lot of trade generated from local industry, but it also relies on the ability for passing traffic to stop and shop (also called the movement economy). This ability to travel through Sydenham and to park on Colombo Street needs to be balanced against the opportunity to reduce traffic speeds to enable safe pedestrian connections and to allow people to interact with activities and public amenities.

Accommodating the needs of all users is a major challenge with a limited road width of 20 metres.

ECONOMIC AND SOCIAL WELL-BEING	
Theme	MOVEMENT
Principles	Accessibility for all
	Strategic network
	Active transport
	Parking
Urban design	Context Choice Connections Custodianship Collaboration

Actions summary

For more details refer to Appendix 2

(M1) Road corridor review including public transport

Complete a full review of the movement demands on Colombo Street and the surrounding area, and in the surrounding network. Examine what effects a reduction in traffic in this area would have on the existing and proposed surrounding network. Examine the options of a change in road hierarchy, and traffic calming devices that could slow down traffic in this area. Consider the needs of public transport in the area and work closely with Environment Canterbury and the local community to ensure a reliable and efficient service is maintained in the area. Public transport should be direct, reliable and attractive for existing users and should encourage new users.

(M2) Parking investigations in the commercial area

Complete a full review of the 2009 Parking Strategy prior to making any changes within the area. Evaluate the effects of a possible staged removal of spaces from Colombo Street and the option of additional parking on local side streets. Once Sydenham has been developed further, a parking occupancy survey should be undertaken to understand how parking supply both on-street and off-street is utilised. Use these findings to determine the appropriate response for on-street parking in Sydenham for example, time restrictions, parking enforcement, any potential requirements for a car park building, additional on-street spaces on side streets and a 'Park n' Walk' facility.



Actions summary continued

(M3) Pedestrian improvements

Look at opportunities to improve pedestrian crossings points along Colombo Street. Evaluate footpath width and balance this with the needs for the street.

Improve the pedestrian environment at the Colombo Street - Brougham Street intersection in conjunction with the New Zealand Transport Agency. This may include upgrading the pedestrian waiting areas and other safety and amenity measures in addition to reconsidering the signal phasing.

Ensure all proposed infrastructure and existing infrastructure is accessible for all pedestrians, for example tactile pavers in addition to suitable kerb cut-downs at intersections and safe crossing points.

(M4) Cycle infrastructure

Consider improvements to cycle lanes, locations for secure cycle parking (racks and lockers) and other cycle infrastructure. Investigate opportunities for a 'Park and Pedal' facility in Sydenham.

(M5) Colombo Street public realm improvements

The results of the investigations for actions M1 and M2, and the desire to encourage active travel in the area provide the information needed to assist in determining the needs and challenges for Colombo Street. A unified design (possibly staged) for Colombo Street over short and long term horizons is established. Any new design allows for vehicular, bus and cycle movements with enhanced pedestrian amenity.



Implementation summary

For more details refer to Appendix 2 and Section 6.2

Goals	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal 2: Well managed access to and through the centre	(M1) Road corridors review including public transport (<i>refer to page A2-1</i>).	(M2) Parking investigations in the commercial area (<i>refer to page A2-2</i>).		
Goal 3: Sustainable and active transport		(M3) Pedestrian improvements (<i>refer to page A2-3</i>). (M4) Cycle infrastructure (<i>refer to page A2-4</i>). (M5) Colombo Street public realm improvements (<i>refer to page A2-5</i>).		
Related actions from other themes	(E3) Pilot redevelopment project of a multiple ownership site. (N1) Colombo Street public spaces. (N2) Street trees and lighting. (N3) Buchan Park remodel. (C4) Investigate suburban community transport opportunities. (C5) Local landscape and heritage interpretation. (B2) Building setbacks on Colombo Street. (B3) Develop supportive City Plan amendments.			

5.3 Natural environment - theme and actions summary

Theme summary - Sydenham's parks and open spaces

It is noted that the concentration of commercial and industrial activities, car parking, open spaces and landscape quality in Sydenham is variable. The centre has a fairly even distributed series of parks - Carlyle Park to the north near to the rail over-bridge, Buchan Park in the centre and the large sports park (Sydenham Park) to the south. These parks are not currently providing amenities or spaces which are suited to the high worker population or day-time shoppers.

The portion of Colombo Street from Moorhouse Avenue to Brougham Street has a scattering of landscaped 'pocket' spaces (mostly found at street corners and pedestrian crossings) and very little canopy coverage. Any proposal needs to give consideration to the competing space demands of people, cyclists, cars and buses within a very narrow road corridor and any restrictions on the placement of street trees caused by storefront verandas. It is important that wind, micro-climatic effects and drainage issues are also addressed.

As more people live, work and shop in Sydenham, greater emphasis will need to be placed on the public realm - the streets, parks and open spaces. These spaces will deliver recreational amenities, be spaces to socialise in and provide a connection to place's identity. Re-thinking the distribution, size and configuration of Sydenham's parks and open spaces so they are attractive, visible and functional for everyone to enjoy is essential.

ENVIRONMENTAL WELL-BEING	
Theme	NATURAL ENVIRONMENT
Principles	Natural capital
	Resource sustainability
	Lifestyles
	Food security
Urban design	Context Choice Creativity Collaboration Character Connections Custodianship

Actions summary

For more details refer to Appendix 3

(N1) Colombo Street public spaces

Provide informal public spaces for business and community interaction along Colombo Street through building setbacks, kerb build-outs and the use of small areas of on-street parking.

(N2) Street trees and lighting

Enhance the streetscape of Colombo Street through the regular placement of trees and lighting. Consider a range of tree specimens – from large gateway trees north, south and central to the commercial area; smaller varieties within and around parks and living areas and mid-sized exotics for the balance of Colombo Street. Retain the iconic Weeping Elm trees on the former Sydenham School site by locking in a design framework for the site. New lighting improves pedestrian safety on Colombo Street and side streets and contributes to the area's amenity.

(N3) Buchan Park remodel

Building on action E3 (a pilot project on a multiple use site) investigate options to better utilise Buchan Park through the creation of a village square, opportunities for additional circulation and accessibility from Colombo Street and public space redesign including hard surfacing, seating, tree planting and landscaping.

(N4) Relinquish and replace Carlyle Park

Relinquish Carlyle Park to private ownership (Carlyle Park is currently zoned Open Space 1 and held in fee simple title by the Council). As part of the sale of the land retain a landscaped strip fronting Colombo Street and place design controls on any new build. Use the funds from the sale of land to purchase open space elsewhere in Sydenham.

(N5) Temporary landscapes

In discussion with landowners, Greening the Rubble and Gap Filler, look for inventive uses for cleared sites along Colombo Street.

(N6) Gateway treatment Colombo Street

Enhance the entrance experience to Sydenham township at its northern and southern ends. This will help make the centre recognisable as a unique area. Use this as an opportunity to reflect the history of the area and strengthen Sydenham's identity.



Implementation summary

For more details refer to Appendix 3 and Section 6.2

Goals	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal 4. Greening the corridor	(N5) Temporary landscapes <i>(refer to page A3-8).</i>	(N1) Colombo Street public spaces <i>(refer to page A3-1).</i> (N2) Street trees and lighting <i>(refer to page A3-4).</i> (N3) Buchan Park remodel <i>(refer to page A3-5).</i> (N6) Gateway treatment Colombo Street <i>(refer to page A3-10).</i>	(N4) Relinquish and replace Carlyle Park <i>(refer to page A3-7).</i>	
Related actions from other themes	(E3) Pilot redevelopment project of a multiple ownership site. (E4) Former Sydenham School site development framework. (E5) Railway site property opportunities. (M3) Pedestrian improvements. (M4) Cycle infrastructure. (M5) Colombo Street public realm improvements. (C3) Support the Sydenham Heritage Trust. (C5) Local landscape and heritage interpretation. (B1) Targeted residential activities around Buchan Park. (B2) Building setbacks on Colombo Street.			

5.4 Community well-being/culture and heritage - theme and actions summary

Theme summary - Sydenham's community facilities and services

Prior to the earthquakes, Sydenham had in its centre a Ministry of Social Development office (WINZ and Child, Youth and Family offices), Ministry of Economic Development office, a book discussion scheme distribution office, community groups including the Sikh Society (in the former Masonic lodge), the Sydenham Heritage Trust, a childcare centre and a martial arts school amongst others.

The commercial centre in addition to being a place for doing business, is the place which needs to support strong social connections. Within the Sydenham centre itself, community gathering and networking spots were found in several commercial premises as well as public spaces - at the post office on Colombo Street and at eating and drinking venues such as Rob Roys and Churchill's.

The nearby suburbs (south of Brougham Street) including Beckenham and Cashmere bring a large residential catchment to the doorstep of Sydenham. South of the centre there is a high provision of community facilities including a number of blocks of social housing, Nazareth House and attractions including Sydenham Park, South Library and the Malthouse theatre. Crossing Brougham Street to enter Sydenham can be challenging with high traffic counts. However, the amount of foot traffic suggests that the centre's retail and social offering is significant enough to bring people from further away than Sydenham itself.

If the centre increases its population and housing density this will place additional demands upon community facilities and services in the area. The Sydenham Master Plan provides a means to support the development of a community hub centred around the former Sydenham Methodist Church building. It also looks to build a self-contained community where people can access personal services, advocacy, information and opportunities readily and easily without having to go out of the centre.

SOCIAL AND CULTURAL WELL-BEING

Theme COMMUNITY WELL BEING / CULTURE AND HERITAGE

Public services

Social and community capital

Community resilience

Cultural diversity

Urban design
Context Character
Connections Creativity
Custodianship
Collaboration

Actions summary

For more details refer to Appendix 4

(C1) A Sydenham learning outpost

Increase the reach of library and information services to the Sydenham community (especially for local start-up businesses and workers) on an informal basis via a learning outpost. This may take the form of a stall which operates during local events. Referrals will continue to be made back to Central South City Library (temporarily operating at South City Mall) or South Library.

(C2) Support the return of full Sydenham based postal services

NZ Post has closed its existing post office and Kiwibank on Colombo Street and is now operating a postal only service at The Colombo Mall from the Pharmacy. This business is considered vital to support existing and potential local businesses (in both B2 and surrounding B3 zone) and residents and draws people to the area. Strongly advocate to restore postal services, Post Office Boxes and the Kiwibank service.

(C3) Support the Sydenham Heritage Trust

Support the Sydenham Heritage Trust in their efforts to rebuild a future community hub on the former Sydenham Methodist Church site (on the corner of Colombo and Brougham streets). Consider a purpose built flexible and multi-use building.

(C4) Investigate suburban community transport opportunities

The community investigates opportunities to expand or add to the existing courtesy coach network for community groups and senior citizens. Small routing changes may improve access for people who have limited access to transport to get to recreation, shopping, medical care and social services beyond simply the provision of buses.

(C5) Local landscape and heritage interpretation

Look for opportunities to reflect the history and local stories of the area into public space and building design. Consider making use of, or referencing, local industries for example steelwork, pottery kilns, and railways. Also recognise the Mana Whenua for the Sydenham area is held by Te Ngāi Tūāhuriri Rūnanga. Draw reference to Sydenham as the catchment for the Ōpāwaho and Ōtākaro rivers (and part of the extensive network of waterways, swamp and settlement sites that covered the Opawa and Beckenham areas in pre-European times).



Implementation summary

For more details refer to Appendix 4 and Section 6.2

Goals	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal 5: Restoring social hubs	(C2) Support the return of a Sydenham based postal services (<i>refer to page A4-2</i>). (C3) Support the Sydenham Heritage Trust (<i>refer to page A4-3</i>).	(C1) A Sydenham learning outpost (<i>refer to page A4-1</i>).	(C4) Investigate suburban community transport opportunities (<i>refer to page A4-4</i>).	
Goal 6: Tell the story of the place		(C5) Local landscape and heritage interpretation (<i>refer to page A4-5</i>).		
Related actions from other themes	(E2) Appoint a Sydenham case manager. (M3) Pedestrian improvements. (M4) Cycle infrastructure. (M5) Colombo Street public realm improvements. (N1) Colombo Street public spaces. (N2) Street trees and lighting. (N3) Buchan Park remodel. (N5) Temporary landscapes. (N6) Gateway treatment Colombo Street.			

5.5 Built environment actions

Theme summary - Sydenham's residential community and built character

Originally known as Newtown, Railway Town or Lankey Town, the swampy rural land of the Sydenham area was settled by an influx of immigrants in the late 1850s to 1870s who built large rural homes. By 1878 this 'model Borough' had its own Mayor and Council¹. The construction and opening of the Main South Railway line saw the beginning of another chapter in Sydenham's history as a suburb of worker cottages. Over time rapid industrial and commercial growth replaced residential activities and the Sydenham centre became an important commercial corridor.

Character attributes of the centre (some of which have altered post-earthquake):

- Colombo Street is defined by the strong visual connection to the Port Hills.
- Moorhouse Avenue, the railway line and Brougham Street clearly demarcate boundaries to the commercial centre (north and south).
- Its collection of notable heritage buildings.
- The Colombo Street thoroughfare with its near complete line of shops on both sides of the street, building diversity ranging from five level offices to two level shop units,.
- The Central City as Sydenham's backdrop.

Despite being located close to many amenities that support residential activities (such as tertiary education and healthcare facilities in the Central City, supermarkets, open space and transport links) there are very few households that exist within 400metres of the centre. There are only two known residents who live above a studio space on the stretch of Colombo Street between Moorhouse Avenue and Brougham Street. South of Brougham Street are the suburbs of Spreydon, Somerfield, Saint Martins, Beckenham, Opawa and Cashmere.

ECONOMIC AND SOCIAL WELL-BEING	
Theme	BUILT ENVIRONMENT
Principles	Community safety
	Neighbourhood amenity
	Housing stock
Urban design	Context Character Choice Creativity Custodianship Collaboration

1. Sydenham Town Enhancement Strategy, Christchurch City Council 2001

Actions details

For more details refer to Appendix 5

(B1) Targeted residential activities around Buchan Park

Establish mixed use and medium density residential housing in Sydenham as a key driver to the area's vibrancy. Look to rezone land around Buchan Park (Buchan Street and Wordsworth Street) as a living area with good accessibility to the commercial core, park amenities and passenger transport. Stimulate land use change and increase the attractiveness of the place to invest through place-making in the local environment, the right package of planning controls that make development easy to deliver, and government support.

(B2) Building setbacks on Colombo Street

Consider incentives such as rates or development contribution rebates in return for setting back buildings 2.5-3 metres as a part of the redevelopment process. This additional public space can be used to create wider openings within the footpath for seating, meeting and transition (note, this contravenes the City Plan rules regarding continuous shop frontages).

(B3) Develop supportive City Plan amendments

Seek changes to the City Plan rules (via an Order in Council or other means) within the Business 2 and 3 Zones to enable development of a type and form that is appropriate to the Sydenham centre. Changes may include: rezoning of particular areas; the introduction of a business development zone; reducing restrictive standards such as those related to on-site parking and clear urban design guidance.

(B4) Design and character guidance

Design guidelines and other methods of facilitation can be used to help inform developers on how to achieve quality urban design outcomes and urban form appropriate to the local context.



Implementation summary

For more details refer to Appendix 5 and Section 6.2

Goals	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal 7: Introducing living environments	(B2) Building setbacks on Colombo Street (<i>refer to page A5-4</i>).	(B1) Targeted residential activities around Buchan Park (<i>refer to page A5-1</i>).		
Goal 8: Planning to enable transformation	(B3) Develop supportive City Plan amendments (<i>refer to page A5-5</i>). (B4) Design and character guidance (<i>refer to page A5-7</i>).			
Related actions from other themes	(E2) Appoint a Sydenham case manager. (E3) Pilot redevelopment project of a multiple ownership site. (M2) Parking investigations in the commercial area. (M5) Colombo Street public realm improvements. (N1) Colombo Street public spaces. (N2) Street trees and lighting. (N3) Buchan Park remodel.			



6. *The process from here*

Ensuring effective Plan delivery and transition support.



**Sydenham is open
for business**

Please show your support
Easy parking is available off

**Stronger
Christchurch**
Rebuilding the Garden City together

Sydenham Master Plan actions

- The spectrum of Master Plan actions

Implementation Plan

- Detailing the collective picture of actions - overall priority, delivery roles, and scale and cost of actions proposed

Funding options and temporary support

- A summary of non-earthquake specific funding options available
- Earthquake related funding sources and temporary assistance packages for affected businesses, owners and community groups

The process from here

- Plan approval and the next implementation steps

6.1 Sydenham Master Plan actions

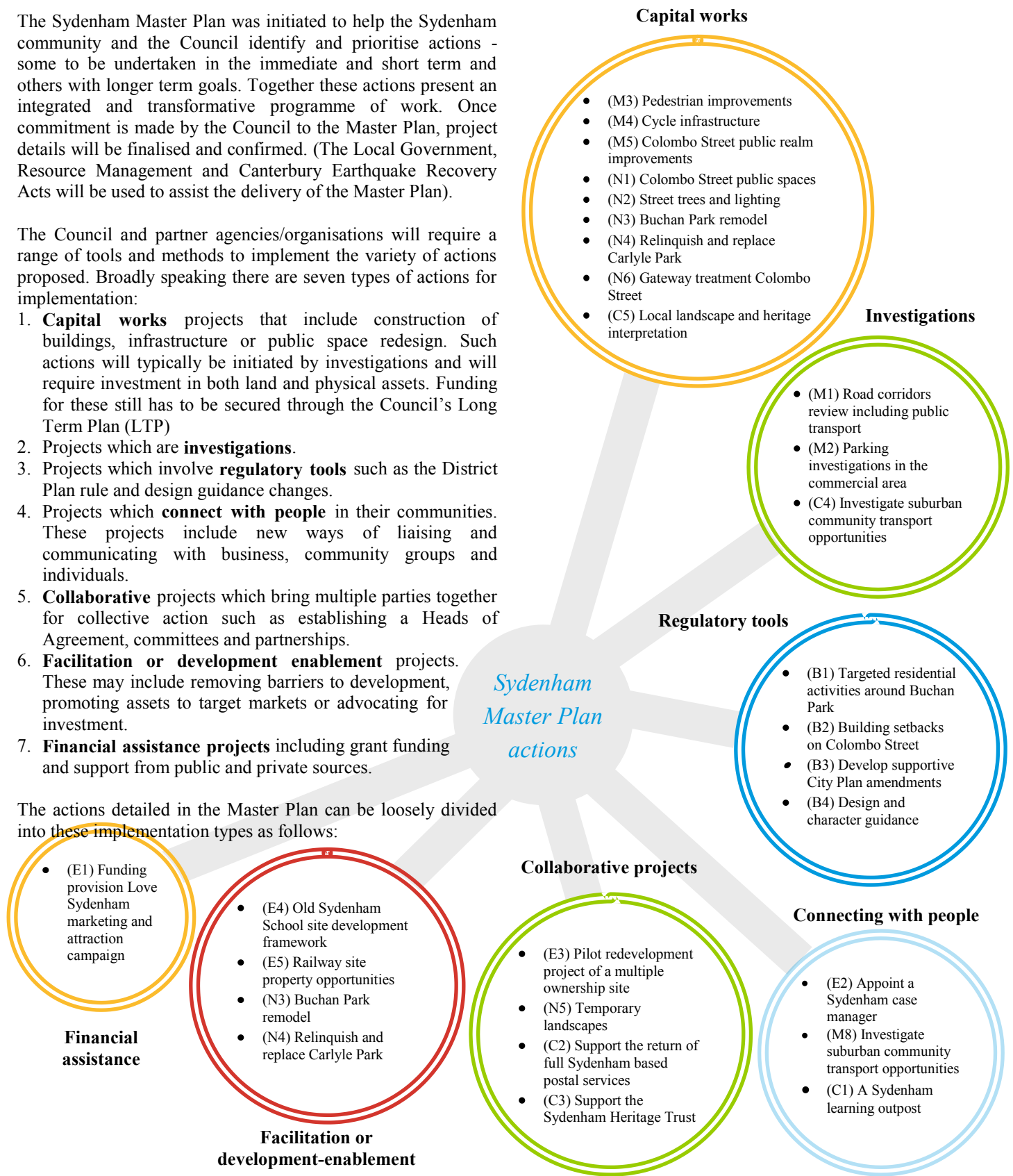
The spectrum of Master Plan actions

The Sydenham Master Plan was initiated to help the Sydenham community and the Council identify and prioritise actions - some to be undertaken in the immediate and short term and others with longer term goals. Together these actions present an integrated and transformative programme of work. Once commitment is made by the Council to the Master Plan, project details will be finalised and confirmed. (The Local Government, Resource Management and Canterbury Earthquake Recovery Acts will be used to assist the delivery of the Master Plan).

The Council and partner agencies/organisations will require a range of tools and methods to implement the variety of actions proposed. Broadly speaking there are seven types of actions for implementation:

1. **Capital works** projects that include construction of buildings, infrastructure or public space redesign. Such actions will typically be initiated by investigations and will require investment in both land and physical assets. Funding for these still has to be secured through the Council's Long Term Plan (LTP)
2. Projects which are **investigations**.
3. Projects which involve **regulatory tools** such as the District Plan rule and design guidance changes.
4. Projects which **connect with people** in their communities. These projects include new ways of liaising and communicating with business, community groups and individuals.
5. **Collaborative** projects which bring multiple parties together for collective action such as establishing a Heads of Agreement, committees and partnerships.
6. **Facilitation or development enablement** projects. These may include removing barriers to development, promoting assets to target markets or advocating for investment.
7. **Financial assistance** projects including grant funding and support from public and private sources.

The actions detailed in the Master Plan can be loosely divided into these implementation types as follows:



Page	Ref	Action	Action type	Scale Small Medium Large	Lead Council Unit, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
ECONOMY AND BUSINESS								
A1-1	E1	Love Sydenham marketing and attraction campaign.	Financial assistance	Medium	Sydenham Business and Community Association Recover Canterbury Christchurch Economic Development Corporation The Council-Strategy and Planning	The Council - Communications Christchurch and Canterbury Tourism Community Board Local businesses	Immediate	Medium
A1-2	E2	Appoint a Sydenham case manager.	Connecting with people	Small	The Council - Suburban Centres Programme	The Council - City Environment (consents planning, heritage, urban design, legal divisions) CERA	Immediate	Low
A1-3	E3	Pilot redevelopment project of a multiple ownership site.	Collaborative	Medium	The Council-Suburban Centres Programme	Land owners The Council - City Environment (greenspace, regulatory and property divisions) Financial institutions Insurance companies	Immediate	Medium
A1-5	E4	Former Sydenham School site development framework.	Facilitation or development enablement	Small	The Council - Strategy and Planning / Property	Future purchaser and developer	Immediate	Low
A1-6	E5	Railway site property opportunities.	Facilitation or development enablement	Medium	KiwiRail The Council - Strategy and Planning / Property	Business investors Real estate agents	Medium term	Low
MOVEMENT								
A2-1	M1	Road corridors review including public transport.	Investigation	Medium	The Council - Asset and Network Planning	The Council - City Environment, Transport Operations Environment Canterbury NZTA	Immediate	Low Nb. this project is underway with funding in existing Council budgets
A2-2	M2	Parking investigations in the commercial area.	Investigation	Small	The Council - City Environment Transport and Greenspace, Traffic Operations	Local retailers Community Board	Short term	Low (short term) Nb. this project is underway with funding in existing Council budgets Low (medium/long term)
A2-3	M3	Pedestrian improvements.	Capital works	Small	The Council- City Environment, Traffic Operations	NZTA Environment Canterbury Landowners (where applicable)	Short term	Medium
A2-4	M4	Cycle infrastructure.	Capital works	Small	The Council - City Environment, Traffic Operations	Community Board Cycle groups Community	Short term	Medium

Note: The funding, timing and scope of action projects are subject to Council approval, through the LTP and/or Annual Plan process, and further stakeholder/community engagement, including land/building owner consent where required.

Page	Ref	Action	Action type	Scale Small Medium Large	Lead Council Unit, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
MOVEMENT continued								
A2-5	M5	Colombo Street - public realm improvements.	Capital works	Large	The Council - Capital Programmes Group	The Council - Transport and Greenspace, Traffic Operations, Asset and Network Planning, Strategy and Planning Sydenham Business and Community Association Environment Canterbury Community Board Community	Medium term	Medium
NATURAL ENVIRONMENT								
A3-1	N1	Colombo Street public spaces.	Capital works	Medium	The Council - Capital Programmes	The Council - Strategy and Planning / City Environment Local businesses Community Community Board	Short term	High
A3-4	N2	Street trees and lighting.	Capital works	Medium	The Council - Capital Programmes	The Council - City Environment Community Community Board Tree nurseries	Short term	Medium
A3-5	N3	Buchan Park remodel.	Facilitation or development enablement	Large	The Council - City Environment	Community Board Property owners	Short term	Medium
A3-7	N4	Relinquish and replace Carlyle Park.	Facilitation or development enablement	Medium	The Council - City Environment	The Council - Property	Medium term	Low
A3-8	N5	Temporary landscapes.	Collaborative	Small	Greening the Rubble Gap Filler	The Council - Capital Programmes Property owners Local design community Business sponsors Community	Immediate	Low
A3-10	N6	Gateway treatment Colombo Street.	Capital works	Medium	The Council - Capital Programmes Sydenham Business and Community Association	Business and local community Local artists Te Ngāi Tūāhuriri Rūnanga	Short term	Medium
COMMUNITY WELL-BEING / CULTURE AND HERITAGE								
A4-1	C1	A Sydenham learning outpost.	Connecting with people	Small	The Council - Community services Sydenham Business and Community Association	Sydenham Church Trust Community Board Adult Reading Assistance Scheme	Short term	Low
A4-2	C2	Support the return of full Sydenham based postal services.	Collaborative	Small	New Zealand Post Recover Canterbury	Sydenham Business and Community Association Community Board / elected members	Immediate	Low

Note: The funding, timing and scope of action projects are subject to Council approval, through the LTP and/or Annual Plan process, and further stakeholder/community engagement, including land/building owner consent where required.

Page	Ref	Action	Action type	Scale Small Medium Large	Lead Council Unit, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
COMMUNITY WELL-BEING / CULTURE AND HERITAGE continued								
A4-3	C3	Support the Sydenham Heritage Trust.	Collaborative	Small	The Council - Strategy and Planning Sydenham Heritage Trust	Sydenham Business and Community Association Central and local government community and social service providers Community based service providers (non governmental)	Immediate	Low
A4-4	C4	Investigate suburban community transport opportunities.	Investigation	Small	Community (interested organisations and individuals)	Community Board The Council - Strategy and Planning NZTA	Medium term	Low
A4-5	C5	Local landscape and heritage interpretation.	Capital works	Medium	The Council - City Environment Community Board	Te Ngāi Tūāhuriri Rūnanga Local artists and industries Local community	Short term	Medium
BUILT ENVIRONMENT								
A5-1	B1	Targeted residential activities around Buchan Park.	Regulatory change	Small	The Council - Strategy and Planning	The Council - City Environment / Property Private developers	Short term	Low
A5-4	B2	Building setbacks on Colombo Street.	Regulatory change	Small	The Council - Strategy and Planning, Transport Operations	CERA Urban Design Panel Private developers Community Board	Immediate	Low
A5-5	B3	Develop supportive City Plan amendments.	Regulatory change	Medium	The Council - Strategy and	CERA	Immediate	Medium
A5-6	B4	Design and character guidance.	Regulatory change	Medium	The Council - Strategy and Planning Community Board	Urban Design Panel New Zealand Historic Places Trust Design community (Architects, Urban Designers)	Immediate	Medium

Note: The funding, timing and scope of action projects are subject to Council approval, through the LTP and/or Annual Plan process, and further stakeholder/community engagement, including land/building owner consent where required.

6.3 Funding options and temporary support

A summary of non-earthquake specific funding options available

A wide range of funding sources need to be explored beyond conventional means. There are various funding options available to the Council depending on the project and the role the Council chooses to take. A consistent theme will be partnership with the community, Central Government, or New Zealand businesses and organisations.

Options to investigate include:

Council revenue

- General rates - an additional cost on households who face a 5.34 percent rate rise in 2012.
- Development contributions - work like a tax on new developments with the funds going towards capital funding of infrastructure upgrades required to support the increase in population (potentially an additional cost on developers who face economic hardships through loss of income).
- Targeted business rating - in local business areas, with the money collected going back into town centre management projects (potentially an undesirable additional burden for a business community which has been badly hit in the earthquake).

Development mechanisms

- Joint business ventures - where the Council goes into a public private partnership with a private investor, sharing the risks and profits to be reinvested into public works.
- BOOT - Build, Own, Operate, Transfer schemes.

Private investment incentives

- Including 'bonus' provisions within the District Plan to help focus private investment and development certainty around providing new or improved public amenities.
- Transferable development rights - commonly used as an incentive for retaining heritage buildings, but could be used to secure ownership or protection of land for new streets or public spaces. These are additional development rights which are given to another property, in lieu of a lost development opportunity.

Community and business funding

- Community fundraising - for example Love Sydenham t-shirts, festivals and concerts, sports tournaments and other events. Regular fundraising events such as the concert series at The Colombo could become a feature of Sydenham. This will also help to create pride in the community.
- Buy a brick where people are encouraged to buy a paving slab for a street or public place, and their name or message is then engraved on it.
- Plant a tree, planting a tree in memory of someone, the earthquake or to commemorate a Sydenham specific event.

Encouraging this in parks and along the streets could become a beautiful local interpretation of different occasions and memories.

- Civic gifts by community groups such as Rotary or individuals (building upon these ideas, this could extend to street furniture and public artwork).

Central Government/Local Government

- Creative New Zealand Arts Funding - for the inclusion of artwork in public spaces. Applications could be made for projects that bring local artists and other professionals such as urban designers, architects, or traffic engineers together to work collaboratively on projects.
- Sustainable Urban Development Fund - this fund has been established by the government to support innovative projects that are seeking to achieve a higher standard of urban sustainability.
- Community services funding - is primarily for services, but could be applicable for community partnership initiatives.
- Economic Development funding - this could be applicable for business clusters and initiatives specifically aimed at growing knowledge and high-valued added jobs.
- Funding from the New Zealand Transport Agency - from the national land transport fund.
- Funding from Environment Canterbury.

Independent community grants

- Lotteries Board - also applicable for community facilities.

Other organisations

- Partnership with other organisations with land or investment interests in the centre.

Earthquake-related funding sources and temporary assistance packages for affected businesses, building owners and community groups

Central Government and Local Government funding

- Christchurch Earthquake Mayoral Relief Fund - provides funding toward projects that contribute to the rebuilding of the social and physical infrastructure of Christchurch following the earthquakes. The Fund focuses on projects such as repairing or rebuilding damaged community buildings or structures. However, projects that contribute to this outcome, such as getting specialist advice on the repair or rebuilding of an earthquake damaged community building or structure, may also be considered.
- The Christchurch Earthquake Appeal Trust - a fund administered by trustees who appoint a board of local experts. The fund aims to restore communities in the following areas - sport and recreation, education, hardship and relief, environment, economic revitalisation, heritage and culture and spiritual and faith.
- Canterbury Earthquake Heritage Building Fund - a fund for owners of listed heritage buildings and character buildings to repair earthquake damage. The fund will not meet the full cost of repair, conservation or upgrade but will be targeted towards the gap between insurance cover and total repair costs.
- Work and Income 'Job for a local in Canterbury' - a wage subsidy that provides employers with financial help to employ disadvantaged job seekers in the Canterbury Region.
- Ministry of Social Development Individual Recovery and Community Well-being Training - where organisations are invited to apply to provide training to volunteers and paid employees of organisations who deliver the first level of support to those affected by the earthquakes.
- Canterbury Earthquake Community Response Fund - one off grants to support community based social services.
- Other Central Government funding - \$1.7 million to extend the reach of the local recovery team by recruiting new business recovery coordinators; \$2 million to support visits to international markets by earthquake affected export businesses and \$650,000 for businesses to access training, workshops and business coaching.

Joint public and private sector external funding

- Canterbury Business Recovery Trust Fund - cash injections to earthquake affected businesses such as relocation expenses, permanent relocation costs, connections to essential services and expert advice and assistance.
- Recover Canterbury - Canterbury Employers Chamber of Commerce and Canterbury Development Corporation

operate a free Call Centre and website for advice, information and access to business recovery coordinators.

Private sector led external funding

- ASB \$250m Investment Programme.
- Trust funds/Benefactors.

Local Government initiated assistance

- Orders in Council for Temporary Business/Residential Accommodation - in place till 2016.
- Council case managers - are a single point of contact for liaison with Council services for example Resource and Building Consents and design guidance.
- Business Associations - information exchange.
- Business Recovery Coordinators - through Recover Canterbury.
- Heritage and regulatory planning advice - for resource and building consents.

Community organisations, trusts and philanthropic assistance

- Living Streets (Greening the Rubble), Gap Filler and Make_SHIFT - facilitation of community uses on cleared commercial sites to help maintain vitality/exposure of an area. Council funding is in place but is likely require additional resourcing.
- Red Cross Grants - previously offered included:
 - Winter Assistance Grant
 - Temporary School Grant
 - Relocated School Children Grant
 - Bereavement Grant
 - Winter Assistance for Under 5's
 Grant availability changes over time depending on resources.
- Canterbury Community Trust Fund - for charitable, cultural, philanthropic and recreational groups in the Canterbury region.
- The Lion Foundation - distributing an additional \$5 million within the Canterbury area following the earthquakes.
- Christchurch Rotary Earthquake Relief Charitable Trust - aims to meet earthquake needs not met by major funding groups. Funds will focus on: lower socio-economic groups, older people, young people and those with a disability.
- The Tindall Foundation - trustees are looking at giving support to longer term social needs and building community resilience.
- Todd Foundation - \$1.84 million dollar Earthquake Recovery Fund that focuses on engaging communities in recovery and renewal and supporting the recovery of the Canterbury Not for Profit Sector.



6.4 The process from here


Plan approval and the next implementation steps

The draft Master Plan is just the beginning of the recovery and rebuilding of Sydenham's suburban centre. This draft Master Plan now needs to go through a number of formal channels.

- The draft Master Plan will be consulted on with the community and decision makers including the Spreydon-Heathcote Community Board.
- Submission will be received and possibly public hearing will be held.
- Feedback will then be analysed which may result in the amendment of the draft Master Plan.
- The draft Sydenham Master Plan will then go to the Christchurch City Council for approval.

After adoption by the Council, there are three key implementation steps considered essential to its effective delivery:

- **Agree on an implementation management structure.** Give consideration to a Suburban Centres Implementation Group (within the Council) or other structure to oversee the implementation of the Master Plan. A specific Sydenham centre management approach will ensure that after the separation of individual actions in the Master Plan to the Council Units or agencies, there will still be a group (or individual) responsible for the advocacy, auditing and strategic oversight of the Master Plan's vision and activities as it progresses. This management function will be particularly important in leading discussions with CERA.
- **Complete costing of actions and establish funding streams.** The Master Plan establishes a vision and outlines an implementation programme to guide decision-making. The Council now needs to complete detailed costings for individual action items so these can be inserted into the Council's Annual and Long Term Plans. The funding, timing and scope of project action are subject to Council approval, through the LTP and/or Annual Plan process.
- **Monitor and adapt the Master Plan as necessary.** The dynamic nature of change (which is intensified within a post-earthquake environment) means that over time specific project actions may become out of date or need to be revisited. There may also be new proposals that come along and need to be evaluated against the high level vision for Sydenham and the dimensions of recovery planning detailed in the framework found in Section 1.4.



Master Plan Appendices

Appendix 1: Economy and business actions

Appendix 2: Movement actions

Appendix 3: Natural environment actions

Appendix 4: Community well-being/culture and heritage actions

Appendix 5: Built environment actions

Appendix 1: Economy and business actions

(E1) Love Sydenham marketing and attraction campaign

Description of the project:	<p>Prepare a Sydenham-specific business attraction and investment prospectus that sets out:</p> <ul style="list-style-type: none"> • The Sydenham Master Plan's vision for the area. • High level statements confirming the Council, Central Government and local business community support. • The locational advantages and 'offer' of the centre to employees, clients and shoppers including it's proximity to the Central City, CPIT, strategic transport, industrial activities, recreation, hospitality and entertainment facilities. • Recent, committed and proposed public investment projects and their timeframes for completion. • The existing mix of businesses, major government departments, companies and specialisations, and infrastructure. • Existing and authoritative future employment, business, and residential projections. • An outline of government support being provided for example case management and reducing restrictive parking standards. • Examples of preferred activity types and land-uses typologies in key areas and sites. • Opportunities for high profile development sites for example the former Sydenham School site, by business or activity type. • Its active business community (including the vision for The Colombo) and large residential catchment to the south. • A business and community service inventory. <p>Together with the roll-out of this prospectus, there needs to be a marketing campaign which regularly updates the community about public and private sector initiatives and successes. For example, the re-opening of the shop, events, the construction of a temporary landscape, and the attraction of investment on a particular site.</p>		
Rationale:	<p>The recession and post-earthquake environment has put Sydenham at greater risk of not being able to recover economically and attract people, investors and markets back. At the moment there is no coherent story that explains why Sydenham has a competitive business advantage over other locations, and what the vision for the centre is. Sydenham also suffers from out-dated and incorrect perceptions.</p> <p>Building on the 'Love Sydenham' and 'Deeds not Words' brand through a prospectus can build awareness, change perceptions and promote Sydenham as a desirable place to work, do business and invest. It is important that the area regenerates and reinforces its role as: 1) a key centre that supports the industrial sector; 2) a destination centre with complimentary retail to the Central City; and 3) a place for people to live. A campaign to engender confidence and create positive perceptions about the area will help to strengthen the long term prosperity of Sydenham's business community. It will also ensure the continuation of open communication of the area's successes.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Identification of key consumer markets and needs • Identification of appropriate/key business types for the area • Prospectus and marketing campaign research and development • Outline of the planned roll-out of the campaign • Platform for continuous and regular communication of successes in the area • Establishment of a visually consistent Sydenham identity for use in all communications • Scoping of willing local hosts <p>Approvals:</p> <ul style="list-style-type: none"> • Funding for the roll-out of the campaign <p>Implement:</p> <ul style="list-style-type: none"> • Regular communication updates • Circulate the prospectus 	<p>Implement:</p> <ul style="list-style-type: none"> • Outreach programme to communicate the prospectus to businesses in the targeted industry and commercial sectors, end users, property advisors and real estate agents. Consideration should be given to the use of 'local hosts' who can take interested parties on a guided tour of the area. • Regular communication updates 	<p>Implement:</p> <ul style="list-style-type: none"> • Outreach programme • Regular communication updates
Lead:	<p>Sydenham Business and Community Association Recover Canterbury Christchurch Economic Development Corporation Christchurch City Council – Strategy and Planning</p>		
Partner agencies / organisations:	<p>Christchurch City Council – Communications Christchurch and Canterbury Tourism, Community Board Local businesses</p>		

POSSIBLE BUSINESS TYPES TO TARGET

Sydenham could attract the following business types in the future:

- Studio commercial premises.
- Incubators.
- Owner-occupier.
- Affordable research and development space.
- Affordable studio space.
- Flexible small designer studios.
- Retail showrooms and service trades premises.
- Business services premises.
- Office services premises.

Sydenham could successfully target professional services (that supply the surrounding businesses, and smaller businesses) that can not afford Central City rental rates. This includes supporting small to medium office businesses, such as marketing firms, architects, accountants and lawyers, as well as start-up businesses in retail or industrial that need warehousing, light industrial and office. To the east of the city there are no other major small business centres. Ferrymead has a strong retail offer, and is starting to grow professional services that support the surrounding businesses, however, this area is still in it's infancy. Sydenham could fill this gap, rather than continue expansion of the office and the Business 3 Zone (B3) area, which is currently well catered for in Ferrymead.

*(E2) Appoint a Sydenham case manager*

Description of the project:	Employ a Sydenham case manager to provide a 'single face of recovery' to property owners and/or businesses to ensure that people who need assistance are able to access available services. Case managers are to help review repair/rebuild options, provide information and offer support through the consenting processes, obtain urban design and heritage advice, communicate master planning directions, advocate for asset repair works and to help owners through any financial assistance schemes adopted by the Council.		
Rationale:	Better knowledge of the kinds of services and funding available is needed by the property and land owners. There is a need to build a collaborative approach - championing within the Council and with relevant government and non-government agencies and services. The case manager is able to act as the key strategic contact and provide more responsive and tailored services. The Council has a clear and on-going commitment to business recovery. To fully achieve this, there is a need for additional human resources to focus on the rebuild of individual high priority centres.		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> • Staff programming and resourcing. Approvals: <ul style="list-style-type: none"> • Appoint a full-time officer to act as a case manager. Implement: <ul style="list-style-type: none"> • Case manager position is up and running. • Regular review of the position . 		
Lead:	Christchurch City Council – Suburban Centres Programme.		
Partner agencies / organisations:	Christchurch City Council – City Environment (consents planning, heritage, urban design, legal divisions). CERA.		

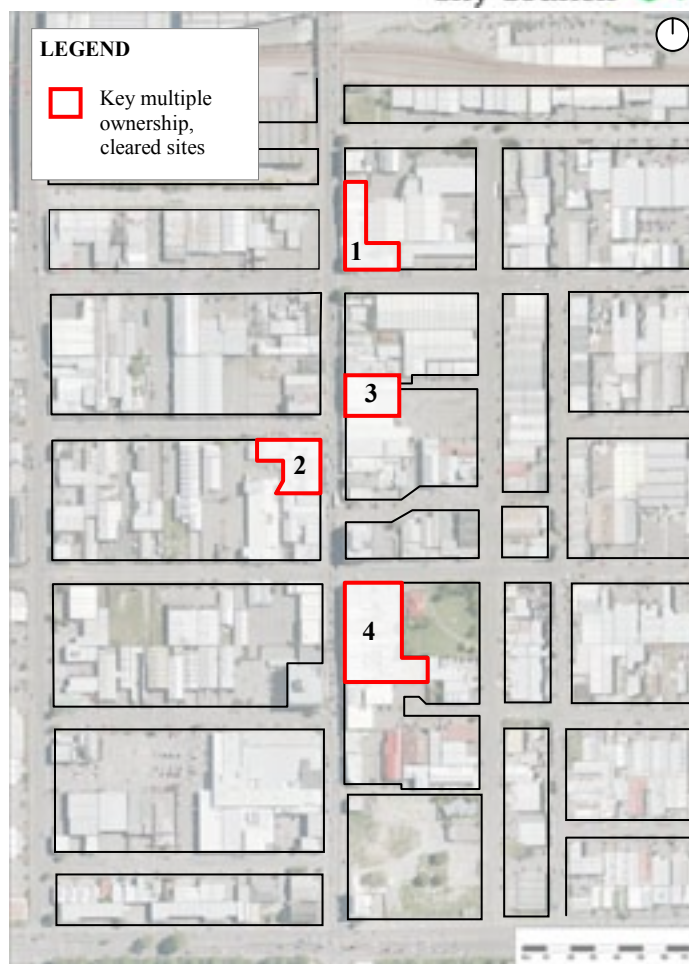
(E3) Pilot redevelopment project of a multiple ownership site

Description of the project:	<p>A pilot project that looks at the issues facing re-development on cleared sites, including: multiple owners, narrow lot sizes, deep plot widths and various levels of insurance.</p> <p>An appropriate case study site is the Buchan Park precinct - the central block which includes Buchan Park, the former Masonic Hall now demolished and the former Beverley Buildings (a heritage listed parade now demolished).</p> <p>The project is to investigate and address the following issues:</p> <ul style="list-style-type: none"> • Engineering (geotechnical) and archaeological investigations - constraints and requirements for rebuilding. • Party walls and foundations - reaching decisions about the foundations left in the ground, resolving frictions between owners adjoining walls following seismic events and fire regulations. • Differing levels of funding from insurance payouts or the ability to raise the necessary capital to finance development. • Preparation of documentation with advice from the Council's legal team on the use of body corporate's or other co-operative development mechanisms such as development corporations and partnerships. • The economies of scale for the development of adjoining sites and those in multiple ownership with regard to architects fees, consent fees, building costs, technical reports, party walls and foundations, fire regulations, parking requirements, vehicle access, building circulation and lifts. • Urban design advice for the development of sites including: <ul style="list-style-type: none"> • Contextual analysis of the site. • How to maximise the sites advantages. • Designs which give a consistent height and a good interface to the street. • Ways to reference what stood on the site before. • How to retain the fine grain of building, achieve a sensitive scale and proportion and select materials and colours in keeping with Sydenham's character and historic pattern of development. • Exit strategies for owners who do not wish to develop their sites, but need assurance on the value of the land they are selling. • Ideas and contacts to enable temporary uses for sites (Greening the Rubble and Gap Filler) to avoid long term vacant sites becoming a blight on the landscape. This includes ways of providing temporary accommodation in the short to medium term that provides a street frontage (for example, hiring of units for community use/display/displaced businesses). 		
Rationale:	<p>Sydenham has several sites where owners have been left with cleared lots that were originally built as one parade. Undeveloped sites remaining vacant and unusable will have negative effect on regeneration of area. This project will give confidence to owners in Sydenham and elsewhere about the comprehensive development of sites and the positive input of architectural and design advice to realise their potential.</p> <p>Ideally, these premises should be built again as one building (to benefit from building efficiencies from a single floorplate, lift and circulation system). Re-development should allow for the owners to, if desired, have different façade treatments to show individuality in a way that complements the adjoining properties.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Land owner aspirations and circumstances. • Planning intervention mechanisms for site amalgamation and/or development. • Future uses of Buchan Park. • Tailored funding mechanisms. • Design. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Development model. • Planning matters i.e. pre-approval. <p>Construction and implantation (to show that this model works and can be rolled-out across the city).</p>	
Lead:	Christchurch City Council – Suburban Centres Programme		
Partner agencies / organisations:	<p>Land owners.</p> <p>Christchurch City Council – City Environment (greenspace, regulatory and property divisions).</p> <p>Financial institutions.</p> <p>Insurance companies.</p>		

EXISTING MULTIPLE OWNERSHIP CLEARED SITES

Possible pilot sites:

1. Byron/Colombo Streets (8 lots).
2. Battersea/Colombo Streets (3 lots).
3. Penbury/Colombo Streets (3 lots).
4. Wordsworth/Colombo Streets (12 lots).



POSSIBLE RESPONSE

Concept designs and detailed layouts need to be explored in collaboration with landowners and developers. One option which provides a positive urban design response is shown below:



LEGEND

- Mixed use activities
- Retail / commercial activities

Shops, commercial premises and residential units facing the laneway and square

Rebuilt parade of shops, with identifiable tenancies

A rear lane loop around to Colombo Street from Wordsworth Street providing on-site short-stay car parking area for businesses. Surrounding buildings should overlook the lane to provide passive surveillance. The lane should be narrow, traffic calmed and one-way. Consider a different surface treatment to keep speeds down and to prevent it being used as a cut through.

Artist impression of the Buchan Park precinct

(E4) Old Sydenham School site development framework

Description of the project:	<p>The Council considers approaches to manage development quality on the former Sydenham School site (350 Colombo Street) which it owns. Look to develop a design brief which is attached to any Expression of Interest to clearly outline quality expectations to developers. The Council's procurement requirements should ask for a concept design attached to the land purchase offer to ensure that design quality is considered.</p> <p>Note A resource consent was approved in 2005 for a mixed use, medium density development named 'Sydenham Square'. The resource consent has since lapsed.</p>		
Rationale:	<p>This high profile, large and prominent site (located opposite The Colombo) is considered a strategic land parcel which has the potential to be a catalyst for the regeneration of Sydenham. It presents an opportunity to introduce a high quality development which embodies the identity of the 'new Sydenham' to the southern end of the centre.</p> <p>Future development on the site should:</p> <ul style="list-style-type: none"> • Contribute an active edge back to Colombo Street. • Provide an edge to Brougham Street which is acceptable in visual terms. • Ensure public space has a connection to Colombo Street and adds to the amenity of any residential uses on site and collective experience (wider community gain). • Retain significant trees (Weeping Elm). • Physically and visually connect to Waverley Street. • Appropriately respond to the Canterbury Playcare Association shop, library and facilities on the north-east corner of the site. <p>Consider the potential mix of activities that could be appropriate for the site. This may include community activities such as a gymnasium and fitness centre, older adult housing and education or entertainment facilities.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Mechanisms available to 'lock-in' design quality. • Enter discussions with interested parties. <p>Implement:</p> <ul style="list-style-type: none"> • Design input/control tools attached to the request for tender. 		
Lead:	Christchurch City Council – Strategy and Planning/Property.		
Partner agencies /organisations:	Future purchaser and developer.		

POSSIBLE FRAMEWORK



Note: The land has not been sold and therefore the proposition sketched above is indicative only.

(E5) Railway site property opportunities

Description of the project:	<p>The future of Rail Shed B is uncertain. This project looks to investigate potential uses for this vacant building. These may include:</p> <ul style="list-style-type: none"> • Temporary uses such as a weekend market. • A covered market as a permanent feature. • An arts centre. • An indoor sports and recreation facility. • A rail and industrial history museum. • A small business incubator. 		
Rationale:	<p>Around the Main South Railway line there are many old industrial and warehouse buildings, some un-used. The Rail Shed B building on the corner of Cass and Colombo streets is one such example. An opportunity exists to use this prominent corner building (with a large floorspace) for new business or community activities and for it to act as a northern 'centre of activity'. It is a strategically significant site with high accessibility and lower land values.</p> <p>Discussions are currently being had with KiwiRail and interested parties about the building. This project will enable more informed discussions with potential owners or tenant organisations.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:		<p>Investigate:</p> <ul style="list-style-type: none"> • Property and land designation investigation. • Market demand for particular uses. • On-going discussions with current owners and future purchasers/developers. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Resource and building consents. <p>Construction and promotion.</p>
Lead:	<p>KiwiRail Christchurch City Council – Strategy and Planning / Property</p>		
Partner agencies / organisations:	<p>Business investors Real estate agents</p>		

Below: The vacant Rail Shed B building with its distinctive saw-tooth roof on the corner of Cass and Colombo streets



Appendix 2: Movement actions

(M1) Road corridors review including public transport

Description of the project:	Complete a full review of the movement demands on Colombo Street and the surrounding area and network. Examine the effects of a reduction in traffic in this area would have on the existing and proposed surrounding network. Examine the options of a change in road hierarchy and traffic calming devices that could slow down traffic in this area. Ensure public transport is direct and reliable, is attractive for existing users and could help encourage new users.		
Rationale:	<p>Design changes on Colombo Street and east-west cross connections have the potential to have flow-on transport impacts on the wider network. Network implications may include:</p> <ul style="list-style-type: none"> • Increased levels of congestion. • Queue formation at intersections. • Capacity reductions at key intersections in the area including the Brougham Street/Colombo Street and Moorhouse Avenue/Colombo Street intersections both of which operate at or close to capacity in peak periods. • Vehicles re-routing or using alternative routes (such as Durham, Montreal, Buchan or Gasson streets) to gain access to and from the Central City. <p>In order to better understand the wider network effects on the centre, traffic modelling and further investigations need to be undertaken. Any decisions within Sydenham are also dependant on the adoption of the transport approach detailed within the Central City Recovery Plan.</p> <p>Prior to the earthquake, the Council hoped to progress the establishment of a north-south bus priority corridor from Cashmere through to the Central City. For the Sydenham section between Moorhouse Avenue and Brougham Street, this involved peak hour bus priority lanes and removing parking along Colombo Street during these times. The earthquake events have changed Sydenham dramatically, and an opportunity now exists to redesign Colombo Street and achieve long term aspirations for public transport.</p> <p>Future plans for passenger transport sees Colombo Street remain as a key public transport corridor. The removal of buses from Colombo Street would have serious implications for the passenger service to and through this area. The increased cost of re-routing, timetabling issues and safety concerns around turning movements particularly on Brougham Street would potentially result in the removal of bus routes in this area.</p> <p>It is important for the economic viability of Sydenham that bus access is maintained. For the bus service to remain viable it is important that bus services through Sydenham are quick and reliable so existing customers continue to utilise the service and more people are encouraged to shift to public transport. This does not necessarily require the use of bus priority lanes. Other options will be explored which include facilities for passengers to board and alight quickly to ensure an effective service.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Complete traffic modelling. • Feed in confirmed Central City transport aspirations . • Determine the appropriate response. • Examine other options for business on Colombo Street to improve efficiency and reliability such as facilities for boarding and alighting. • Consultation. 	Utilise this information to form the basis for action M5 review	
Lead:	Christchurch City Council – Asset and Network Planning.		
Partner agencies/organisations:	<p>Christchurch City Council - City Environment Traffic Operations.</p> <p>Environment Canterbury.</p> <p>New Zealand Transport Agency.</p>		

(M2) Parking investigations in the commercial area

Description of the project:	<p>This project looks to:</p> <ul style="list-style-type: none">• Evaluate the effects of a possible staged removal of some parking spaces from Colombo Street.• Evaluate any opportunities for additional parking in adjacent side streets.• Complete a full review of the 2009 Parking Strategy prior to any changes being made within the area.• Use findings to determine the appropriate response for on-street parking in Sydenham for example, time restrictions, parking enforcement, loading zones, mobility parking, at grade or a structured car park building, additional on-street spaces on side streets, Park n' Walk, Pay and Display parking.• Following the implementation of the Sydenham Master Plan, and when traffic patterns have become constant/stable, complete a parking occupancy survey to understand how parking is utilised.		
Rationale:	<p>Parking is a critical contributor to the viability of street based local retailing. Key considerations include:</p> <ul style="list-style-type: none">• The consequences of the removal of some on-street parks on Colombo Street to improve pedestrian safety and environmental enhancements. Comparing the economic effects against the opportunity for landscaping to soften the road environment and increase pedestrian safety. Street trees will also help to make the carriageway appear narrower thereby reducing vehicle speeds. <p>There is public perception that there is not enough parking in the area, and in 2010 many business owners and people in the community were vocal about the effects of the removal of any on-street parking from Colombo Street. By understanding how existing on and off street spaces are utilised, a more informed decision about parking to protect multiple interests and needs across the area can occur. A new parking strategy may be needed to ensure that current parking restrictions meet the demands for the future of Sydenham.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none">• Review the 2009 Parking Strategy and report on findings.• Examine how many on-street parking spaces would be removed for pedestrian space and enhancements as part of the Master Plan. Evaluate any opportunities for additional parking such as angle parking on adjacent local streets that do not carry predominant east-west traffic movements, time restrictions and enforcement.• Investigate the option of parking meters to ensure efficient turn over of parking spaces on Colombo Street.• Report on findings.		<p>Investigate:</p> <ul style="list-style-type: none">• Undertake a parking occupancy and travel demand survey• Review the Sydenham Parking Strategy and update if needed - based on current and future requirements.• Undertake a traffic survey and retail access study to understand the destination of traffic using Colombo Street.• Independent review/assessment of car users and parking use on Colombo Street - are they stopping or going through, where are they headed? This will help to understand parking needs.
Lead:	Christchurch City Council – City Environment, Transport and Greenspace, Traffic Operations		
Partner agencies / organisations:	Local retailers Community Board		
<p>http://resources.ccc.govt.nz/files/ParkingStrategy2003-docs.pdf</p> <p>The following uses of kerb side roadspace have priority before any allocation of these areas for parking. They are:</p> <ul style="list-style-type: none">• Safety measures; Traffic flow; Pedestrian or Cycle facilities and Landscaping. <p>Arterial Roads Parking Priority (See pp.15-17 Section 4.2.6)</p> <ol style="list-style-type: none">1 Bus stops.2 Taxi, limousine and shuttle services.3 Loading Zones.4 Parking for people with disabilities.5 Short-stay private parking for business and retail needs.6 Residents parking.7 Commuter parking.			

(M3) Pedestrian improvements

Description of the project:	<p>Improve the pedestrian environment and pedestrian safety along Colombo Street with particular attention paid to footpath widths, kerb build outs and crossing points. Focus on improving pedestrian safety near bus stop locations.</p> <p>Investigate improvements across the Colombo Street - Brougham Street intersection. Prior to finalising the design, review the likely effects of the Southern Motorway (post-completion) and bus routes on this intersection. Use infrastructure accessible for all pedestrians including disabled and low mobility users.</p> <p>Possible pedestrian improvements may include:</p> <ul style="list-style-type: none"> • Changing green times for pedestrians and creating a staged signal crossing. • Improving waiting spaces. • Tactile paving. • Widening the crossing area. • Elevating road signs to create room. • Enforcing billboards and/or adding interpretative signage. 		
Rationale:	<p>The large residential catchment of the Living 3 zone south of the Sydenham commercial area brings many people to the centre to access retail and services. Pedestrian connectivity initially across Brougham Street (a State Highway) exists, but the environment could be improved for pedestrians. Improving this connection will encourage use and increase pedestrian safety.</p> <p>Pedestrian safety along the whole route is a primary concern.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Crash analysis. • Design for crossing point improvements, and pedestrian refuges. • Prepare concept design. • Consultation. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Detailed design. • Secure extra space on corners. • NZTA and the Council sign-off. 	<p>Construction:</p> <ul style="list-style-type: none"> • Upgrade pedestrian environment - construction of refuges, pavements and other improvements.
Lead:	Christchurch City Council – City Environment, Traffic Operations.		
Partner agencies / organisations:	<p>Environment Canterbury.</p> <p>New Zealand Transport Agency.</p> <p>Land owners.</p>		

EXISTING CROSSING ENVIRONMENT



Below: A street in Nelson that has a quality pedestrian waiting areas



(M4) Cycle infrastructure

Description of the project:	Consider improvements to cycle lanes, locations for secure cycle parking (racks and lockers) and other cycle infrastructure. Investigate opportunities for a 'Park and Pedal' facility in Sydenham.		
Rationale:	<p>Investing in infrastructure to support the transition of people using more sustainable transport modes (including cycling) helps with city-wide travel demand management objectives. Cycling as a sustainable transport mode has many benefits. It helps to reduce the demand on the city's transport network (by getting people out of motorised vehicles) and correspondingly improves environmental and health outcomes.</p> <p>Incentivising change could be helped by providing secure cycle parking facilities in key locations for employees, shoppers and visitors.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Review cycle parking and facilities within Sydenham and the surrounding area. Consider possible locations where additional cycle racks and lockers are suitable. Provide a secure cycle storage and parking facility. Existing cycle use through and to the centre. 	<p>Approvals:</p> <ul style="list-style-type: none"> Funding for cycle infrastructure. Encouraging developers to provide on-site cycle parking and end of trip facilities (showers/lockers) for employees and visitors through site specific travel plans. <p>Construction:</p>	
Lead:	Christchurch City Council – City Environment, Traffic Operations.		
Partner agencies / organisations:	Community Board. Cycle groups. Community.		



Providing for cycle infrastructure, to help encourage cycling patronage.

Examples of innovative lockable bike storage systems and lockers.

(M5) Colombo Street - public realm improvements

Description of the project:	The results of the investigations in M1 and M2, and the desire to encourage active travel in the area provide the necessary information to assist in determining the needs and challenges for Colombo Street. In conjunction with other specialities such as urban design and open green space, a unified plan for Sydenham both for the short and long term can be established. This may involve a staged process. Consideration needs to be given to the current road hierarchy of Colombo Street as one of the key arterial routes into the Central City to/from the south. Any new design needs to allow for vehicular, bus and cycle movements with enhanced pedestrian amenity. Any changes to the transport infrastructure on Colombo Street and the east-west cross connections within the Sydenham area, will have wider network implications so any design needs to take in account these effects and mitigate any adverse effects for the surrounding network.		
Rationale:	Colombo Street operates as one of the key arterial routes into the Central City to/from the south. For this reason it is important that any design has longevity and finds ways to: a) Achieve a good balance between movement, parking and amenity. b) Manage vehicle volumes (in the interests of both the city-wide and local transport network). c) To support the land uses which are located on it and encourage land use reinvestment.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:		Investigate: <ul style="list-style-type: none"> Utilise all findings from M1 and M2 and in collaboration with other specialties examine the appropriate road design for Colombo Street. Concept design. Consultation. 	Construction:
Lead:	Christchurch City Council – Capital Programmes Group.		
Partner agencies / organisations:	Christchurch City Council – Transport and Greenspace, Traffic Operations, Asset and Network, Strategy and Planning. Environment Canterbury. Community Board. Sydenham Business and Community Association Community.		

COLOMBO STREET ANALYSIS

Some of the different interests found along the Colombo Street environment



LAND USE INTERESTS:

- Working, living and socialising in public spaces next to the Colombo Street minor arterial.
- Interpreting landscape, identity and heritage values.
- Vehicle movements associated with land uses located along the street.

EDGE INTERESTS:

- Landscaping, design features and street furniture for amenity, identity or other reasons.
- Accessing property.
- Loading/unloading goods.
- Waiting, entering or exiting from public transport (bus stops).
- Socialising and shopping along the street.

ARTERIAL INTERESTS:

- Walking and cycling along the street.
- Crossing the street.
- Using public transport.
- The movement of people, goods and services through the city and sub-region.
- Landscaping and lighting in the street.

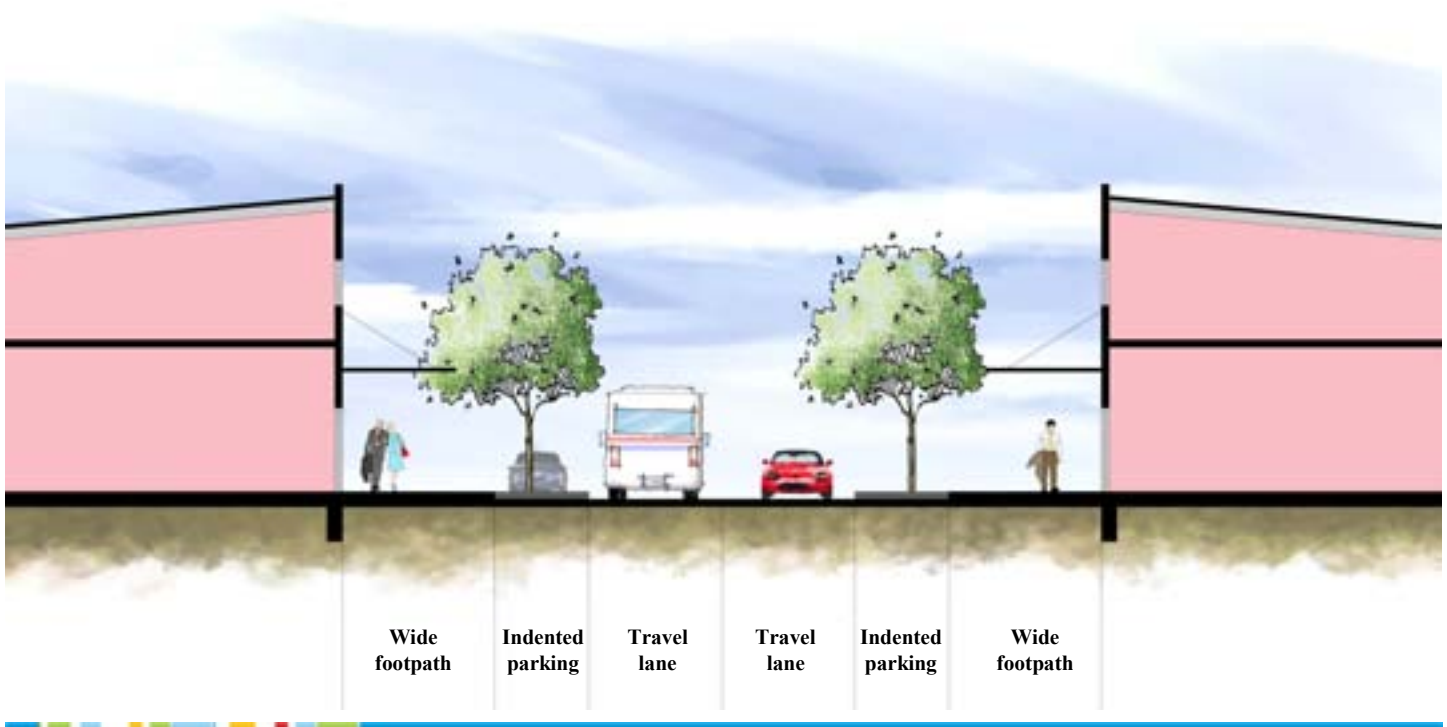
LOCAL (EAST-WEST) INTERESTS:

- Managing lateral (cross) through movement.
- Supporting the transport function of arterial streets.
- Managing local movements and access.
- Working, living and playing .

POSSIBLE CROSS-SECTION DESIGN

A number of possible cross-section designs have been considered for Colombo Street including full pedestrianisation, a slow street, bus priority, cycle lanes and maintaining the status quo.

These have been narrowed down following technical reviews and consultation feedback to an option which allows for bus, car, cycle and pedestrian movements in a slower, safer and high amenity environment. Designs which reduce traffic speeds and volumes through traffic calming schemes are included.



Appendix 3: Natural environment actions

(N1) Colombo Street public spaces

Description of the project:	<p>Develop a unified landscape approach to streetscape upgrades along Colombo Street that involves the development of small pocket spaces with areas of good sunlight. This may include:</p> <ul style="list-style-type: none"> • The removal of a small number of parking bays and replacing them with paved/green areas. • Building out from the kerb on key street corners. • Asking building owners of cleared sites to set back from the property boundary when re-building. • Addressing stormwater treatment. • Finding site specific opportunities such as: <ul style="list-style-type: none"> • A space within the former Sydenham school site, protecting the Weeping Elm trees. • Protecting a green strip on the Wordsworth Street frontage of the former Masonic Lodge site adjacent to Buchan Park. • A pocket park on the south-east corner of Colombo and Wordsworth streets. <p>The design of pocket spaces needs to address Crime Prevention Through Environmental Design (CPTED), universal design and micro-climatic issues.</p>		
Rationale:	<p>The nature of the area calls for smaller urban and civic spaces (both paved and green). By redistributing and reframing open spaces across the entire Sydenham commercial area, this will result in a cumulative benefit for the public. Spaces will better provide for passive recreation - locations to pause, sit, eat or play. Through private acquisition and sale of some land areas, only a small change to the total amount of public reserve assets is expected.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Opportunities to alter/redesign the public realm. • The types of meeting spaces that would work best. • Work with property owners to accommodate spaces. <p>Approvals:</p> <ul style="list-style-type: none"> • Detailed design and funding. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Land purchase/swap. <p>Construction:</p> <ul style="list-style-type: none"> • Initial construction within a "pilot" area. 	Maintenance and Monitoring Plan
Lead:	Christchurch City Council – Capital Programmes.		
Partner agencies / organisations:	<p>Christchurch City Council - Strategy and Planning, City Environment. Local business community. Community. Community Board.</p>		



ANALYSIS OF GREEN ASSETS

Carlyle Park

- Poor connections, poor permeability, and under used.
- Its location adjacent to an over-bridge, railway line and industrial activities gives poor safety outcomes.
- Basic amenities of a lower quality.

Corner park Byron/Colombo streets

- Seating and a small area of landscaping (25-30square metres).
- Not fronted by buildings.
- Dated.

Buchan Park

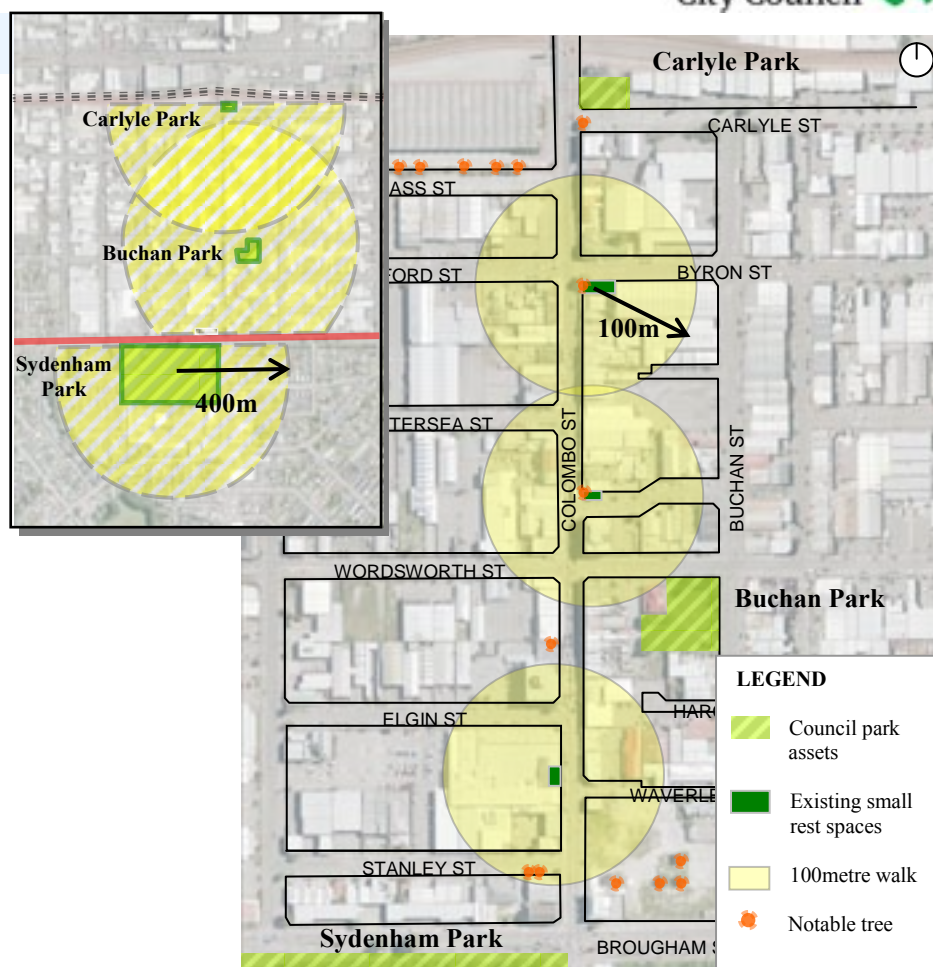
- Buchan Park is large for its purpose and under used.
- Poor connection with Colombo Street.
- Poor safety to the rear.
- Flooding issues.

Colombo Street entrance to The Colombo

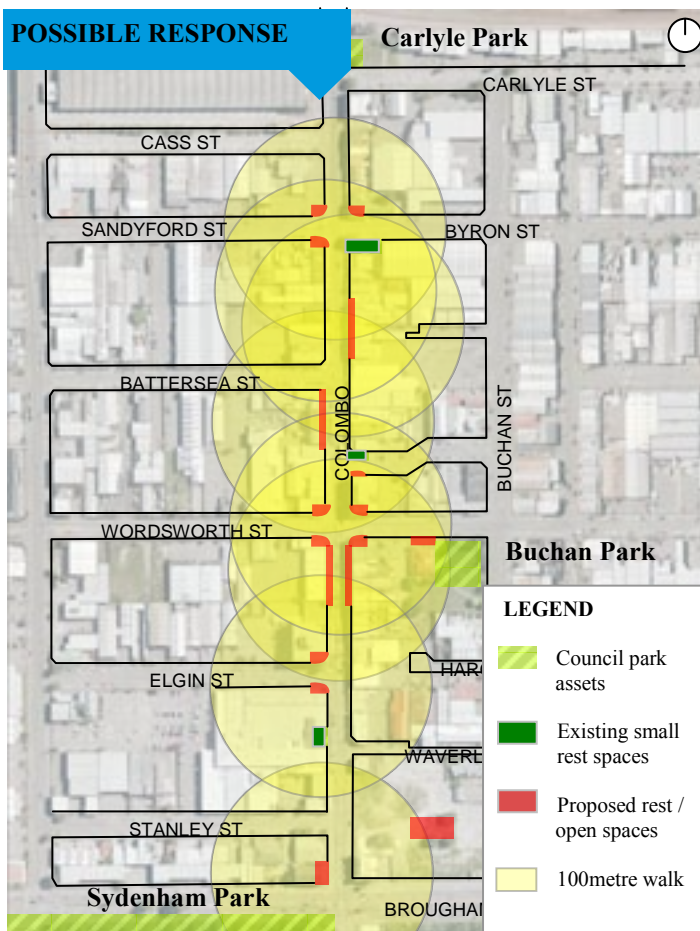
- Hard paved area, with limited use as a public space (unless dining at Underground Coffee).

Sydenham Park

- On the southern periphery of centre.
- Sports park and facilities are a city-wide asset.
- Limited access points.



POSSIBLE RESPONSE



Two pocket spaces at the intersection of Colombo Street and Byron Street

Pre-earthquake



Image source: Google Earth (2011)



Current condition



Artist's impression



POSSIBLE FUTURE CONDITION



*Redeveloping the corner site
and opening the side façade
towards the park space*

COLOMBO STREET

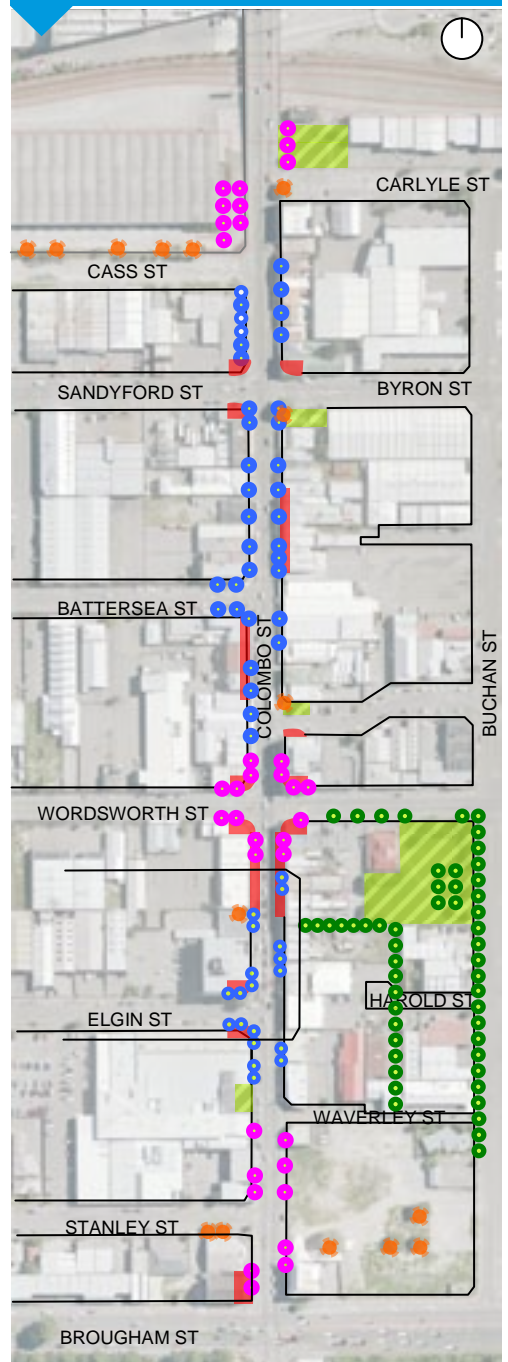
BYRON STREET

SANDYFORD STREET

Artist's impression

(N2) Street trees and lighting

Description of the project:	<p>The introduction of additional landscaping along Colombo Street via a targeted street tree response:</p> <ul style="list-style-type: none"> • Use of large ‘gateway’ trees at key intersections including Wordsworth and Colombo streets, and at northern and southern ends of the commercial area. • The regular placement of medium sized exotic specimens more suited to a street environment along Colombo Street. • Smaller scale trees, native or exotic, and possibly fruit bearing, along side streets and laneways (particularly around Buchan Park). <p>Street trees can either be placed along the kerb edge (within the footpath space) or in on-street parking lanes. Give consideration to the trees canopy width in relation to pedestrians and large vehicles in order to maintain satisfactory tree health and minimise interference with building verandahs. Landscaping should not restrict/reduce sightlines for road users. Consideration should also be given to the selection of appropriate tree species and on-going maintenance issues associated with debris in drains.</p> <p>Lighting (on side streets and main routes) needs to be regularly placed and effective for both pedestrians and motorists. Lighting should be functional and create a distinctive feel to the area in the evenings/at night.</p>		
Rationale:	<ul style="list-style-type: none"> • Public realm design and the selection and placement of street trees and lighting can strengthen pedestrian flows between open spaces and enhance the attractiveness and safety of the area. • Trees and lighting can add to the entrance experience - demarcating gateways to and from the area. Smaller trees and the design of light posts can be used to create an intimate village atmosphere and reference culture and heritage. • Trees and lighting can help to provoke driver attentiveness through changes to the road. Trees can be an effective psychological buffer between a busy carriageway and the footpath. • Street trees absorb carbon dioxide released from vehicle emissions and on a city-wide scale may be considered to contribute to a carbon sink. • Trees create a favourable natural microclimate providing shade and protection in the summer while letting in sunlight in winter. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Engineering input on urban infrastructure (overhead and underground services). • Concept design for lighting and trees. • Consultation. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Colombo Street Tree Management Plan (with specifications). <p>Construction:</p> <ul style="list-style-type: none"> • Tree specimen acquisition. • Tree pit construction. • Planting. 	Maintenance and Monitoring Plan.
Lead:	Christchurch City Council - Capital Programmes.		
Partner agencies / organisations:	Christchurch City Council - City Environment. Community. Community Board. Tree nurseries.		

POSSIBLE RESPONSE**LEGEND**

- Proposed rest / open
- Existing green space / rest / open
- ★ Existing trees – Notable
- ★ Tree type 1 - Gateway
- ★ Tree type 2 - Colombo Street trees
- ★ Tree type 3 - Buchan Park / Wordsworth St / School site link

(N3) Buchan Park remodel

Description of the project:	Building on action E3 (a pilot project on a multiple use site) investigate options to better utilise Buchan Park through the creation of a village square, opportunities for additional circulation and accessibility from Colombo Street, and public space redesign including hard surfacing, seating, tree planting and landscaping. Any design concept needs to make sure that spaces are sheltered from prevailing easterlies. If the size of the park is reduced, the funds obtained from the sale of land are to be used to purchase better suited open spaces elsewhere in Sydenham.		
Rationale:	<p>While located on a flat site within an easy walk of Colombo Street, Buchan Park is currently too large for its purpose and is underutilised. The park has flooding issues and entrapment spots (hiding areas) to the rear which can increase the likelihood of crime. Prior to the demolition of the Beverley Building shop parade (382-406 Colombo Street), there was no direct visual or physical connection to the Park from Colombo Street which has limited its usability.</p> <p>The project creates a park that is more accessible and overlooked, and therefore safer and better used (especially by local employees over lunchtime). Over time, revamping the public realm is hoped to attract residential and mixed use development to the immediate vicinity, which in turn will introduce activity into the space and help to provide casual surveillance.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Legal status of Buchan Park and resource management requirements for rezoning. Options to subdivide fee simple land to relinquish one portion to private ownership. Building on action E3, in collaboration with landowners, options to acquire one title in the former Beverley Building parade to enable a connection to Colombo Street. Concept design. Consultation and public notification. 	<p>Approvals:</p> <ul style="list-style-type: none"> Subdivision and/or acquisition. Rezoning of open space land. Detailed design. <p>Construction:</p>	
Lead:	Christchurch City Council - City Environment.		
Partner agencies / organisations:	Community Board. Property owners.		

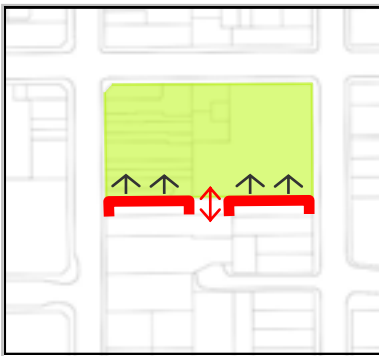


Artist's impression of a view down a laneway to a possible 'Buchan Square' and beyond



BUCHAN PARK REMODEL OPTIONS INVESTIGATED

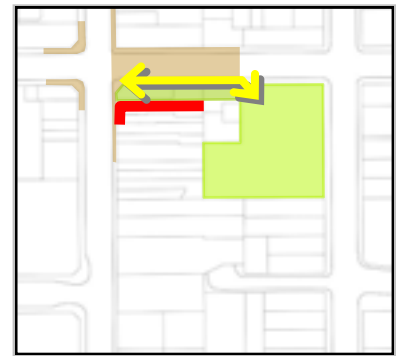
Larger green space



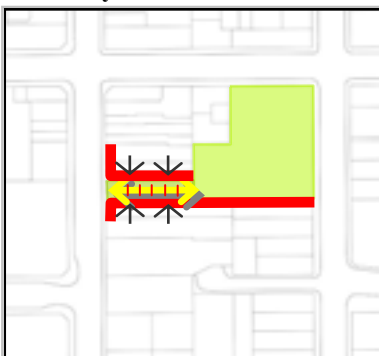
Land swap



Street greening



Laneway connection



Reduce park area, land sale



Reduce park area, land acquisition and sale



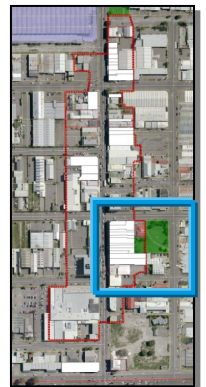
POSSIBLE RESPONSE



- Links a series of public spaces (laneway to square to park).
- Provides flexible, multi-functional spaces.
- Allows activities either side of the laneway to have extended shop frontage.
- Involves minimal land acquisition.
- Protects the former Masonic Lodge site as a community facility.
- Supports mixed use and residential activities for passive surveillance.

LEGEND

- [- - -] Former Buchanan Park boundary
- Green open space
- Retail/commercial edge
- Residential edge
- Parcel of open space land possibly sold to the private sector
- Yellow arrow Movement from Colombo Street



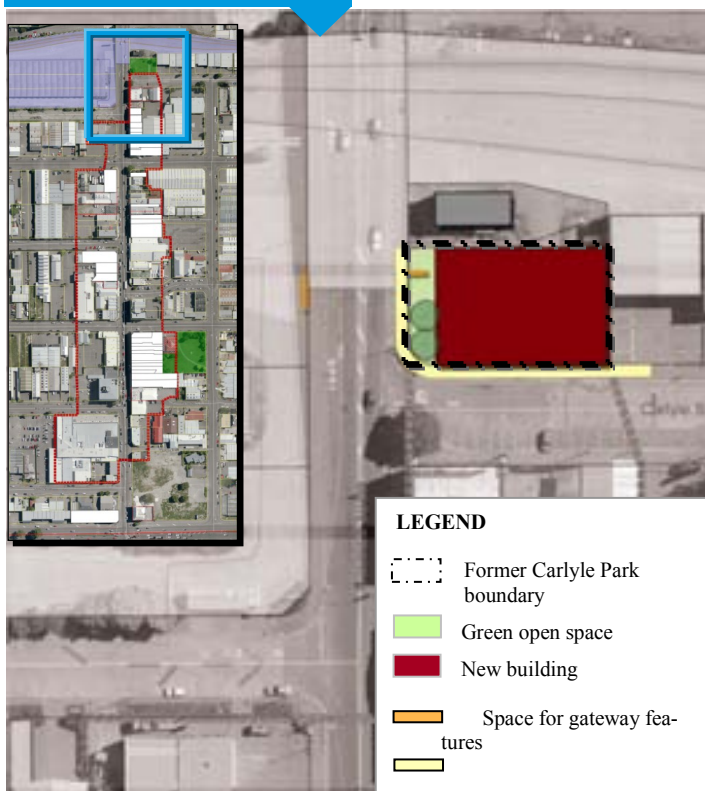
(N4) Relinquish and replace Carlyle Park

Description of the project:	<p>Sell the bulk of Carlyle Park to the private sector and use the funds obtained from the sale of land to purchase better located open spaces elsewhere in Sydenham.</p> <p>Retain a landscape strip along the Colombo Street frontage to create a northern 'gateway' into Sydenham (with signage, sculpture, trees and landscaping). Ensure a good design quality of any new building on the site, especially the built interface to both Carlyle and Colombo streets.</p> <p>Note: Carlyle Park is zoned Open Space 1 and is currently fee simple land held by the Council. Since it is not a public reserve, no Reserves Act process is required to re-classify it. The land is, however, still subject to the Resource Management Act. If the land is to be exchanged or swapped, a plan change process may be required to change the zoning prior to establishing a commercial or residential activity on former open space land. Resource consents may also be required prior to undertaking initiatives.</p>		
Rationale:	<p>This reserve area is underperforming (refer to the analysis of Carlyle Park under action N1). It is in a less than ideal location adjacent to the over-bridge, railway line and industrial activities.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:		<p>Approvals:</p> <ul style="list-style-type: none"> Reclassification and rezoning requiring a Plan Change. <p>Implement:</p> <ul style="list-style-type: none"> Set up quality control mechanisms through a site design brief attached to the sale of land. Sale of land. Look for replacement spaces elsewhere in Sydenham. 	
Lead:	Christchurch City Council - City Environment.		
Partner agencies / organisations:	Christchurch City Council - Property.		

CARLYLE PARK (CURRENT)

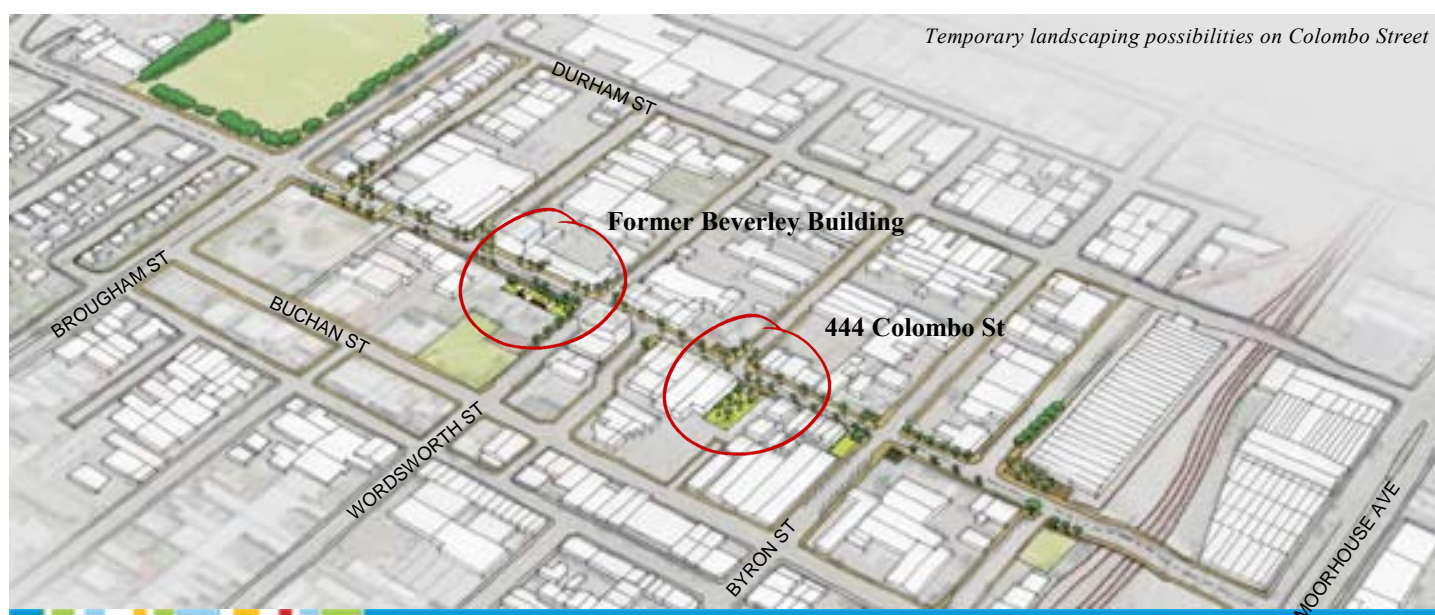


POSSIBLE RESPONSE



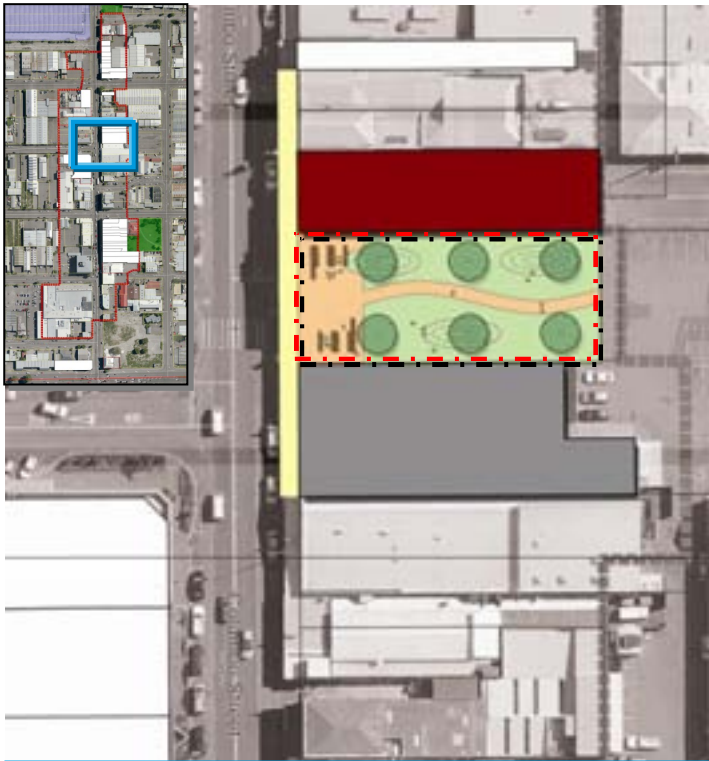
(N5) Temporary landscapes

Description of the project:	<p>Create a number of temporary landscaped public spaces on prominent commercial sites where buildings have been demolished and levelled post-earthquake. Sites are selected for innovative landscape designs, and the community resource is harnessed during their construction.</p> <p>At the termination of the License to Occupy agreements, sites are returned to owners for re-development. Elements such as tree planters, lawn and public furniture are then re-sited to other project sites around the city.</p>		
Rationale:	<p>Sydenham lost much of its continuous lining of shops on both sides of Colombo Street following the earthquakes. Many of these sites have now been cleared and the future of these sites are pending negotiations and decisions being made by owners, insurers, the Council and other agencies. An opportunity exists in the short term for 'urban acupuncture' - undertaking temporary landscaping on cleared sites via the funded Make-SHIFT initiative with Greening the Rubble (under the umbrella of Living Streets Aotearoa), property owners and the wider community in Sydenham.</p> <p>Not only do 'greened' public sites act as a magnet for the community and visitors, they are also good for local morale, add to the vitality of the area and are a sign of things happening. Making use of vacant sites for innovative and quirky ideas celebrates the resilience, diversity and creativity of the community.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Advise Gap Filler and Greening the Rubble of the activities and location suggested for temporary landscapes. Complete a stocktake of all cleared sites and owner's rebuilding intentions/timeframes. <p>Approvals:</p> <ul style="list-style-type: none"> Select a site, agree on terms, draw up a license to occupy the site, working with the private landowner. Produce a landscape concept plan. Source resources, materials and volunteers. <p>Construction:</p>	Provision of on-going funding to Gap Filler and Greening the Rubble	
Lead:	Greening the Rubble and Gap Filler.		
Partner agencies / organisations:	<p>Christchurch City Council - Capital Programmes.</p> <p>Property owners.</p> <p>Local design community/Business sponsors/Community.</p>		



POSSIBLE TEMPORARY LANDSCAPE SITES

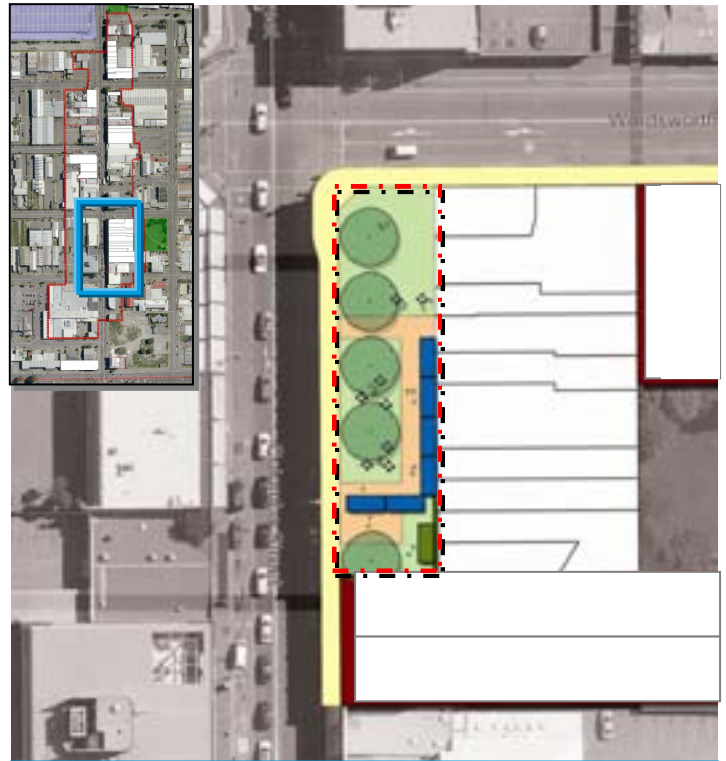
1. 444 Colombo St



Ideas:

- A pathway connecting Colombo Street and the large parking area to the back of shops.
- Informal spaces with re-locatable seating and tree planters.

2. Former Beverley Building



Ideas:

- Building on the existing single storage container being occupied by a dairy – and siting more containers for retail and public space.
- Paved and turfed spaces with re-locatable seating and tree planters.

Below: Raised mounds and pathways



Below: Innovative uses for shipping containers



Below: Half basketball courts and removable playscapes



Images sourced from: Pocock Design:Environment

(N6) Gateway treatment Colombo Street

Description of the project:	<p>Introduce a series of gateway features to the Sydenham commercial area (at the Colombo Rail Bridge and at the Brougham Street intersection as priorities). Consider the following elements:</p> <ul style="list-style-type: none"> Northern gateway: a new public plaza on the west adjacent to Rail Shed B; a new built form (with building design controls) on the east (refer to project N4); large gateway tree specimens (refer to project N2); signage for example, banners; special road surface treatments; sculpture/artwork; and use of the Moorhouse overbridge as a feature. Southern gateway (Brougham Street): provide design guidance to new built form to sites to the east and west to ensure they appropriately reflect the scale and form of the former church and post office building; large gateway tree specimens; public plaza space near to the former Methodist Church site; signage; special road surface treatments; re-use of stone and integration of character features; and sculpture/artwork. Retaining the 'Borough of Sydenham' freestanding signs. <p>Into the future, consideration also needs to be given to gateways from the east and west. More people are likely to approach Sydenham from these directions following changes to Central City road priorities and bus routing. There is a need to incorporate wayfinding and parking information at gateways as well as design treatment that helps to strengthen the areas identity and reference its history.</p> <p>Gateway treatments should be bold, contemporary, well designed and relevant to the area's (and site's) history and identity.</p>		
Rationale:	<p>Framing Sydenham as a distinct area will be aided by gateway additions at both entrances to the commercial area. These provide an opportunity to express Sydenham's unique identity by selecting sculpture, imagery or landscaping that represents the past or present environmental, historic and/or cultural context.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Concept design. Consultation. 	<p>Approvals:</p> <ul style="list-style-type: none"> Gateway Concept Plan (with specifications). <p>Construction:</p>	
Lead:	<p>Sydenham Business and Community Association. Christchurch City Council - Capital Programmes.</p>		
Partner agencies / organisations:	<p>Business and local community. Local artists. Te Ngāi Tūāhuriri Rūnanga.</p>		

Below: The southern approach to Sydenham commercial centre



Below: Borough of Sydenham sign located near to the former Church



Appendix 4: Community well-being/culture and heritage actions

(C1) A Sydenham learning outpost

Description of the project:	<p>Investigating opportunities for information exchange on an informal basis in Sydenham.</p> <p>The Council's Suburban Centres Programme, Christchurch City Libraries and Community Support find ways to increase their reach in the Sydenham community (particularly to businesses and employees). This may take the form of a mobile learning outpost such as a stall which operates during local events. Consideration could be given to other opportunities to take services into the business community such as the temporary rental of a space in community facilities or commercial buildings.</p> <p>The operation of this 'secondary' network should not be at the expense of existing library or community services in the area such as the Adult Reading Assistance Scheme. Referrals should be made back to Central South City Library (temporarily operating at South City Mall), South Library (at Beckenham) or the relevant service organisation for assistance and further support.</p>		
Rationale:	<p>While Sydenham has a small residential population, it has an extensive worker population who come into the area on a daily basis. To effectively engage with people who regularly use the centre, but may not live locally, building relationships with community service providers and organisations is vital.</p> <p>Through the use of a drop-in library and learning outposts, workers, shoppers and residents can have convenient and direct access to local information and resources. This will not only help the self-sufficiency of Sydenham, it will also provide a mechanism by which to encourage people to get involved - through stimulating business, development and investment, service and volunteering or other means. It introduces the public to organisations who are working hard to get the area back up and running and overseeing its transition into an exciting place in which to live, do business and visit.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Scoping the form and location of outreach services appropriate to the area. Opportunities to partner with non-governmental community and social service providers. 	<p>Approvals:</p> <ul style="list-style-type: none"> To expand service delivery. <p>Construction:</p> <ul style="list-style-type: none"> Set up and delivery of services. 	
Lead:	Christchurch City Council - Community Services. Sydenham Business and Community Association.		
Partner agencies / organisations:	Adult Reading Assistance Scheme Sydenham Church Trust Community Board		

Note: Through the community feed back process, the idea to attract **Aotearoa New Zealand Centres Resources** (microfilm, microfiche and family history material) to Sydenham was raised. Pre-earthquake this organisation was co-located within the Central Library and their administrative offices were located in the BNZ building in Sydenham. Aotearoa New Zealand Centres Resources still do not have access to their archives which are in a red stickered building in the red zone. Once archives are retrieved they will require a specialised environment with temperature and moisture controls. Long term they will be looking to relocate in the Central City and to stay connected with the Council's library resources. For these reasons this idea has not been pursued within Master Plan action C1.

(C2) Support the return of full Sydenham based postal services

Description of the project:	<p>As a consequence of the closure of New Zealand Post's Sydenham branch at 389 Colombo Street, the centre lost its full service post shop and Kiwibank banking services.</p> <p>This project looks to use resource to advocate for the restoration of these services.</p>		
Rationale:	<p>The Kiwibank ATM and PO Boxes behind the former Sydenham PostShop are fully operational and a limited postal services is available at the Pharmacy in The Colombo. The nearest Kiwibank/bill paying facility to Sydenham is located in Barrington. Local post office and banking services are relied upon by businesses (in both B2 and B3 zones) and the surrounding residential community. The former PostShop and Kiwibank was an important hub which drew people to the area.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Facilitate discussions with NZ Post on the restoration of postal and banking services in the Sydenham area. Undertake an audit to find a suitable location for PO Boxes. These are to be relocated within Sydenham in 2012 after their current lease expires. Provide proof of demand for services. Investigate external funding streams or Council mechanisms to financially support or fast track restoration of these services. 		
Lead:	Recover Canterbury and New Zealand Post.		
Partner agencies / organisations:	Sydenham Business and Community Association. Community Board/elected members.		



The Sydenham PostShop and Kiwi Bank pre-earthquake

(C3) Support the Sydenham Heritage Trust

Description of the project:	<p>Support the endeavours of the Sydenham Heritage Trust to create a future social hub at the cleared site (253 Brougham Street) through the construction of a multi-functional community centre.</p> <p>The Council could provide support in the form of:</p> <ul style="list-style-type: none"> Architectural and urban design guidance on rebuilding, and ways to utilise the demolition rubble of the church building (including the salvaged stained glass window). Committing to the development of a small area on the northern edge of the site as a landscaped public space. Investigating funding and assistance which may be available to the Sydenham Heritage Trust. 		
Rationale:	<p>The former church (known as the Colombo Street Methodist Church, Colombo Street Wesleyan Church or Samoan Church) marked an important gateway to Sydenham as it sat on a prominent corner lot. Prior to the earthquake, it had recently been refitted to function as an event and meeting venue (for hire) within the community. Due to the demolition of the church after the February earthquake, an opportunity exists to replace it with a purpose built flexible and multi-use space.</p> <p>Its location between the southern suburbs and the commercial area is considered ideal as a centrally located focal point for the wider community. It has the potential to become a facility which clusters community services, and provides space for hire for events, meetings and exhibitions.</p> <p>There may be opportunities to integrate or co-locate service delivery within the building for people to access a range of public health, social and community services. There may also be opportunities to build on existing government provided integrated service initiatives (for example, Ministry of Social Development's 'community link').</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> External funding streams available. Outreach community services wanting space. Partnership opportunities with the Trust, the Council and external agencies. Building design formulation. 	<p>Approvals:</p> <ul style="list-style-type: none"> Regulatory approvals (resource and building consents). <p>Construction:</p>	
Lead:	Christchurch City Council – Strategy and Planning and Sydenham Heritage Trust.		
Partner agencies / organisations:	<p>Sydenham Business and Community Association.</p> <p>Central and local government community and social service providers.</p> <p>Community based service providers (non governmental).</p>		



Sydenham Church pre and post February.

Source:
www.static2.stuff.co.nz

(C4) Investigate suburban community transport opportunities

Description of the project:	Interested community members to investigate the current operation of courtesy coaches for community groups and senior citizens to the area. This action looks for opportunities to expand or add to existing services for people who have limited access to transport and recreation, shopping, medical care and social services beyond the provision of buses.		
Rationale:	<p>Conventional passenger transport services are expensive and difficult for those under financial stress, or those who have reduced mobility such as the elderly or disabled members of the community and those with small children.</p> <p>It is understood that some people south of the Sydenham commercial area have difficulty getting to bus stops and accessing bus services. This has been made worse by the earthquakes. Existing social housing areas, aged care facilities and residential neighbourhoods are a major source of customers for the Sydenham centre.</p> <p>This project is about investigating ways to support existing not-for-profit community transport services operating in the vicinity of Sydenham to expand their reach within the community. For example, coach routes between retirement villages, the hospital or other areas are expanded to connect more locations. Businesses in Sydenham put on day coaches to bring people from remote areas to the Sydenham shops.</p>		
Timeframe:	Transition/Short term	Medium term	Long term
Strategic sequence:		<p>Investigate:</p> <ul style="list-style-type: none"> • The Council and NZTA policy on community transport. • Existing community transport suppliers. • Possible funding and sponsoring sources. • Agree, prioritise and programme action. 	<p>Investigate:</p> <ul style="list-style-type: none"> • The Council to investigate the need for a Neighbourhood Accessibility Plan (NAP).
Lead:	Community (interested organisations and individuals).		
Partner agencies / organisations:	<p>NZTA (land transport funding agency).</p> <p>Community Board.</p> <p>Christchurch City Council - Strategy and Planning.</p>		

(C5) Local landscape and heritage interpretation

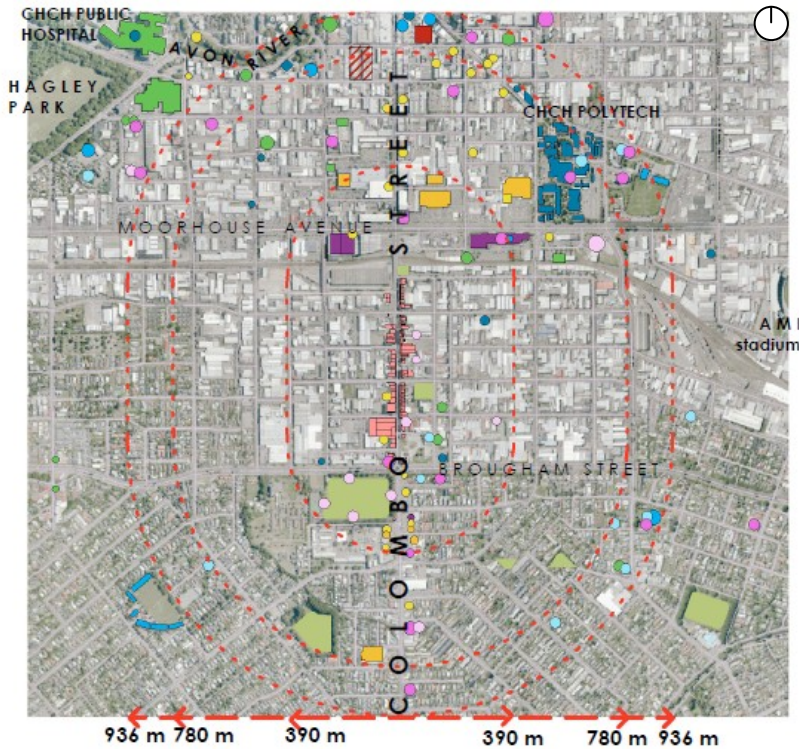
Description of the project:	<p>Designing features in footpaths, meeting spaces and new buildings that encapsulate the cultural history and stories of Sydenham.</p> <p>Some ideas include:</p> <ul style="list-style-type: none"> • Signage, photoboards or interpretive panels/plaques on key sites and amenities - what stood before, future plans for the site. • Use of stormwater systems, for example, swales and water sculpture to reference Māori values, relationship and connections with waterways. • Use views from Colombo Street to the Port Hills as reference points for interpretation. • Making use of or referencing local industries for example, pottery (Luke Adams Pottery), steelwork, Perspex and railways. • Embedding motifs or symbols (for examples, of native flora, fauna, local products, industries or artists) into public realm design. • Consistent theming of street furniture (including rubbish bins, seats, lights and tables) in street and park design. • Commissioning unique community art in visible public areas, local artists design sculptures, artworks and other design elements to reflect Sydenham's identity. Sculptural references could include: the prow and stern of a waka at either end of the urban centre symbolising the thoroughfare and bird snares or eel traps. 		
Rationale:	<p>Sydenham town has a long and proud history - both Tangata Whenua and European. Sydenham is part of the catchment for the Ōpāwaho and Ōtākaro rivers which were part of the extensive network of waterways and swamp that covered much of the Christchurch area in pre-European times. For Māori waterways including rivers and tributaries were a source of mahinga kai, and waterways were also a medium for transport. Seasonal campsites were established in the swamplands for kai gathering, and Beckenham and Opawa were known settlement sites. Drawing on these stories of Māori occupation in the design of public spaces will help to create a unique Sydenham identifier.</p> <p>Sydenham may also reference its working and industrial service beginnings. It has long been a place for a variety of artisans, manufacturers and craftsmen. The construction of the railway led to the growth in workers cottages which over time were eventually replaced by industrial uses. Interpretive elements can create a new Sydenham aesthetic, referencing heritage and character without recreating it. The use of quality materials in the design will signify pride and integrity.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Make contact with Ngāi Tūāhuriri representatives. • Ngāi Tūāhuriri to source tribal information and investigate the existence of wāhi tapu or other significant sites of high Māori values within the commercial Sydenham area. • Prepare a Sydenham street design guideline. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Consultation. • Street design guideline approved. <p>Construction:</p> <ul style="list-style-type: none"> • Commissioning of designs. • Construction. 	
Lead:	Christchurch City Council – City Environment. Community Board.		
Partner agencies / organisations:	Te Ngāi Tūāhuriri Rūnanga. Local artists and industries. Local community.		

Appendix 5: Built environment actions

(B1) Targeted residential activities around Buchan Park

Description of the project:	Look to rezone land around Buchan Park (Buchan Street and Wordsworth Street) as a living area. Stimulate land use change and increase the attractiveness of the place to invest through place-making in the local environment, the right package of planning controls that make development easy to deliver, and government support.		
Rationale:	<p>Growing mixed use and medium density residential activities in Sydenham will be a key driver to the area's future vibrancy. Intensification offers the chance to improve the urban environment through more efficient use of infrastructure and improved servicing. Students, young professionals and older adults/empty-nesters may be attracted to live in Sydenham, with its affordable smaller living areas with low outdoor maintenance requirements.</p> <p>Sydenham is considered ripe for residential - terrace housing, semi-attached units or low rise apartment living (two or three levels). It is a centre which has lower land values, has superior access to strategic and local transport and is already well-resourced in terms of shops, recreational amenities and high order community infrastructure. The street fronting Buchan Park is a location which would be desirable to encourage street scene improvements through land use change. Introducing more people and motorists in the street and overlooking the park will provide an extra sense of security and will improve the interface to public areas.</p> <p>However, before residential living is stimulated, the right conditions have to be present. Residential will also be more supported within the Sydenham area with:</p> <ul style="list-style-type: none"> Investment in place-making and amenity improvements (in parks, community facilities and the street environment) to make public areas more comfortable and safe to occupy. Greater night-time economy. The re-population and rebuild of cleared sites. A perception shift about the centre through strong marketing and engagement. Acceptance of living in two or three storey arrangements. By attracting the private sector. Sydenham must be a highly competitive development location relative to other centres across the city and sub-region. Reducing prohibitive development consent requirements around parking, giving greater certainty of regulatory approval, streamlining the consenting process and reducing (or holding) levies, fees and development contributions will be substantial 'carrots' to investors. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Amendments to the City Plan to support development. <p>Approvals:</p> <ul style="list-style-type: none"> City Plan changes (via an Order in Council, use of CERA powers or other means). 	<p>Investigate:</p> <ul style="list-style-type: none"> Planning changes required for rezoning. Process of public asset subdivision and sale. <p>Approvals:</p> <ul style="list-style-type: none"> Rezoning and subdivision. Sale of land parcel. <p>Implement:</p> <ul style="list-style-type: none"> Improvements to Buchan Park. Wordsworth Street roading improvements. 	<p>Implement:</p> <ul style="list-style-type: none"> Land purchased by private investor. Residential development.
Lead:	Christchurch City Council – Strategy and Planning.		
Partner agencies / organisations:	Christchurch City Council – City Environment/Property. Private developers.		

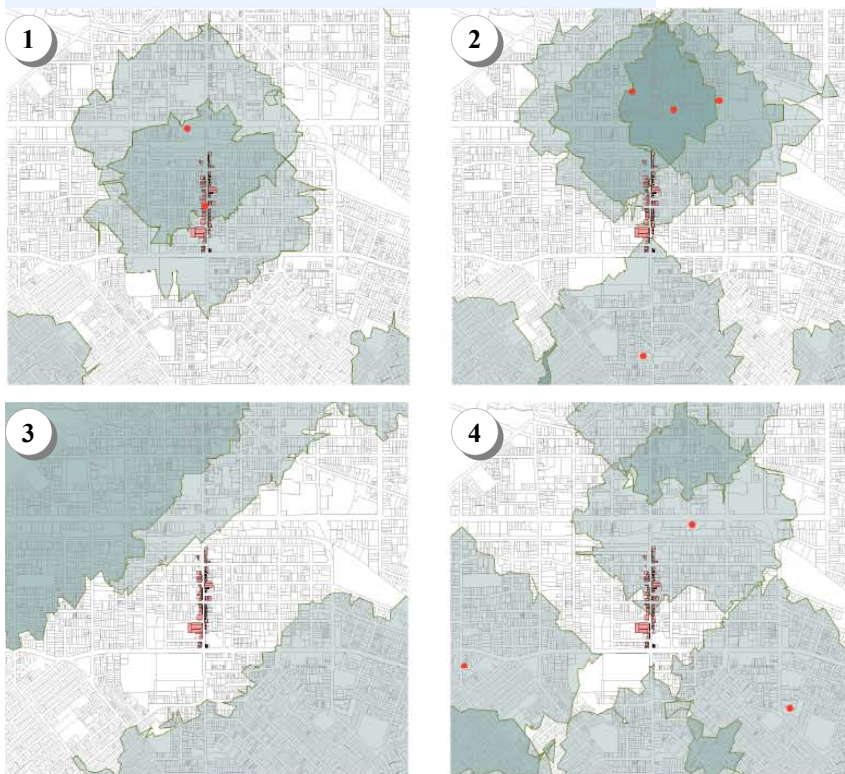
PROXIMITY TO LAND USES SUPPORTING RESIDENTIAL



LEGEND

Supermarkets/ Markets	Sports clubs/facilities	Tertiary education
Take-aways/bars	Community halls	Primary/intermediate schools
Medical services	Cinemas/entertainment	Pre-school education

PEDESTRIAN WALKING DISTANCE ANALYSIS

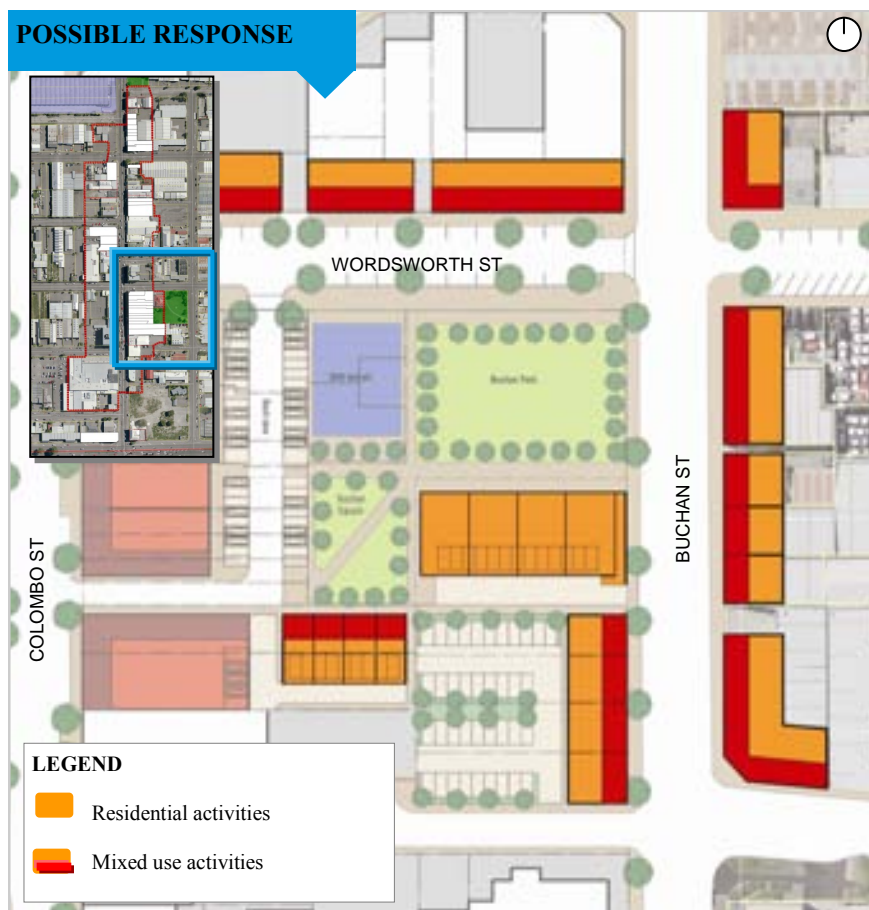


1. 12 minute walk catchment (0.9kilometres) to a District centre
2. 12 minute walk catchment (0.9kilometres) to supermarkets
3. 18 minute walk catchment (1.4kilometres) to high amenity open space
4. 13 minute walk catchment (1kilometres) to primary health care facilities (doctors clinic)

Source: Based on walking catchment modelling: *Residential Intensification 'Walking network modelling study'*, Abley Transport Engineers, 2009

Values are selected from *The New Zealand Transport Agency Research Report 353, National Travel Profiles Part A, Description of Daily Travel Patterns*. 13,000 people were studied from 6,000 households between 2003-2006

POSSIBLE RESPONSE

Potential re-development advantages of Sydenham:

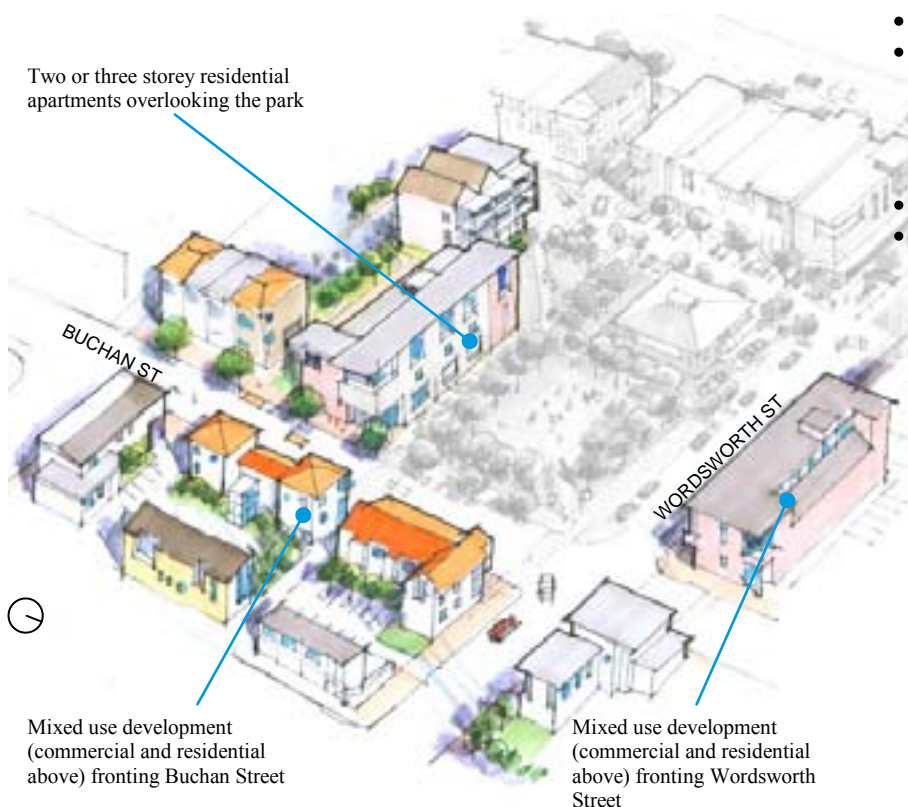
- Sydenham is a well-performing centre with a high concentration of retail and commercial uses.
- It is located within walking distance to the open space asset of Sydenham Park.
- Its proximity to higher order city-wide community facilities for example, the hospital, CPIT, AMI stadium and other amenities which will be re-opened or sited within a rebuilt Central City.
- It is well serviced by frequent bus routes along the Colombo Street spine which connect multiple urban centres - the CBD and the southern and eastern suburbs.
- It is proximate to the Brougham Street strategic transport corridor.
- The centre has planned public sector capital projects which may stimulate private sector interest and confidence.

Potential re-development advantages of Buchan Park:

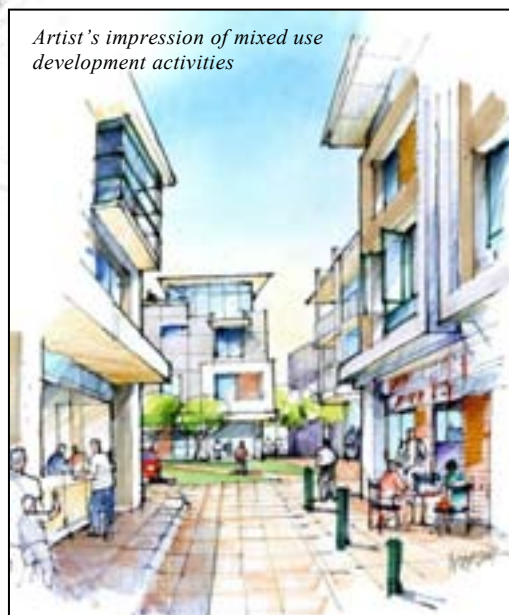
- Presents an opportunity to improve the frontage to the park in terms of better edge definition, connections through spaces, access and safety.
- Buchan Park is a large open space asset and the size could effectively be reduced providing additional land for housing.

Potential re-development challenges of Buchan Park:

- Safety and security concerns around the Park.
- Perceived as a transient 'go-through' location.
- Potential accessibility problems due to traffic flows on Colombo and Buchan streets, as well as east-west cross streets (including Wordsworth Street) which are used by industry.
- Current lack of community attractions.
- Proximity to light industrial and commercial service uses and associated sensitivity

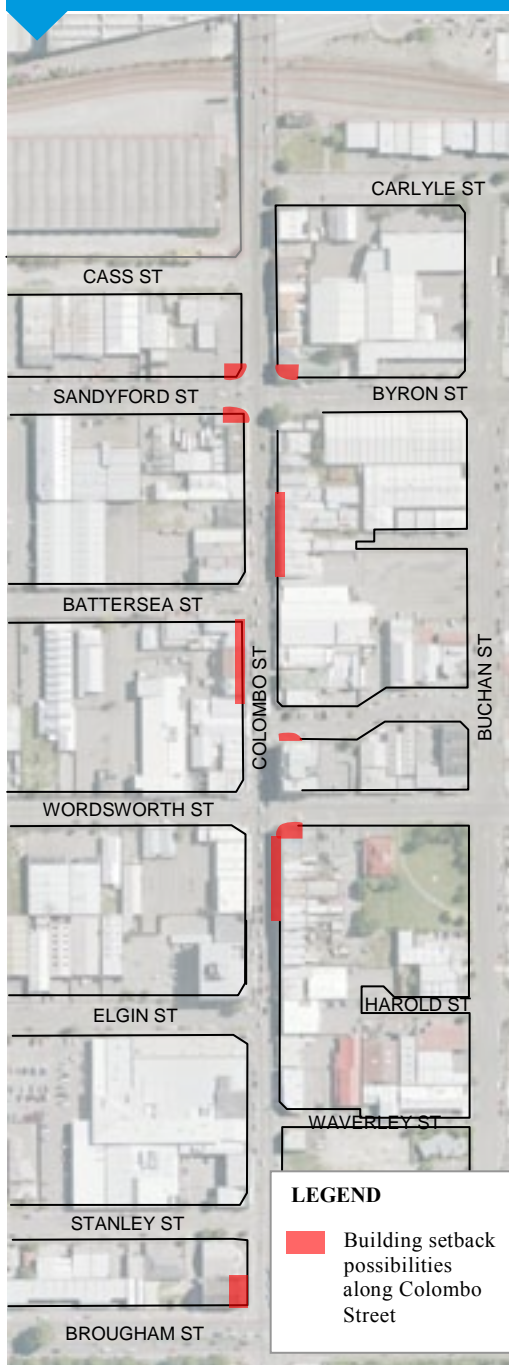


Artist's impression of mixed use development activities

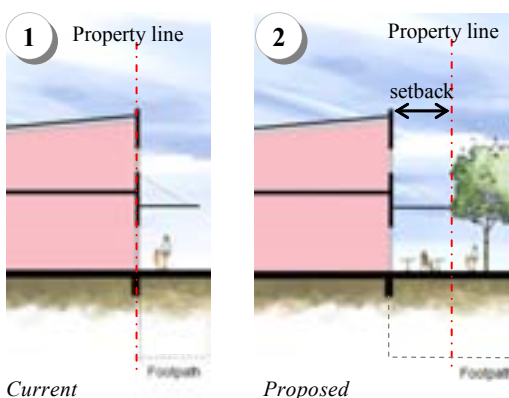


(B2) Building setbacks on Colombo Street

Description of the project:	Consider incentives such as rates or development contribution rebates in return for setting back buildings 2.5-3 metres as a part of the development process. This additional public space can be used to create wider openings within the footpath for seating, meeting and transition. Note, this contravenes City Plan rules regarding continuous shop frontages.		
Rationale:	<p>The road reservation along Colombo Street is fairly narrow at 20.0 metres. To meet aspirations for a slower environment, and to accommodate the multitude of users and functions within the street including car parking, bus, cycle, pedestrian and vehicle movement, the street cross-section may have to change. The design of Colombo Street should give consideration to kerb extension treatments, and ways to make use of each building owner's preparedness (of those consulted) to set new buildings back from their property boundaries by a small margin.</p> <p>By setting back buildings, this will create a series of wider openings for an enhanced pedestrian environment with more on-street activity.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> • Pedestrian volumes and required footpath widths. • Process for fast tracking a rule amendment for example, Order in Council or other means such as CERA. 	Approvals: <ul style="list-style-type: none"> • Site specific exemptions to City Plan rules. • Urban design panel. Construction: <ul style="list-style-type: none"> • Rebuilt sites. • Continued case manager input. 	Construction: <ul style="list-style-type: none"> • Rebuilt sites. • Continued case manager input.
Lead:	Christchurch City Council – Strategy and Planning, Traffic Operations.		
Partner agencies / organisations:	CERA. Urban Design Panel. Private developers. Community Board.		

POSSIBLE RESPONSE

1. Current situation - no setback.
2. Possible response - building setback from the property boundary. The additional open space gained between the property line and the building provides more space for on-street activity.



(B3) Develop supportive City Plan amendments

Description of the project:	Seek changes to the City Plan rules for commercial B2 and B3 zones. This may include the rezoning of some areas of land, introducing development zones which are subject to special standards, reducing restrictive standards and urban design guidance.		
Rationale:	<p>In some instances the current objectives, policies and rule package found in the Business 2 and 3 zone of the City Plan is working well. In other instances existing standards are not working so well. It is critical the City Plan helps achieve the rebuild and regeneration of the Sydenham centre by giving an adequate control of quality; giving certainty or clarity to market participants; ensuring development reasonably facilitates making the Sydenham area more sustainable, attractive and economically viable and enabling realistic development viabilities as achievable.</p> <p>There are a number of candidate planning provisions in the Business 2 and 3 zone which may be considered for amendment in some form. Some of the rules and their spatial implications are discussed below:</p> <p><u>Business 2 zone</u></p> <ul style="list-style-type: none"> The visual amenity and external appearance rule requires the planting of trees on the road frontage “where the use of any part of any site is not undertaken in a building”. This is at odds with the rule requiring all buildings in Sydenham to be built up to the Colombo Street road boundary along the full frontage of the site. The 20metre maximum height allows for buildings out of scale with the lower rise (generally two-three storey) nature of existing development. This may threaten or compete with Central City office development. The maximum plot ratio of 1:1.5 is achievable given site sizes/shapes and other on-site requirements. The requirement for one car park per residential unit (plus one visitor per five units) and associated retail/commercial service parking requirements creates significant amounts of surface parking, poor street frontage outcomes and reduces development viability. <p><u>Business 3 zone</u></p> <ul style="list-style-type: none"> The maximum plot ratio of 1:1.5 is achievable given site sizes/shapes and other on-site requirements. Three metre building setbacks from road boundaries exist but there is no landscaping requirement - this is not supportive of residential activity/amenity. There is currently no internal recession plane requirement - this is not supportive of residential activity/amenity. Residential activity is restricted to one ancillary residential unit - this is unsupportive of a larger retail catchment. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Rule changes and design guidance. Consultation requirements. Preferred process for fast tracking a rule amendment e.g. order in Council or other means such as CERA. <p>Approvals:</p> <ul style="list-style-type: none"> Adoption of City Plan amendments to the B2 and B3 zones. 		
Lead:	Christchurch City Council – Strategy and Planning.		
Partner agencies / organisations:	CERA.		

A note on the fast-tracking of building and resource consent applications under the District Plan:

Case management and in-house advocacy by Strategy and Planning Group staff to fast track building and resource consent applications necessary for rebuild and recovery in Sydenham is already occurring and will continue to do so.

DEVELOPMENT VIABILITY TESTING

The process examined the existing property market in the Sydenham commercial area from a development viability point of view, in order to understand whether a particular development type would be financially feasible to build. Various hypothetical commercial and mixed use building tests were developed. These included:

1. Scenario 1 - Proposes a 113 square metre site with a narrow 4.5 metre wide three level building providing ground floor retail and a residential apartment on the upper two levels.
2. Scenario 2 - Proposes a 163 square metre site with a two level building providing ground floor retail and an upper level residential apartment.
3. Scenario 3 - Proposes a 1,240 square metre site (amalgamating several lots) with a two level commercial building providing ground floor retail and upper floor office accommodation and no lift.
4. Scenario 3A - as per Scenario 3 but proposes two upper levels of office accommodation and a lift.
5. Scenario 4 - proposes a 1,240 square metre site with a smaller building than what was specified in Scenario 3, with additional carparking. Ground floor retail together with upper level office accommodation and provided with no lift.
6. Scenario 4A - as per Scenario 4 but proposes development over three levels and incorporating a lift with an additional floor of office accommodation.

FINDINGS

Lease and sales values:

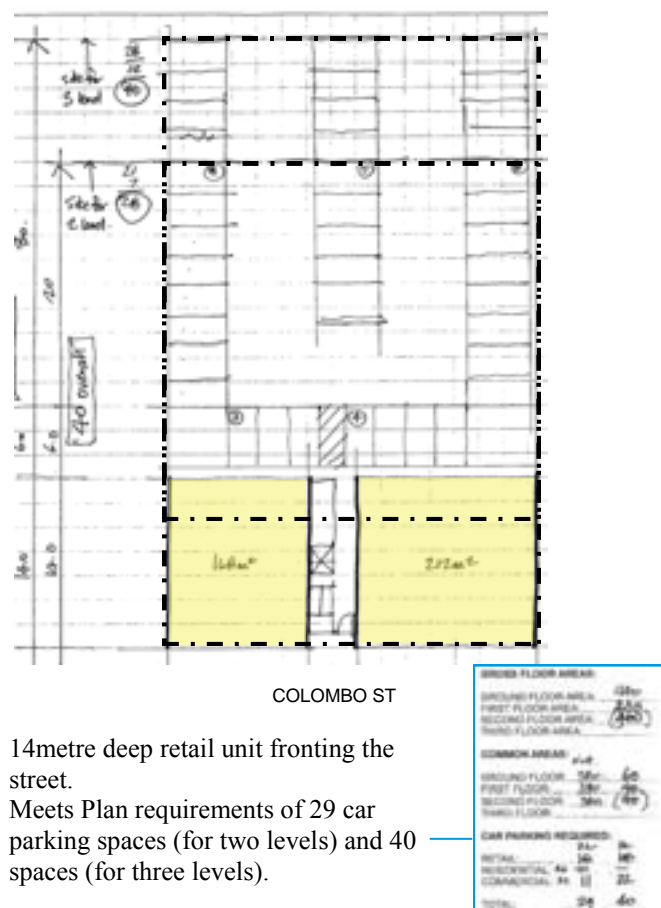
- Current values are not delivering viable new developments (around \$250 per square metre for ground floor retail).
- More optimistic assumptions of \$275-300 per square metre improves viability but still results in fairly modest profit risk margin.
- If major perception changes about the area result for example \$350 per square metre value are obtained, profit margins increase significantly.

Parking requirements under the District Plan:

- Existing City Plan rules for parking in B2 and B3 zones create significant amounts of surface parking, poorer street frontage, and viability.
- Reducing parking requirements and cash in lieu provision improves development viability.

PROPOSED RESPONSE

- Invest in place making to help achieve higher square metre rental rates.
- Reduce parking requirements in City Plan rules for the B2 and B3 zones. Compensate through increased angled parking in side streets off Colombo Street.
- Increase building layout efficiencies through the consolidation of sites (refer to action E3).

Scenario 4 and 4a (with **complying** parking)

- 14metre deep retail unit fronting the street.
- Meets Plan requirements of 29 car parking spaces (for two levels) and 40 spaces (for three levels).

Scenario 4 and 4a (with **non-complying** parking)

- 20metre deep retail unit fronting the street
- Still provides for 21 car parks to the rear of the development (a shortfall of 18 spaces for a three level development)



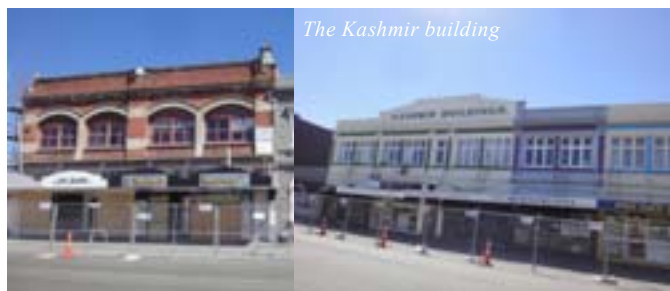
Please contact Christchurch City Council Suburban Centres Programme for any further information on this Master Plan action.

(B4) Design and character guidance

Description of the project:	This action investigates a number of town centre character considerations (and corresponding good practice urban design principles) that will need to be managed by resource management, non-statutory methods (such as a design guideline) or other means of facilitation (such as design advice).		
Rationale:	<p>Many building owners find themselves in a situation where they need to rebuild or repair buildings damaged by the earthquakes, but they need advice on what they can build, construction costs, the building code and also how they can apply thoughtful architectural design. This action will inform developers on how to achieve quality outcomes and urban form. This will help ensure new development is appropriate to the local Sydenham context. New buildings need to reflect the area's past but also its place in the future.</p> <p>Development which is responsive to the character of Sydenham will set the market context for subsequent developments. Local examples of quality commercial development will create a positive perception within the community about the future of Sydenham.</p> <p>The following external design and appearance issues are of particular relevance to Sydenham:</p> <ul style="list-style-type: none"> • Connecting to the street. • Minimising bulk and mass. • Vertical proportions. • Visual quality (materials). • Consistent use of verandahs. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Agree on how to best offer design and character guidance to the private sector. • Undertake a character assessment of the Colombo Street spine (pre-earthquake) to establish an agreed vernacular and set of design principles. <p>Approvals:</p> <ul style="list-style-type: none"> • Adopt guidance approach. <p>Implement:</p> <ul style="list-style-type: none"> • Roll out of advice. 		
Lead:	Christchurch City Council – Strategy and Planning. Community Board.		
Partner agencies / organisations:	<p>Urban Design Panel.</p> <p>New Zealand Historic Places Trust.</p> <p>Design community (Architects, Urban Designers).</p>		

EXAMINING COMMERCIAL BUILDING CHARACTER

Historic commercial buildings (most of which have been severely damaged or lost)



Architectural character attributes:

- Mostly double storey.
- Late Victoria and Edwardian Italianate style with a stripped classical front façade.
- Façades broken up with smaller elements such as windows, mouldings and balconies.
- Fine grain with bulk, mass and detailing keeping a human scale and proportion.
- A flat or low parapet.
- Unreinforced brick or masonry materials.
- Active ground floor.

Modern commercial buildings



Architectural character attributes:

- Use the maximum permitted building bulk and location envelope.
- The continuous glazing and flat masonry emphasises the height and bulk of the building.
- Each storey is not individually defined.
- Modest detailing.
- Often entrances are the only indication of human scale.
- Many with in-active ground floors.

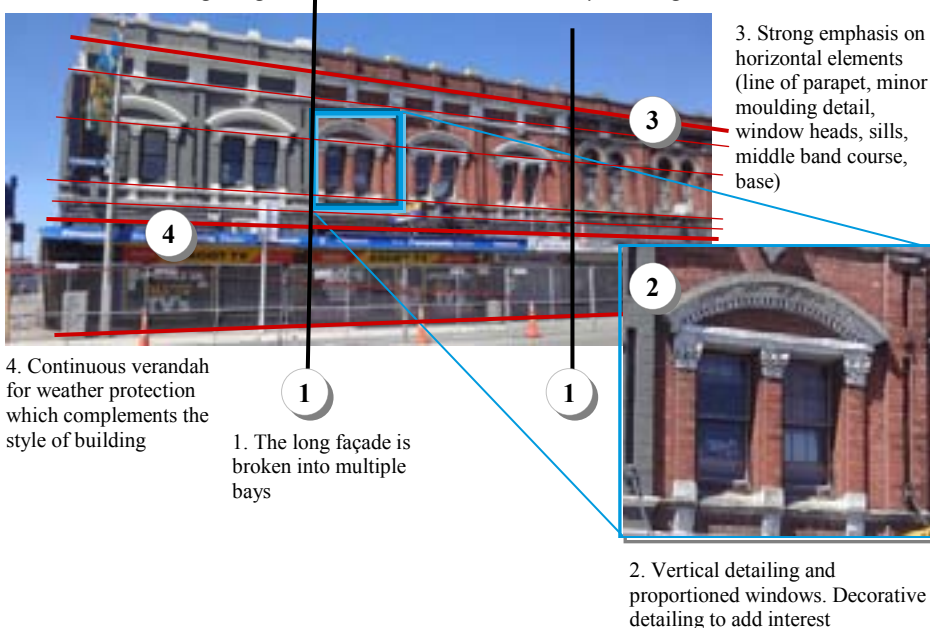
DESIGN GUIDANCE

Core design principles

To successfully reinforce Sydenham's character attributes, new buildings should be designed to:

- Reinforce the character of the centre through architectural variety, human scaled buildings and expressing individual shops and units.
- Promote green building initiatives including energy efficiency, the use of locally-sourced materials with a low embodied energy, solar design and water re-use.
- Maintain the generally low built form (one—three stories) based on the building heights, scale and form of buildings which are still standing and those which were lost.
- Enhance the local context by considering neighbouring buildings and sites, the street and public spaces.
- Avoid large-scale monolithic building forms or the over-repetition of the same or similar forms. Larger buildings should be composed of several varied smaller forms (which look distinct from one another) grouped together.
- Express each storey in the façade.
- Give careful consideration to secondary design elements such as materials. Materials should be durable and earthquake-proven.

Below: Demonstrating design elements on the Victorian Beverley Building



Above: An example of a contemporary building of good architectural diversity and expression of the building in a number of individual units (Borneo Amsterdam)

Project acknowledgements:

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Project Team Leader: Mark Rushworth
Project Leader: Katie Smith
Strategy and Planning Group
City Environment Group
Regulatory Services Group
Capital Programmes Group
Community Services Group

Elected members

Christchurch Mayor Bob Parker
Christchurch City Councillors
Spreydon - Heathcote Community Board
Ruth Dyson - Labour MP (Port Hills Electorate)
Jim Anderton - Progressive MP (Wigram Electorate)

Stakeholders

Christchurch Earthquake Recovery Authority (CERA)
New Zealand Transport Agency (NZTA)
Environment Canterbury (ECAN)
Recover Canterbury
District Health Board
New Zealand Historic Places Trust (NZHPT)
Te Ngāi Tūāhuriri Rūnanga

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