

Selwyn Street Master Plan

draft for public consultation
December 2011

Suburban Centres Programme

A PLAN FOR REBUILD AND REGENERATION



Mayor's foreword

Selwyn Street Shops strengthened identity as a niche shopping experience with an intimate village atmosphere will make it a place of character and charm, and a great asset to the city.

The extent of earthquake damage to the Selwyn Street buildings presents a big challenge for local business owners, and the community who rely on these shops and services for their daily needs.

The community rose to the challenge when they turned out to community meetings to discuss a master planning process for the Selwyn Street Shops. People came full of ideas, seeing opportunities to make their centre a thriving and lively local village.

Christchurch City Council has worked closely with the community to bring their vision, ideas and aspirations together into a draft Master Plan to support the regeneration and rebuilding of their suburban centre. The draft Selwyn Street Shops Master Plan is an important step toward the recovery of this historic shopping centre, to put it back on the map as a focal point for surrounding suburbs.

Bob Parker
Mayor of Christchurch



Spreydon/Heathcote Community Board foreword



Figure 1. Part of the Selwyn Street shops in 2005

The draft Selwyn Street Shops Master Plan for the recovery and rebuild of this suburban centre is a much anticipated step forward for the community. The centre has, for many years, been the focal point for the community – providing essential shops and services, including a medical centre and their MP’s office, as well as places for people to meet and socialise.



The earthquake damage to the centre has been devastating. The community has lost some of the longstanding buildings and business that contributed to the friendly, village feel of the centre – a quality valued by locals and visitors.

Through the draft Master Plan the community has the opportunity to participate in the planning of their new village centre – creating liveable, enjoyable and safe spaces that work for the community, and give expression to their sense of community.

Residents and business people have provided valuable information that has helped form the draft Master Plan. Their ideas and suggestions have contributed to its vision and goals, and it will be the community that realise the future benefits.

The Spreydon/Heathcote Community Board encourages residents and business people to comment on the draft Selwyn Street Shops Master Plan – we look forward to hearing what people think.

Phil Clearwater
Chairperson, Spreydon/Heathcote Community Board



This is the first opportunity the community has had to comment on the draft Selwyn Street Shops Master Plan. Informal feedback on broad options was waived in favour of preparing the draft Master Plan for an extended period of full consultation.

The quick delivery of the Master Plan will allow funding opportunities to be explored through the Council's Annual Plan and Long Term Plan, as well as other methods.

You are invited to send your comments in writing to:

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Draft Selwyn Street Shops Master Plan
Christchurch City Council
PO Box 73012
Christchurch 8154

Email: SelwynMPlan@ccc.govt.nz

Please make sure that your comments arrive before the consultation period closes at 5 pm on Friday 17 February 2012.

Disclaimer: There is no binding commitment on the Christchurch City Council to proceed with any prospective project detailed in this document. The Council spending priorities are reviewed frequently, including through the Council's Long Term Plan (LTP) process. All decisions as to whether or not a Council-funded project will commence remain with the Council.

Table of Contents

1. Introduction	6
1.1 Explanation of the Suburban Centres Programme	7
1.2 Why has Selwyn Street been selected for a Master Plan?	7
1.3 Why do a Master Plan?	7
1.4 Explanation of the nature of the Master Plan actions	8
1.5 The Master Plan development framework	8
1.6 Integrated Recovery Planning	9
2. Vision	10
2.1 Vision for Selwyn Street shops	10
2.2 Goals	11
2.3 Master Plan concept	13
3. The Place	14
3.1 Selwyn Street shops' place in the context of Christchurch	14
3.2 Earthquake effects	15
3.3 Study area	16
3.4 Commercial context – local and city wide	16
3.5 Social context	17
3.6 Movement	18
4 A Brief History of Selwyn Street settlement	21
4.1 Maōri settlement	21
4.2 Early and recent European settlement	21
4.3 Pre-earthquake character	22
5. The Process	24
5.1 The process that has informed the draft Master Plan	24
5.2 Consultation and engagement outcomes	24
6. Master plan project areas	28
6.1 The Built Environment	29
6.2 Street and movement	38
6.3 Recovery together	46
6.4 Natural environment	48
6.5 Progressive street scene	51
6.6 Future development concepts	52
7. Implementation plan	54
Appendices	57
Appendix 1 – Costs	58
Appendix 2 – Summary of meeting responses (August 2011)	59
Appendix 3 – Demographic and Economic Report	64
Appendix 4 – The Suburban Centres Programme	74
Appendix 5 – City Plan summary	76
Appendix 6 – Crime Prevention Through Environmental Design Report	79
Appendix 7 – Concept development	82
Acknowledgements	83



1. Introduction

This draft Selwyn Street Shops Master Plan has been developed in response to the damage caused to the centre in the 2010 and 2011 earthquakes and the need to support the recovery and rebuild of the centre.

The Christchurch City Council, through the Suburban Centres Programme, is co-ordinating its resources to address the immediate and longer term needs of the earthquake affected centre. With an integrated and action-orientated Master Plan process, the Council is working with the community and stakeholders to guide rebuild and regeneration decisions. The Master Plan strives to make the Selwyn Street Shops a more durable and prosperous centre.

This draft Master Plan presents a number of actions for the short term rebuilding and recovery of the Selwyn Street shops. It also presents some actions for the long term regeneration of the centre.

The projects and actions presented in this report are a response to the community expectations and aspirations for the Selwyn Street shops. These actions include a number of projects which address different aspects of the centre's recovery. Most of these are spatial projects, which means they focus on the development of a specific area of land within the centre. Others have a community action, non-spatial focus.

The quick delivery of this draft Master Plan will allow funding opportunities to be explored through the Council's Annual Plan and Long Term Plan processes. Therefore, it is important to present the draft Master Plan for full consultation with the community as soon as is practical to do so. As a consequence it was necessary to forgo an informal feedback stage with the community. However, the formal consultation stage is extended over a longer period and will include two community drop-in days.

1.1 Explanation of the Suburban Centres Programme

Suburban commercial centres are important to the city in the way it functions. They are places where people can easily access a variety of goods and services and in doing so support the social and economic well-being of communities.

Sixty four suburban centres suffered some degree of damage or disruption in the September and February earthquakes. Of those, six are considered the highest priority for significant Council support in planning for recovery and rebuilding, including Selwyn Street shops.

Although the Canterbury Earthquake Recovery Act 2011 does not require the Council to provide plans for the recovery of suburban centres, the Council recognises the need to prioritise and support earthquake recovery in these areas.

Appendix 4 provides a full explanation of the Suburban Centres Programme and the policy framework in which it functions.

1.2 Why has Selwyn Street been selected for a Master Plan?

The Selwyn Street shops are particularly badly effected by the earthquakes. Approximately sixty percent of buildings were lost or rendered unusable. These provided the majority of the retail floor space of the centre.

The centre is located within a residential area of the city which is zoned Living 3 (medium density) and it is anticipated that over time the number of households close to the centre will increase. The existing and future residents of the area need to have access to a conveniently located centre able to provide goods and services and act as a focal point for the community. Likewise, local residents need to use the centre if it is to prosper.

1.3 Why do a Master Plan?

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

- **Integrated:** they bring together multiple – sometimes competing – interests to best achieve community well-being within resource constraints.
- **Tailored:** they recognise every place is unique and each must be dealt with sensitivity and with intelligence. They look to understand the character qualities, heritage, cultural values, lifestyles, 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 to respond to future circumstances which cannot 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 employment that are needed to create jobs and prosperity.
- How to harness the full potential of the centre and attract private investment.
- How parks, physical features, heritage and other characteristics which build the centre's identity can 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 future uncertainties.

1.4 Explanation of the nature of the Master Plan actions

There are two key strands of the draft Selwyn Street shops Master Plan:

1. Actions for shorter term rebuilding and recovery.
2. Establishing a deliverable longer term vision for improvement.

Firstly, the Master Plan aims to provide immediate support to businesses and the community. This may take many forms, from fast tracking the resource consent process, or the offer of advice (and other 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 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 recent earthquake events.

1.5 The Master Plan development framework

The planning undertaken for the draft Selwyn Street shops Master Plan aligns with five themes that address different components of what makes a great commercial centre. These are:

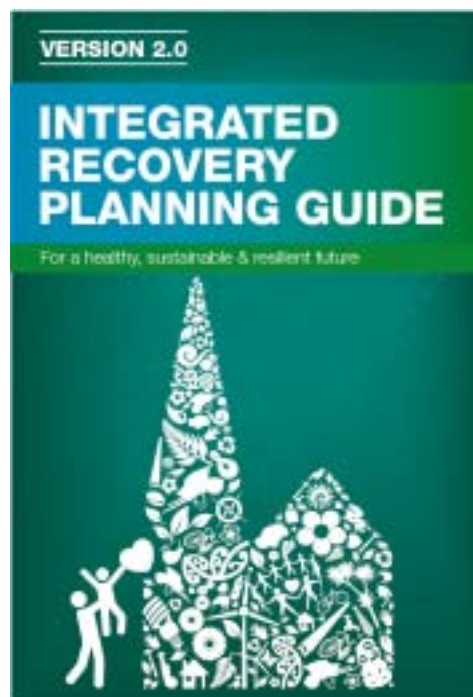
- Economy and business.
- Movement.
- Natural environment.
- Community well-being/culture and heritage.
- Built environment.

These themes provide the framework for the development and implementation of the Master Plan.

1.6 Integrated Recovery Planning

The themes are based on the 'Questions for Recovery Planning' outlined in the Integrated Recovery Planning Guide. This guide has been developed by the Council and the Canterbury District Health Board in consultation with other stakeholders. The guide assists people involved in recovery planning to integrate outcomes relevant to health, well-being and sustainability into policy and planning.

The Master Plan also broadly aligns with the five 'themes' of Christchurch Earthquake Recovery Authority's (CERA) Earthquake Recovery Strategy – Leadership and Integration; Economic; Social; Built environment; and Natural environment. The individual projects outlined in this report will often address a number of these themes through the actions associated with each project.



2. Vision

2.1 Vision for Selwyn Street Shops

The Selwyn Street Shops has a strong role in supporting the local community. The centre will be a prosperous, attractive place for people to live and visit, to spend time and to do business in.



2.2 Goals

There are number of goals in the draft Master Plan that will help to realise the community vision for the Selwyn Street shops. These align with the five themes of recovery.

Successful economy and business

- A thriving local economy, providing a ideal environment for the operation of small businesses and local employment opportunities.
- A pro-active and organised business community who coordinate their efforts to make the centre an attractive place for their customers and people visiting the area.
- Shops and services that support the needs of the surrounding residents (with a few that have some city wide appeal).
- New buildings that offer usable and adaptable floor space to accommodate the needs of different business types.

Good access to and movement through the centre

- Selwyn Street will remain an important link in the city's road network, but will also offer a welcoming pedestrian and cycling environment.
- On-street and off-street parking will allow convenient access to shops for people using cars.
- A centre that be easily accessed by public transport

A good natural environment

- The provision of quality areas of open space that reflect the area's natural heritage.
- Greener streets, spaces and buildings.

A centre that supports community well-being

- Places for the local community to meet and talk.
- Meets the needs of all residents.
- Is accessible for all visitors and users of the shops.

An attractive built environment

- Attractive buildings of a scale suited to the centre's size and function.
- A pleasant street environment with quality areas of open space.
- New buildings and structures that reflect some of the best aspects of the centre's lost built heritage; strong street frontages, a mix of building heights, verandas and variety of facades.
- Buildings that make the best use of location to provide outlook, create interesting spaces and capture natural light.



Figure 2. Comfortable and enjoyable spaces that encourage people to linger and to stop

2.3 Master Plan concept



Figure 3. Artist's impression looking south from Brougham Street of the Selwyn Street Shops following redevelopment



Figure 4. Concept plan for the redevelopment of Selwyn Street Shops

3. The Place

3.1 Selwyn Street shops' place in the context of Christchurch

The Selwyn Street shops is located on the northern edge of the predominantly residential inner-city suburb of Spreydon in Christchurch's south. The centre is close to Addington (to the north and west) and is a little over two kilometres from Cathedral Square (to the north-east). Sydenham is to the east. To the south are the primarily residential suburbs of Spreydon and Sommerfield.

The commercial focus of the centre is on Selwyn Street between Brougham Street and Coronation Street. Prior to the earthquake this contained a mix of single storey and two storey commercial buildings, with a variety of building ages and styles.



Figure 5. Map of Selwyn Street Shops showing extent and type of zoning and the location of key features (pre-earthquake 2010 aerial photograph)

There are a number of church buildings on the corner of Selwyn Street and Somerset Crescent. These include the original church building which dates from the 1890's and is now used as a community hall.

Two schools are located close to Selwyn Street shops; Addington Primary lies a short distance to the west and Christchurch Intermediate is slightly further away to the south-east. The nearest library is to the south-west on Barrington Street in Spreydon and the nearest Council service centre is in Beckenham.

The Port Hills are clearly visible from the Selwyn Street shops. In particular the sight line from the intersection of Selwyn Street and Coronation Street provides an almost uninterrupted view to the base of the Port Hills along Selwyn Street as it turns to the south-east.

3.2 Earthquake effects

Overall approximately sixty percent of the commercial floor space of the centre has been lost or is unusable. The buildings located between numbers 285 to 301 Selwyn Street (the "299 block") have been demolished and cleared, as have those between numbers 298 to 304 Selwyn Street. The buildings between numbers 288 to 296 Selwyn Street are currently unsafe to use and are likely to be demolished. The buildings that occupy 320 Selwyn Street and 55 to 57 Somerset Crescent have also been rendered unsafe and are likely to be demolished¹.



Figure 6. March 2011, damage to 299 Selwyn Street block

A number of businesses have either ceased operating or have relocated away from the centre since the February earthquake. This includes the café, both the dairies, the local hardware store, the music school and a number of other shops and businesses. Some of the businesses have indicated a preference to return to the centre post-rebuild, while others have relocated permanently.

The buildings occupying numbers 306 to 318 Selwyn Street did not suffer significant damage in the earthquakes. The businesses located in them have continued to operate largely uninterrupted.

¹ Information current November 2011.

These businesses include (from north to south):

- Hairdresser
- Medlab
- Pharmacy
- Medical Centre
- Bar
- Fish and Chip shop

In addition, the church hall on the west side of Selwyn Street has remained open and continues to be used by a variety of community groups and an after-school programme.

3.3 Study area


The focus of the draft Master Plan for the Selwyn Street shops is on the part of Selwyn Street that is zoned Business 1 in the Christchurch City Plan and the adjacent areas zoned open space (the Selwyn Street Reserve) and residential lots which front Selwyn Street.

3.4 Commercial context – local and city wide

The Christchurch City Plan defines the centre as a ‘Local’ centre. In this context the centre is expected to fulfil a need for local goods and services and provide local employment opportunities (see **Appendix 5** for City Plan overview).



Figure 7. Location of Selwyn Street Shops in south Christchurch



Selwyn Street shops is located close to a number of other centres that potentially can partially fulfil the needs of the local population. Barrington is less than one kilometre to the south-west, and Addington less than one kilometre to the north-west. Further away are the commercial areas of Tower Junction and Sydenham. The Central City is to the north-east and also reasonably close to the Selwyn Street shops.

The breadth of commercial activity within a relatively short distance from Selwyn Street provides a competitive commercial environment. The focus for Selwyn Street should continue to be on providing for the convenience shopping and service needs of the local population. In addition, there is scope to provide niche goods and services that have a more city wide appeal. Some of these types of shops and services were located in the centre prior to the earthquake but have since moved elsewhere following the loss of their premises.

The residential area surrounding the centre is zoned for medium density housing (Living 3). Recently some medium density housing development has occurred, but most of the existing housing stock is low density (single house on one section). As the housing stock ages and is renewed it is likely that some will be replaced with medium density housing which will gradually increase the overall number of households in the area. The strategic policy direction for long-term growth in Christchurch (as established by the Greater Christchurch Urban Development Strategy) favours an increase in density around commercial centres such as the Selwyn Street shops.

Prior to the earthquake there were already changes occurring in the commercial market across Christchurch. In the retail environment that existed prior to the earthquakes many of the smaller suburban centres provided lower rent commercial properties which attracted small independent businesses. Following the earthquakes a large number of businesses in the Central City were forced to relocate and the take-up of empty space in suburban centres and other commercial areas was relatively rapid. As the Central City and other suburban centres are rebuilt the market could change again in a relatively short space of time. These factors will provide challenges to the letting of commercial space in the Selwyn Street shops, not only immediately following the rebuild, but also further into the future. Therefore, consideration of the level of adaptability of the built form is required.

Despite the changes in the wider commercial market there is a continuing role for the Selwyn Street shops in providing for the needs of the local population, and in this respect an anticipated rise in the local population in relation to more intensive local residential development could help the centre to recover and prosper in the future.

A full economic assessment of the Selwyn Street shops and the wider Christchurch retail market can be found in **Appendix 3** to this draft Master Plan.

3.5 Social context

The residential area surrounding Selwyn Street shops can be considered to be a mixed neighbourhood with a range of housing types and income groups. Census data for 2006 (the most current available) indicates a range of between five and ten in the adjoining census 'mesh' blocks (a rating of ten is higher) on the New Zealand Deprivation Index used by Statistics New Zealand.

The neighbourhood population is diverse, with a mix of young people, working families and a large number of older residents. People over 65 years of age account for 11 percent of the population, and are the largest age bracket, followed by the 25 to 29 and 20 to 24 years of age groups. Overall, 45 percent of the population are under 30 years of age.



Figure 8. Lively corner shops and spaces within walking distance that are accessible to the community

Age and income measures can be an indicator for mobility of the local population. Greater proportions of older people and areas with higher scores on the New Zealand Deprivation Index generally correlate with lower mobility (for example, lower vehicle ownership). This signals that a greater proportion of the population will have a greater dependence on the local centre to meet more of their needs, and that the local centre needs to be accessible (by all forms of transport) and walkable. For the area surrounding the Selwyn Street shops the proportion of households without access to a private motor vehicle is 18 percent which compares to the Christchurch average of 9 percent (although this may in part be accounted for by the area's relatively central location).

3.6 Movement

Selwyn Street is identified as collector road in the City Plan and as such serves an important function in both the local and city wide roading hierarchy. It is a busy route for traffic joining Brougham Street from the residential suburbs to the south and is also a route directly from the southern suburbs to the Central City. Traffic flows peak in the morning (north bound) and in the evening (south bound) with further peaks of traffic movements associated with the school run to Addington School. Large goods vehicles are a feature of Brougham Street, but much less so on Selwyn Street.

Car parking in the centre is mainly provided on-street. Overall car parking supply is sufficient for the centre (including that available on side streets), but there is more demand and greater value placed on the on-street parking directly outside shops. There is some dedicated off-street parking for the Medical Centre and Med-Lab. The Methodist Church site also has a small off-street parking area, but most of the commercial buildings on Selwyn Street were built before there was a requirement (or the demand) for off-street parking to be provided. What parking there was off-street prior to the earthquake was very limited and mainly used by business owners or employees, and for servicing the shops.

Selwyn Street is served by two bus routes. Route 20 (Barrington to Burnside service) currently connects the centre to Barrington Street and Sparks Road in south-west, and north to the Temporary Bus Interchange in the Central City. Route 22 (Spreydon service) also links Selwyn Street to Barrington and the Temporary Bus Interchange. Both services have thirty minute intervals between buses during the day.





Figure 9. Some of the Selwyn Street Shops in 2009

There are no marked cycle lanes on Selwyn Street. Cycle lanes were marked on Coronation Street as part of the 2003 street renewal of that street. These lanes start and finish at the intersection with Selwyn Street. Selwyn Street to the north of Brougham Street has been identified for street renewal (separate from this Master Plan project)². Cycle lanes are likely to be included as part of this renewal.

Vehicle traffic along Selwyn Street is projected to increase. This is partially as a result of the general increase in traffic expected over time, but the greater impact in the short-term will be from increased traffic demands on adjoining roads brought about by the completion of the Southern Motorway Stage 1 (SMS1). The next junction onto Brougham Street to the west of Selwyn Street is Simeon Street. When the SMS1 is complete it will no longer be possible to make a right turn from Simeon Street onto Brougham Street. As Selwyn Street is

² The scope for the Selwyn Street renewal also covers the Brougham Street intersection, which includes the portion of Selwyn Street between Brougham Street and Somerset Crescent. This project is on hold and a likely date for commencement of the project is not currently available (as of December 2011).



the next road where a right turn is possible more traffic is projected to use Selwyn Street to join Brougham Street. The greatest impact of this change is likely to be felt during the morning peak (i.e. north bound traffic) as it will still be possible to make a left turn onto Simeon Street when west bound (i.e. evening traffic).

As a consequence of the Southern Motorway upgrades and as more development occurs in the south-west of the City and in neighbouring Selwyn District, the number of vehicles using Brougham Street is projected to increase from 30,000 per day to 50,000 per day by 2041. Additionally, Brougham Street is a key route for freight to and from Lyttelton.

The volume of traffic and classification of Brougham Street as a State Highway means that this is the dominant route at the intersection with Selwyn Street. This has implications for the crossing sequence and timing of pedestrian crossing periods at the intersection, in particular for pedestrian movement north-south along Selwyn Street.

4 A Brief History of Selwyn Street settlement

4.1 Māori settlement

In common with much of Christchurch/Ōtautahi, the area around Selwyn Street was a mix of swampy ground, tutu fern and grass. Surface water was present flowing through many small waterways. The main waterway through the area was a small creek (subsequently named Jackson's Creek by early European settlers). This creek drained into the Ōpawaho/Heathcote River.

For Māori, the Christchurch area has traditionally been *mahinga kai* (food gathering area). The Master Plan area would have been walked over by Māori in search of birds such as *putangitangi*/paradise shelduck and *parera*/grey duck, to fish for *kanakana*/lamprey eels and *patiki*/flounders, and to gather *harakeke*/flax and other wetland plants.

4.2 Early and recent European settlement

During the early period of European settlement the land was drained and converted to agricultural use. Development of the Selwyn Street shops began during the 1870s. The centre was established to serve the suburbs of Spreydon and Addington which began to be developed for housing at around the same time. Today the centre is wholly within the suburb of Speydon but remains strongly associated with Addington.



Figure 10. Map showing extent of Selwyn Street Shops (in red) before the Brougham Street extension (source: 1962 Planning Scheme)

In 1910 Jackson's Creek was diverted to flow through a brick barrel culvert two metres below ground. It can be seen flowing on the surface upstream, to the north of Brougham Street (in a box drain), and also further downstream in Sydenham (where it has been daylighted).

By 1950 much of the centre, as it appears prior to the earthquakes, had been completed. At this time the centre extended further north along Selwyn Street (to what is now north of Brougham Street). A Post Office was opened in Selwyn Street by the Postmaster General in 1963, but was closed in 1989.

The centre was connected to the tram network. The tram ran along Selwyn Street connecting the area to the Central City. This service was discontinued in the 1950s, when the trams were replaced with buses. In the 1970s Brougham Street was extended east to create the state highway which now forms the northern edge of the commercial area. The major impact of the road building on the centre was to separate the north from the south of the

centre and shift the focus of the centre to the south of Brougham Street. A number of commercial buildings are located on Selwyn Street to the north of Brougham Street, but these are no longer within a business zoned area.

Somerset Crescent was much reduced in length by the Brougham Street extension in 1973 and the eastern end of Somerset Crescent became a cul-de-sac in 2004. Selwyn Street Reserve is sited on land left over from the Brougham Street extension.

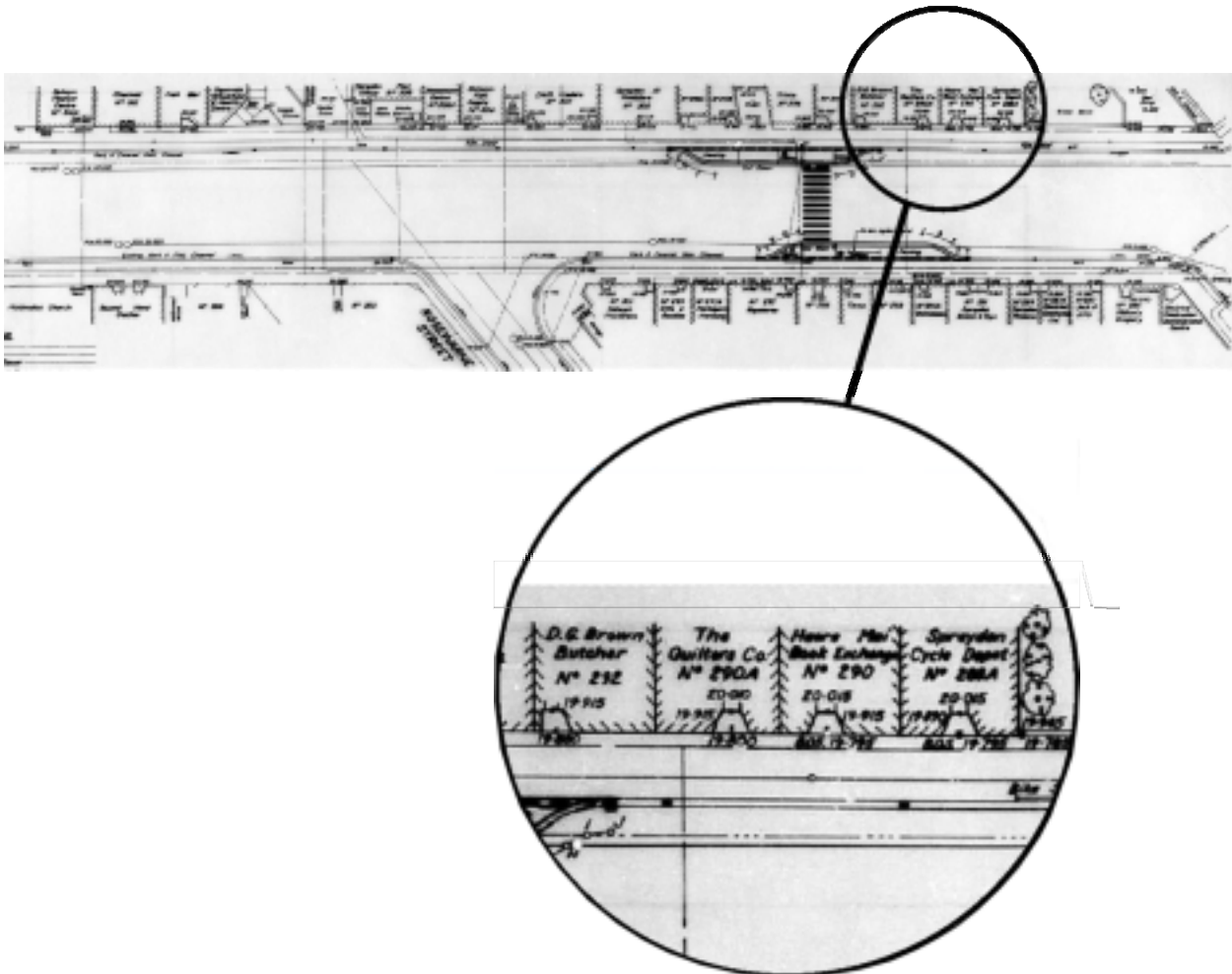


Figure 11. Selwyn Street Shops in a 1985 roading plan showing the diversity of shops and services

4.3 Pre-earthquake character

The key elements of the Selwyn Street shops prior to the 2010 and the subsequent earthquakes were:

- (a) An elongated, continuous strip of suburban shops on both sides of Selwyn Street stretching from the Coronation Street corner to Rosewarne Street on the south and Somerset Crescent on the north.
- (b) Single storeyed buildings from the Coronation Street intersection with two storeyed buildings towards the west of the group.
- (c) Street appearance involves the consistent use of variations on the Stripped Classical styles (ornate buildings with simple decorative forms, sometimes with art deco

- motifs). Some featured a parapets consistent with the style largely constructed during the interwar years (some facades possibly upgraded in 1939).
- (d) Consistent use of cement render and painted brickwork.
 - (e) Consistency in construction and street set back with a continuous verandah over the footpath.
 - (f) Consistent and classic street facades, particularly the shop front design and use of materials with square and angled ingoes (inward wall to a recessed entrance), large display window with toplights, tiled spandrels (decorative feature at the top of windows), timber framed and glazed doors, original door furniture and verandah design.

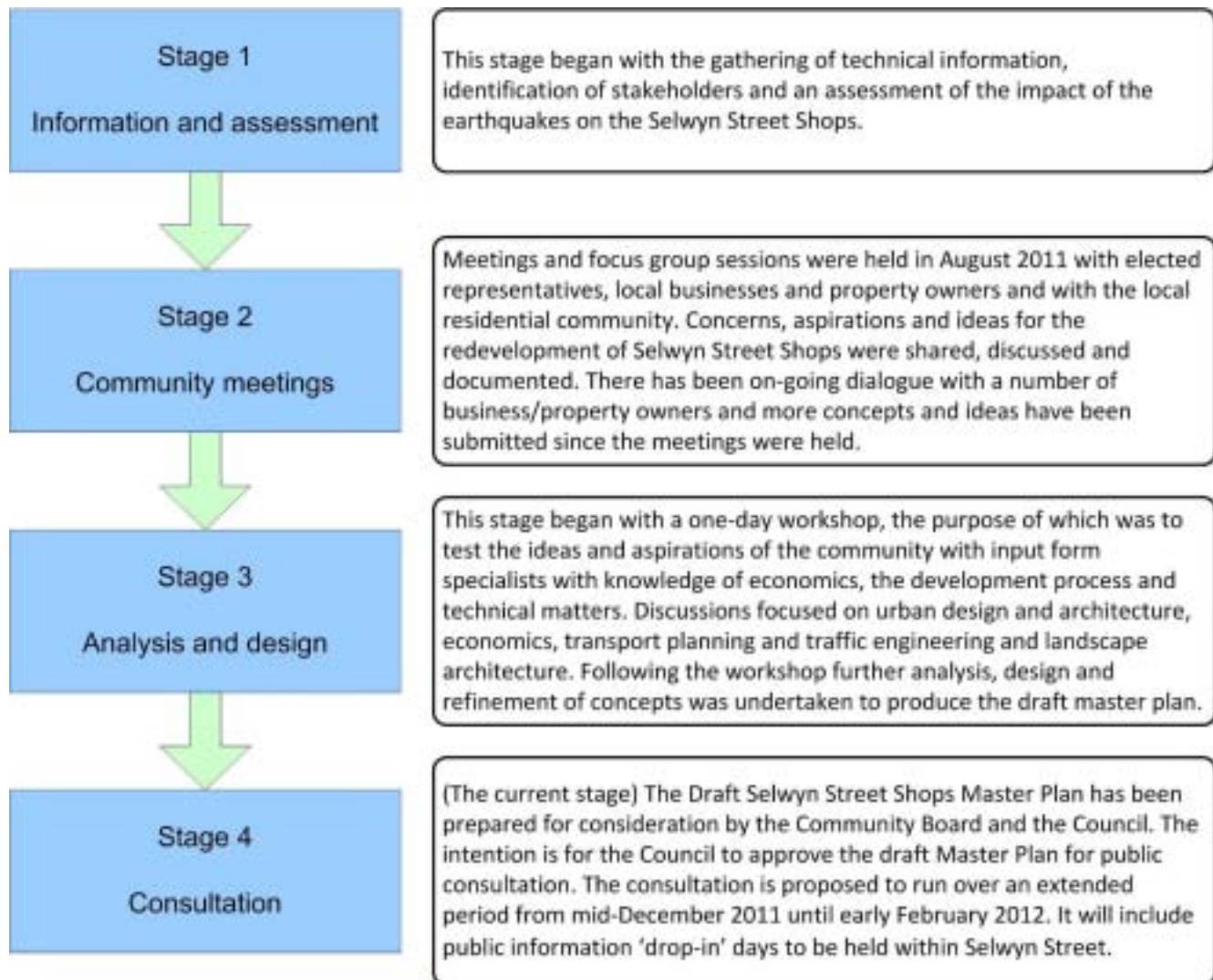


Figure 12. Pre-earthquake street frontage (2009)

5. The Process

5.1 The process that has informed the draft Master Plan

The master planning process involved a collaboration between the Council, Community Boards, local residents and stakeholders in the Selwyn Street shops. The development of the Master Plan has followed these key steps:



Following the consultation period it is proposed that the Community Board and the Council will consider if there is a need for hearings to be conducted on submissions to the draft Master Plan. The Master Plan will be finalised after the hearing process (if required) and following amendments, it will be adopted by the Council.

5.2 Consultation and engagement outcomes

The community has a strong focus on getting their local centre back in operation and a return of some of the core convenience shops as soon as possible. There is also a strong desire to seize the opportunities that the rebuild offers to address some existing issues that need improvement and re-establish the centre as a stronger focal point for the community.



Figure 13. Local residents discuss plans at the community meeting, August 2011

People appreciated the following aspects of Selwyn Street shops as it was before the earthquake:

- A good mix of shops.
- A good Café.
- The village feel.
- Scale and variety – the mix of one and two storey buildings
- That the area was improving.
- Local convenience shopping needs were met.

Overall, people considered that the centre primarily had a local focus and appeal, but with some businesses and services that could attract people from across the city. Local residents and business owners did not see Selwyn Street shops as a competitor to other larger centres nearby.

The community is concerned about the greater traffic impact on Selwyn Street shops resulting from the changes proposed to Brougham Street as part of Stage 1 of the Southern Motorway. The proximity to Brougham Street was also considered an asset due to the good connections it provided to the rest of the city and the potential to bring customers to the centre from further afield. In particular some of the business owners highlighted that the position of the centre at the end of the Southern Motorway was ideal for customers travelling in from the west.



Figure 14. A concept sketch drawn at the community meeting in August 2011

The community want Selwyn Street shops to be more pedestrian friendly with lower traffic speeds. More and/or safer pedestrian crossings on Brougham Street and Selwyn Street are also sought. There is a strong desire for more public spaces for locals to gather, meet and talk. Ideally, one such space could be a centrally located square or plaza. The Selwyn Street Reserve was considered a good asset for the centre, but the community felt it was underutilised and could be improved.



Figure 15. Early concept sketch developing the community's ideas for the "299 block" on Selwyn Street

Appendix 2 summarises the main themes, ideas, aspirations and concerns shared at the community and business/property owners meetings.

Selwyn Street Shopping Area

Suburban Centres Programme

Feedback from focus group sessions and
community workshop 25 August 2011



This poster has a selection of themes, ideas and goals shared by the people from this area.

For information on how you can be involved contact:

John Scallan

Phone:

(03) 941 8999 or 0800 800 169

Email:

suburbancentres@ccc.govt.nz

www.ccc.govt.nz/suburbancentres

Christchurch
City Council 

Figure 16. Summary of feedback from the focus groups and community meetings, August 2011

6. Master plan project areas

The design process that followed the workshops has focused on developing a number of projects that would respond to the concerns, ideas and aspirations of the community for the centre. These projects will address one or more of the Master Plan goals.



Figure 17. Project areas map for spatially orientated projects

The focus for projects has been on:

- Options for redevelopment of the empty space left by building demolitions.
- Opportunities to improve the street environment and address transport related safety concerns.
- Enhancing the centre's existing open spaces and creating new spaces.
- Creating a sense of place, encouraging residents to use their local centre and creating a good commercial environment for business.

Each individual project is identified by name and a reference number shown in brackets after the project name.

6.1 The Built Environment

This section focuses on the three main areas of rebuilding for Selwyn Street shops: the north-east corner; the south-west corner and; the eastern strip. For each of these sites some key principles have been addressed through the design process:

- The scale and location of buildings so as to maintain a strong street frontage.
- Provision of flexible building form and internal space.
- Opportunities to provide and/or improve access to off-street car parking.
- Layouts that take advantage of light and/or views, or mitigate against noise and disturbance.
- Creation of interesting and comfortable new spaces.
- Address existing safety concerns.

Appendix 7 includes some of earlier concept drawings for some of the built environment projects.

The options presented in this section are concepts only, developed by Council staff to provide the property owners with ideas and a starting point for discussion.

320 Selwyn Street and 57 Somerset Crescent (B1)

Description of the project

The redevelopment of 320 Selwyn Street and 57 Somerset Crescent sites (the site) for a predominantly one and two storey mixed-use building development on the privately owned site formerly containing the Sylvan Café and Gallery, bounded by Brougham and Selwyn Street, and Somerset Crescent.

Site descriptions and assessment

The site contains a mix of single storey and two storey concrete and brick buildings, which front Selwyn Street and Somerset Crescent. They include the building that housed the much loved Sylvan café and gallery, as well as a variety of other uses. The future of this building is still unresolved.

Behind these buildings is a workshop and a number of smaller storage sheds. Most of the site to the rear is a fenced open yard, which was previously used as a petrol station. Two large mature street trees immediately about the former Sylvan café and gallery building on Somerset Crescent.

The northern edge of the site is adjacent to Brougham Street, a high traffic route, with the southern edge fronting the eastern end of Somerset Crescent. Traffic along this street is limited to residential or business access, and parking.



Figure 18. Artists impression of 320 Selwyn Street looking east from the Selwyn Street Reserve


Jackson's Creek flows below the site, partially in the same brick barrel culvert that flows across the Selwyn Street Reserve, and partially in a newer concrete pipe that was installed at the time of the Brougham Street extension.

Concept Rationale

The scale and style of redevelopment proposed for these site is intended to recognise the importance of this corner as a gateway to the Selwyn Street shops. It would also act as a visual marker and point of recognition in the context of Brougham Street, attracting visitors to the centre, as well as servicing the various future business needs when the sites are redeveloped.



Figure 19. 320 Selwyn Street post-earthquake



The proposed redevelopment could incorporate a comprehensive redevelopment of the site to allow for a variety of uses, as well as interesting courtyard spaces oriented toward the sun, suitable for café dining and a sculpture garden. This would represent both the desires of the community for a mix of activities in the centre, and provide the opportunity to develop a highly visible, hospitality based activity that could appeal more widely to the city.

The orientation of the buildings and spaces on the site is to ensure that activity fronts Selwyn Street and Somerset Crescent, while addressing the adverse effects created by Brougham Street traffic such as noise.

The presence of Jackson's Creek flowing sub-surface under the site restricts building in the south-west corner of the site and towards the eastern end of the site. Development cannot take place directly over the pipe/barrel and generally a four metre set back is required. The presence of the Creek does however, provide a potential point of interest on the site that may be referenced in the site design.

Next steps

- Work with property owners to refine the development concepts and development process.
- In conjunction with building design investigate options for street enhancement on Somerset Crescent adjoining the site.
- Work through regulatory issues and process.
- Finalise design and build.

299 Precinct (B2)

Description of the project

The site comprises the 299 Selwyn Street block. Buildings on this site were badly damaged by the earthquakes and were subsequently demolished. The site has since been cleared.

This project is for a comprehensive two and three storey mixed use (retail, commercial and limited residential) redevelopment of the largest commercial block in the southern half of the Selwyn Street shops. The redevelopment provides for a commercial frontage onto Selwyn Street, with off-street parking in behind, accessible from Selwyn and Rosewarne Streets, with additional pedestrian connections through to the centre. A mix of public and private spaces allow for people to meet and provides opportunities for activities to spill out from the buildings, or for the installation of public art.

A mix of public and private spaces, focused on the intersection of Rosewarne and Selwyn streets, and to the western side of the proposed buildings, would provide meeting places, and provide opportunities for activities to spill out from the buildings into these spaces. Community identity, through the installation of public art, would be expressed within the public spaces created.

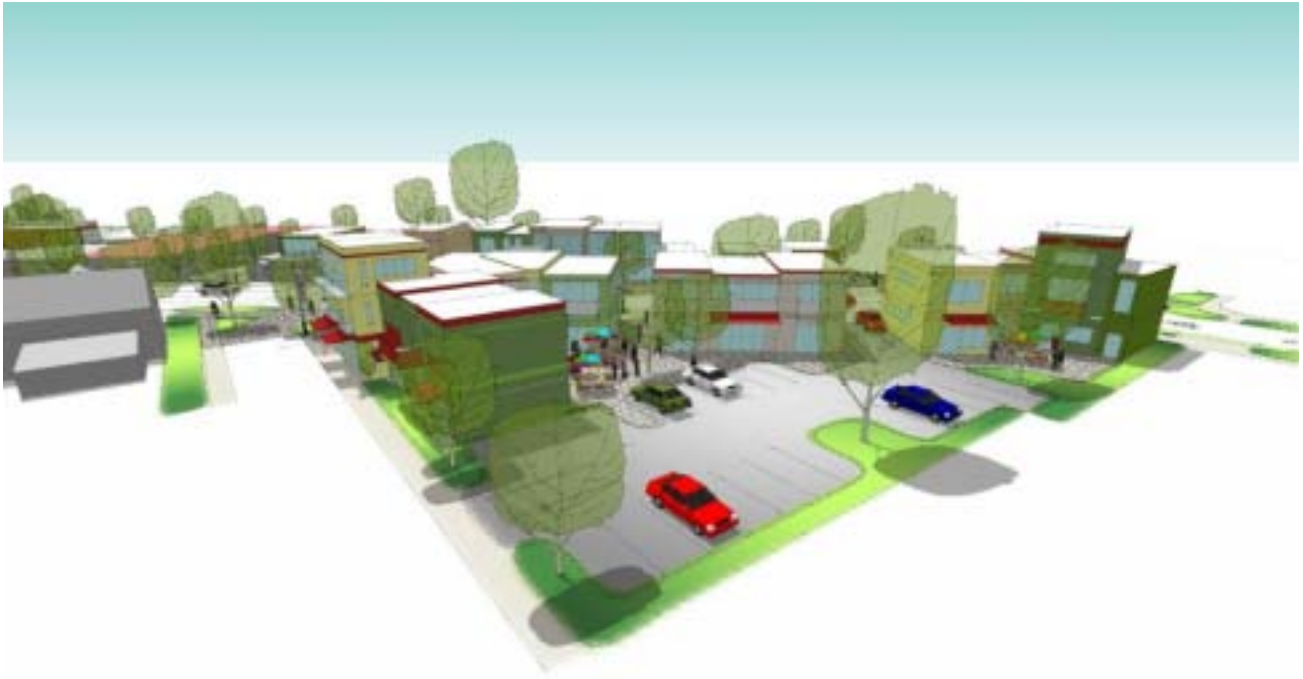


Figure 20. Artists impression of 299 Selwyn Street looking east into the rear of the site

Description and assessment of the site

This site forms the southern entrance to the Selwyn Street shops and provides all the commercial frontage on the western side of Selwyn Street, which is zoned Business 1. The site fronts Rosewarne Street to the north-west, Selwyn Street to the east and a short length of Coronation Street to the south. A pedestrian crossing connects the commercial zones on the east and west sides of the Selwyn Street. The vehicle carriageway at the intersection of Rosewarne Street and Selwyn Street is raised to foot path level, and the intersection narrowed to give pedestrians informal priority across the intersection.

To the west are two residential sections (Living 3 zoned) which each contain a single house. One of these, 58 Rosewarne Street, has some historical, social and architectural value as a representative example of a modest working class dwelling of the late nineteenth century, from a period when the city was beginning to spread to the south (Sydenham Borough grew markedly from the late 1870s). It is well preserved, with a high degree of intactness with its square bay window and verandah, although the first floor is likely a later addition. Members of the community have expressed a desire to see this house retained, although at this time it is not listed on the City Plan's heritage register.

Concept rationale

The design of any new development in the centre should fulfil two primary aims: to create an attractive and pleasant built and open space environment; and to provide building typologies that are flexible and resilient, suitable to a wide range of uses and businesses that are likely to be attracted to Selwyn Street shops, and that will serve local needs.



Figure 21. Café activity from within the building spilling into the shared outdoor space

The community expressed a wish for a range of shops in the centre and for mixed retail, commercial and residential use, and for open spaces in which they could meet. This design flexibility of buildings and open space will help the development respond to future changes in the commercial market.



Figure 22. A concept drawing of the public and private spaces on the corner of Selwyn Street and Rosewarne Street, that together could create the neighbourhood plaza

The junction of Rosewarne and Selwyn Streets is central to the Selwyn Street Shops. It provides an ideal opportunity to combine public and private space to create an interesting and lively focal point and meeting place in the centre. In conjunction with the design of the buildings on this corner, the provision of an outdoor plaza provides the perfect setting for a café/restaurant with outdoor seating on the northern side of the building.

The open space would flow north to the intersection with Rosewarne Street. Already designed to give pedestrians informal priority, this could be reinforced with a narrower vehicle carriageway and kerb built-outs to provide a small public meeting space. This would complement the private space and include planting, seating, additional trees and an interactive play sculpture, based on the area's history of livestock farming.



Figure 23. Artist's impression of the Rosewarne and Selwyn Street intersection, including the neighbourhood plaza

The proposed building forms are flexible to allow for the range of uses, including residential use, particularly at the northern and southern edges of the site fronting Rosewarne and Coronation streets. Residential uses could further support commercial activity and enliven the centre. Residential apartments on Coronation Street would have good views south towards the Port Hills, with public transport and good network connections immediately on the doorstep.

Next steps

- Refine development concepts, plans and the development process.
- Work through regulatory issues and process.
- Design of buildings and public space.

Selwyn Street Eastern Side (B3)

Description of the project

This project comprises the block of Business 1 zoned commercial sites on the eastern side of Selwyn Street, from Somerset Crescent in the north, to the residentially zoned land to the south. At the time of writing this block included secure buildings, bare sites, earthquake damaged buildings that may be demolished, and remnant parts of buildings that are to be retained. The project focuses on the redevelopment of the bare sites to provide a mix of one and two storey buildings in keeping with the existing scale of the block, improved site access and improved use of private open space.

Description and assessment of site

The quality of access and levels of parking throughout the block are variable, with multiple access points to various sites along the length of the block. A number of the business were serviced only from the street frontage. The buildings from 306 to 318 Selwyn Street are single storey, traditional retail style buildings with some modification, that are structurally sound.

The buildings from 288 to 292 are single storey buildings that are still standing (as of November 2011), but their future is uncertain and they may yet be demolished.

The adjacent block comprising 304 Selwyn Street is a deeper site (extending further to the rear). The two storey building to the front of the site has been demolished and has been cleared. A number of garage structures remain on the rear of the site and these are still in use. Access was possible to the rear via the same access lane shared with the block to the south.



Figure 24. Artist's impression of the eastern side of Selwyn Street, looking towards north-east

Concept rationale

The design of any new development in the centre should fulfil two primary aims: to create an attractive and pleasant built and open space environment; and to provide building typologies that are flexible and resilient, suitable to a wide range of uses and businesses that are likely to be attracted to Selwyn Street Shops, and that will serve local needs.

The community expressed a wish for a diverse range of shops in the centre and for some mixed use (residential and commercial). Buildings should offer space that is adaptable and can be used by different types of businesses. The rebuilding also presents an opportunity to redesign the access to buildings for servicing which was previously limited for some buildings, and had associated issues in regard to the pedestrian safety and the continuity of the building frontage.

There were residential apartments on the first floor of the 304 block of buildings and these could also be a feature of the replacement building, but with more consideration given to residential amenity, access and parking arrangements. Having residents within the centre will help to support a greater range of businesses, particularly outside of core business hours.

Given the space limitations of the 288 Selwyn Street block it is unlikely that off-street parking can be provided. However, access could be improved with reconfiguration of the site and the access points onto Selwyn Street.

In addition to opportunities provided through the rebuilding of some sites, open space, including adjacent to the Celtic Arms Inn and the residential frontage adjacent to No. 288A Selwyn Street should be considered for minor improvements. These spaces could be better utilised in conjunction with the adjacent business activities, or simply as pleasant spots to take time out. They have the potential to further enhance the identity and character of the Selwyn Street shops through seating, planting and art installations.



Figure 25. Small courtyard areas for afternoon and evening seating

Over the longer term, following the rebuilding of the southern end of the block, consideration should also be given to redeveloping the northern end of the block to Somerset Street to a greater commercial density, with a potential increase the scale of building to match that proposed for much of the remainder of the Selwyn Street shops. As well as increasing the opportunity for businesses (and potentially residents) to occupy this area, the redevelopment of these sites could also build on the visibility and identity of the centre, particularly in relation to Brougham Street.

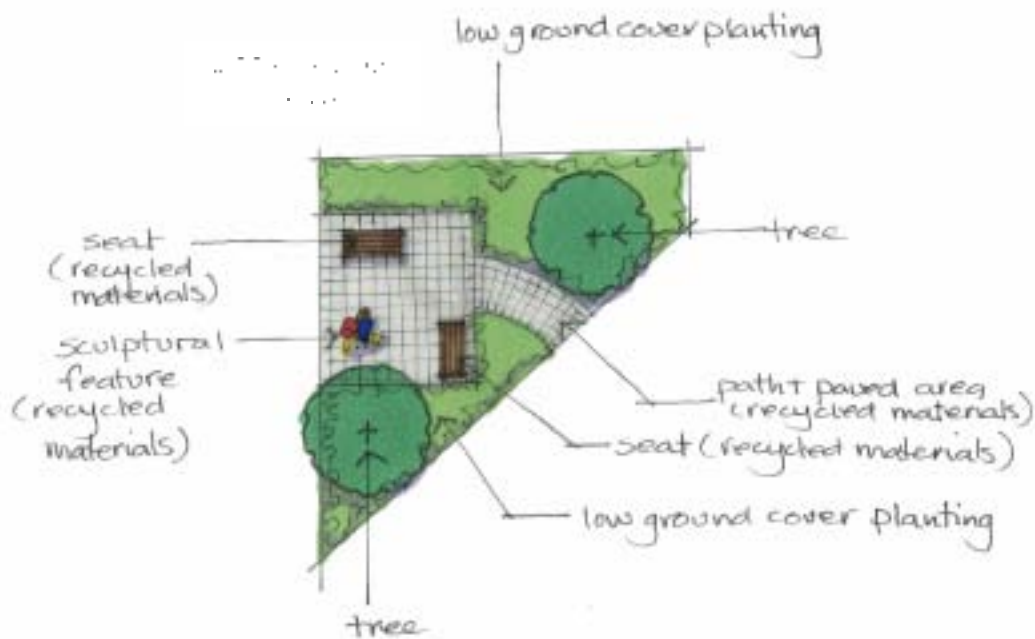


Figure 26. Concept plan of a seating area adjacent to No. 288a Selwyn Street, better utilising the space for the community on the frontage of the adjacent housing units

Next steps

- Work with property owners to refine the development concepts and development process.
- Work towards agreement between property owners on potential changes to access arrangements for sites.
- Work through regulatory issues and process.
- Finalise design and build.

6.2 Street and movement

Project reference S1

This project area looks at options to upgrade and enhance the street environment. The focus has been on the following areas:

- Options for calming traffic along Selwyn Street.
- The pedestrian environment, providing more crossing points and improving existing crossing points.
- Address some existing safety concerns around intersections.
- Catering for all road users.

Description of the project

There are a number of elements to this project that collectively will influence the eventual form and function of the street. This project addresses the public realm of Selwyn Street and the adjoining roads. It considers how the street will be used by pedestrians, public transport users, people on cycles and people in cars. It also considers what can be done to Selwyn Street to help build the area's identity and sense of 'place' through branding and the use of street furniture.

As part of this project further investigation is also recommended into the cause of past flooding events in Selwyn Street and to determine if there are any solutions that can be incorporated into the development of the street.

Description and assessment

Selwyn Street is a collector road in the city's traffic hierarchy. Between Coronation Street and Brougham Street there are two intersections with Rosewarne Street and Somerset Crescent. Selwyn Street is single lane traffic north and south but splits into two separate lanes for turning and straight through traffic at the north bound intersection with Brougham Street. Rosewarne Street joins Selwyn Street about midway along. The surface treatment here is raised to footpath height to give pedestrians priority.

There are 24 marked parking spaces along Selwyn Street through the centre. These are subject to 30 minutes maximum parking time. There are three areas of no stopping restrictions (two bus stops and one taxi rank). There are also two areas of built-out kerb centrally located on Selwyn Street, either side of a zebra crossing. Somerset Crescent and Rosewarne Street are also used for parking.


The pedestrian environment is generally good with reasonably wide footpaths and some pedestrian priority. Before the 2010 and 2011 earthquakes much of the pavement would have been under building verandahs, which still exist on most of the remaining buildings. There are also two areas of kerb build-outs centrally located on Selwyn Street, either side of a pedestrian crossing. The intersection of Brougham Street and Selwyn Street has signal controlled pedestrian crossings. There is also one pedestrian refuge (central island) crossing located at the southern end of the Selwyn Street Shops, close to the intersection with Coronation Street.



Figure 27. Street and carriageway modifications

There are only a few street trees on Selwyn Street, but an abundance of other street furniture and sign posts. There is some provision for outdoor seating at the kerb build-out approaches to the pedestrian crossing.

The intersection with Coronation Street was last modified in 2003 as part of the street renewal of Coronation Street. This modification has priority to vehicles travelling to and



from Coronation Street. Changes to the intersection in 2003 included a number of kerb build-outs and planting. Accident statistics for the intersection do not show it to have a high rate of accidents. However, anecdotal feedback from the community has raised concern over near misses at the intersection and the high speed at which traffic passes through the intersection.

There are two bus stops on Selwyn Street, one of either side. These are well placed to serve the centre, being centrally located in the street. The north bound stop features a small bus shelter and is located adjacent to the physiotherapist and the church. The south bound bus stop does not have a shelter and is located adjacent to the Medical Centre building, which lacks a verandah.

It has been reported that flooding of the carriageway and footpath has occurred at various points along Selwyn Street in the past. The cause of these events has been investigated and there are indications of a number of potential causes (existing street trees, poor drainage from buildings).

Elements

This project has a number of elements that will address different aspects of the street.

a. Coronation Street/Selwyn Street intersection

There are a couple of potential options for this intersection. One option is to change the intersection into a round-about. This has the advantage of slowing traffic and clarifying to motorists the priority for the traffic through the intersection. The road reserve is, however, limited and a roundabout here does present problems for larger vehicles, including buses. An alternative option is to reconfigure the intersection as a more pronounced junction with the use of additional central islands and marked cycle lanes. Traffic from and to Coronation Street will continue to have priority but the extra road markings will help to reinforce this priority for road users.

b. Selwyn Street footpath and traffic calming

There is a balance to be struck between preserving the function of the road and calming traffic. A solution is to make the vehicle lanes narrower which will encourage vehicles to travel at lower speed while preserving the capacity of the road to handle large amounts of traffic during peak periods. This can be achieved through a combination of additional kerb build-outs and the provision of cycle lanes along the street. For the Coronation Street/Selwyn Street intersection the additional central island on the Coronation Street approach will help to slow traffic.

c. Pedestrian environment and street furniture

As part of the general upgrade to the street options for branding street furniture will be explored. This may include the provision of new seating (to replace existing seating and in new areas of kerb build-out), waste and recycling bins, or new cycle parking racks, amongst other things. A focus on the reuse of materials for street furniture is considered appropriate and in line with the community's desire for a more sustainable centre, but more consideration is required to assess its potential robustness.

d. Selwyn Street, Brougham Street and Somerset Crescent

The layout of the approach to Brougham Street along Selwyn Street is altered to include a cycle lane and advanced stop box.

For pedestrians the crossing points on the street are moved away from the corners. This improves the function of the crossing and allows pedestrians to wait at the crossing, but away from the corner.

Kerb build-out at the Selwyn Street/Somerset Crescent intersection will create wider areas of pedestrian space and allow easier crossing of Somerset Crescent. There are also options for additional street planting and street furniture.



Figure 28. Artist's impression of the intersection of Selwyn Street and Somerset Crescent, looking south from the Selwyn Street Reserve

e. Cycles

Figure 27 on page 39 shows a proposal for on-street marked cycle lanes on both sides of the street. In this proposal the lanes would connect to the existing on-street cycle lanes on Coronation Street to the south and to future cycle lanes proposed north of Brougham Street as part of the Selwyn Street renewal project (kerb and channel to replace existing dish channels).

Through the Coronation Street/Selwyn Street intersection and at the approach to the Brougham Street/Selwyn Street intersection it is proposed that the cycle lanes be marked with solid white line and painted green. The cycle lane through the remainder of the street would be marked by a solid white line and cycle symbols (this is the standard on-street cycle lane treatment in Christchurch). The cycle lanes will be uninterrupted along the length of Selwyn Street through the shopping area. A cross section of the street showing the on-street option is shown in Figure 29 on page 42.

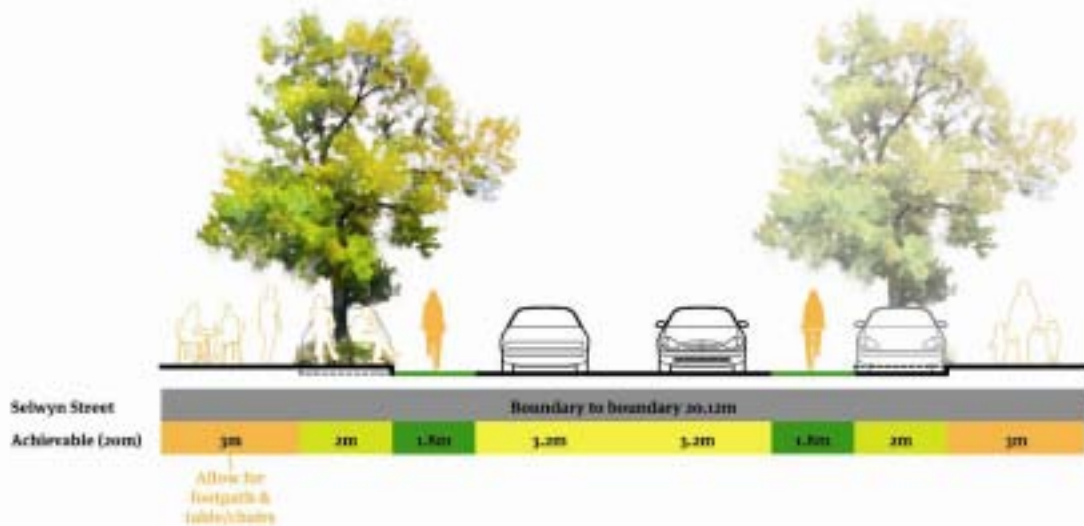


Figure 29. On-street cycle lane cross section

The on-street cycle lanes may be reinforced by the use of solid green paint along a greater length of the lanes, particularly where motor vehicle and cycle interactions are anticipated (for example, adjacent to vehicle parking or through intersections).

As an alternative to on-street cycle lanes another approach is to separate the cycle lane from other vehicle traffic through the Selwyn Street shops area. Figure 30 shows a potential cross section of the street and illustrates the demarcation of road space for different uses. Two different sets of measurements are given below the diagram. These state the desirable width of each section of the road and the achievable width within the total Selwyn Street boundary to boundary (road reserve) width of 20.12 metres.

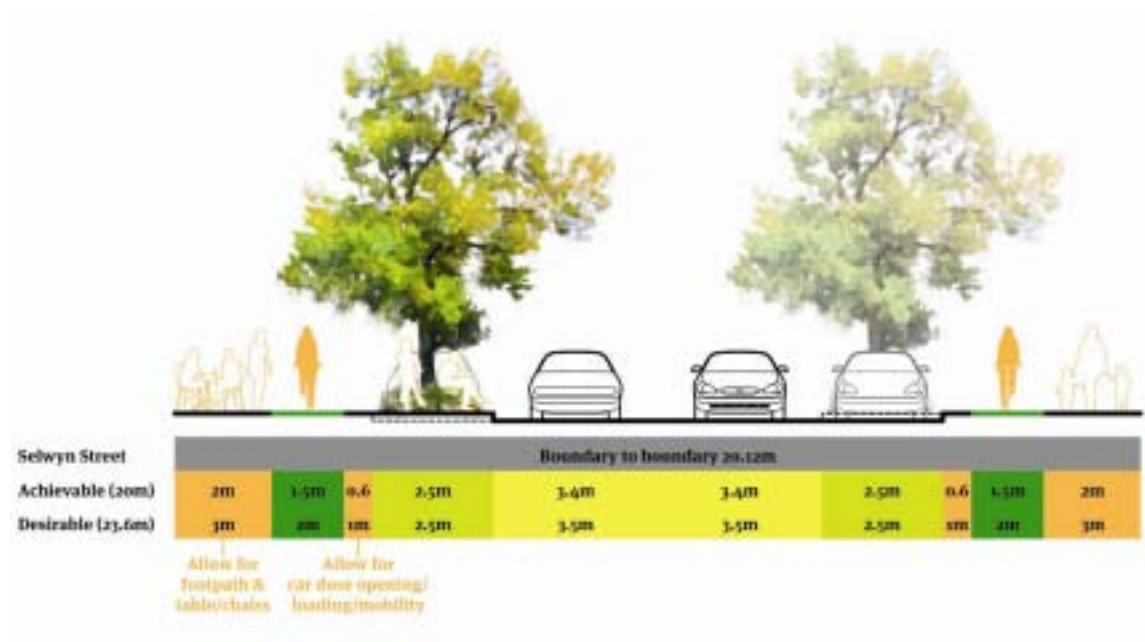



Figure 30. Segregated cycle lane cross section



The main benefit of segregating the cycle lane would be to separate cycle traffic from motor vehicle traffic, mitigating some of the safety concerns that arise where on-street cycle lanes are used. This may encourage more people to use cycles to travel to the Selwyn Street Shops.

As shown in Figure 30, a number of compromises would need to be made in order to allow room for a segregated cycle lane and retain parking on both sides of the street. These include narrower footpaths (three metres is more suitable in a retail area to allow for outdoor seating at cafes etc, and also at bus stops), and less than ideal separation between parked cars and the cycle lane. If vehicle parking is removed from one side of the street it would be possible to have wider separation strips and pedestrian footpaths closer to the desirable width but some compromise may still be required. It should be noted that there is a lack of off-street parking available for many of the businesses in this area so any reduction in on-street parking is likely to have an impact on some businesses.

A segregated cycle lane will require moving the existing kerb lines and associated drainage, and there is therefore a greater cost involved than with the on-street cycle lane approach.

Concepts rationale

Through the public engagement process there emerged a desire for a more pedestrian friendly environment for the Selwyn Street shops, with emphasis on more sustainable transport options. There was a general view that the street was becoming increasingly dominated by through traffic and there was concern that the planned changes to the road layout on Brougham Street are likely to increase traffic flows through Selwyn Street. However, passing traffic is considered a valuable source of customers for businesses and changes to the layout of the street should retain sufficient parking opportunities for customers of the businesses that front Selwyn Street.

A uniform treatment of the street surface, paving, kerb and street furniture will help to differentiate the centre from surrounding local streets. This give a sense of place to the centre, promoting the 'village' feel and provides a pleasant and comfortable environment that was favoured by the community and business owners. Kerb build-outs will add to the pedestrian space and help to calm traffic passing along Selwyn Street, as well as provide opportunities to green the centre through additional planting. Some on-street parking will be removed as a result of kerb build-outs and rationalisation of site access. This may, however, be balanced by the creation of new areas of off-street parking, particularly to the rear of the 299 Selwyn Street site.

An environment that encourages people to walk or cycle to and through the centre has a number of benefits. It helps reduce the number of vehicle trips, reducing associated emissions and resource use; encourages health benefits of walking and cycling; can reduce pressure on the available parking; add vibrancy and increase safety in the centre and also help bring customers to those types of shops that tend to rely more on foot traffic.

The intersection of Selwyn Street and Coronation Street was highlighted during the community meetings as a particular area of concern for local residents and business/property owners. Many considered the intersection to be a safety risk because of the speed at which traffic passes through the intersection, the number of junctions and potential for confusion over vehicle priority.

The issue of storm water related flooding on Selwyn Street was raised at the community meetings. The Council was investigating the cause of the problems prior to the earthquakes. Further investigations should be completed prior to any street enhancement or renewal, and remedial actions sought to resolve the issue as part of the wider redesign of the street.

Next steps:

- Finalise road layout and design including details of street furniture, cycle lane position and seating. Investigate and resolve storm water issue.
- Secure funding through the Council's Long Term Plan.
- Coordinate staging of development with the rebuilding on private land and provision of open space.
- Construction.

Church hall (Selwyn Street frontage) (S2)

Description of the project

Reconfiguration of the space in front of the church hall on Selwyn Street to make it more attractive and a pleasant space to stop and linger.



Site description and assessment

The church hall is an attractive character building currently accessed from the rear adjacent to the church. The area in front of the hall is extensively sealed in asphalt with no distinction between the foot path and the church property.



Figure 31. Artist's impression of the kerb extension and planting on the Corner of Selwyn Street and Somerset Crescent in front of the church hall

Repaving the forecourt of the church hall will better define the space in conjunction with a low planter with attractive planting, a feature tree and a seat. A series of small interactive sculptures will provide interest on the corner and play opportunities for children.



Concept rationale

The community were keen to see a series of interesting spaces along Selwyn Street to make it a more attractive and a pedestrian friendly environment. This underutilised space in front of the church hall is on a prominent corner on Selwyn Street, and would benefit from some landscaping and planting. Although the entrance to the building from Selwyn Street is not frequently used as the main entrance to the church hall. An upgrade of this forecourt would enhance the building and may encourage the use the entrance more often. The proposed kerb build-out on the corner of Selwyn Street and Somerset Crescent creates more space to work with in order to achieve this aim.

6.3 Recovery together

This sections concerns projects to help the Selwyn Street Shops recover economically and to assist businesses and property owners in recovery and rebuilding.

Case management (R1)

Description of the project

A single point of contact at the Council available to coordinate the responses to questions on planning matters and other Council-related matters from businesses and property owners in the centre.

Rationale

As part of the Suburban Centres Programme an ongoing case management service has been offered to suburban centres across the city that have suffered earthquake damage and disruption. The case manager provides a single point of contact at the Council for property owners and business owners to: resolve queries related to rebuild matters (for example, resource consents), provide access to advice on rebuild and development options (for example urban design) and help to resolve specific Council infrastructure related matters.

Next Steps:

- The Council to appoint case manager for Selwyn Street.



Local business association (R2)

Description of the project

Establish a local business association for businesses operating in the Selwyn Street shops.



Figure 32. Business activity contributing to a vibrant street scene



Rationale

Better communication between business owners and between property owners in the Selwyn Street shops was highlighted as a potential benefit for the centre. A business association could provide the forum for this and help to coordinate business activities and marketing in the centre for the mutual benefit of all.

The formation of the business association needs to be driven by the local business community. An ideal opportunity to do this is when the new commercial buildings have been constructed and new businesses began to become established in the area. The Council can offer advice, as appropriate and respond to queries raised by the business association through and after its formation. Help from external agencies may also be appropriate.

Next steps:

- Ensure that the need for on-going Council support is identified and included in the Council's Long Term Plan.

6.4 Natural environment

This sections concerns projects to help improve the overall amenity of the centre. The focus has been on:

- Opportunities to improve the existing areas of open space.
- Opportunities to reference natural heritage in the area.

Selwyn Street Reserve (N1)

Description of the project

Upgrade Selwyn Street Reserve to make it a more attractive and inviting park to visit and use. This work will include the potential to partly open the sub-surface flowing Jackson's Creek, allowing a portion of the creek to be seen flowing through the Reserve.



Figure 33. Artist's impression of the Selwyn Street Reserve, looking south from across Brougham Street

Site description and assessment

The Selwyn Street Reserve is adjacent to Brougham Street and consequently is exposed to noise and disruption from the high daily traffic volumes using this State Highway. The Reserve features a number of mature exotic trees, several of which are in decline and may need to be removed due to their age and health. The Reserve is mostly sown in grass with a few smaller areas of newer shrub planting. The Reserve is unfenced on all sides and contains a sealed footpath, a number of park seats and a small public toilet block.

Options and concept plans

A number of different options have been explored for upgrading Selwyn Street Reserve. The partial exposure to daylight a section of Jackson's Creek would add interest to the reserve and create a link to the natural heritage of the area. It would also act as a potential barrier against the busy traffic movement along Brougham Street. A new path through the park would provide an alternative east-west route away from Brougham Street. An additional cross path from the Brougham/Selwyn Street corner would provide access through to the church on Somerset Crescent.

Alternatively the reserve could be reconfigured without daylighting the Jackson's Creek, using rockwork and planting to represent the line of the water course.

Concept rationale

Selwyn Street Reserve is the only area of public open space in the Selwyn Street shops. Anecdotal feedback suggests that the park is underutilised at present but there is a strong local desire to make better use of the space. The reserve adjoins Rosewarne Street which is a local road that serves as one of the main approach routes to Addington School. On the opposite side of Somerset Crescent is Selwyn Street Methodist Church which includes the church hall used for community functions and which also houses the OSCAR after school programme. Selwyn Street reserve is occasionally used by students from Addington School.



Figure 34. Artist's impression on Selwyn Street Reserve after upgrading

The reserve is located next to the very busy Brougham Street which creates noise and disturbance issues which are difficult to mediate against given the relatively small area of the reserve. Brougham Street is also a safety concern for use of the reserve by young children. The reserves location is significant in providing part of the northern gateway into the Selwyn Street and is a landmark to traffic passing along Brougham Street.

Flowing under Selwyn Street Reserve is Jackson's Creek. The Creek has both natural and historical heritage value, but there is no physical reference to the creek within the Reserve. Jackson's Creek has been naturalised (i.e. a more natural environment rather than flowing through a box drain) in a couple of locations along its course: at Addington Park, Barrington Street and Huxley Street in Sydenham.

Constraints



Figure 35. Exposed brick barrel culvert

The depth of the Jackson's Creek, at two metres, would necessitate a wide treatment area in order to naturalise the creek. The small size of the reserve and its proximity to Brougham Street will always impact upon the amenity value of the Reserve. The increased traffic flows on Brougham Street anticipated over the next decades will only compound this problem. Any solution needs to be realistic about the likely future use of the Reserve, given noise and disturbance arising from the neighbouring use.

The level of the water flow in Jackson's Creek is variable and the flow has been known to cease on occasion. Recent changes to the discharge of water into the creek further upstream have further compromised the reliability of the water level. This will have to be investigated and solutions sought prior to a final design for the Reserve.



Figure 36. Artist's impression of the cross section of the daylighted Jackson's Creek in the Selwyn Street Reserve

Next Steps:

- Investigation (stream flow issues) and detailed project design
- Secure funding through Long Term Plan or existing parks budgets
- Construction

6.5 Progressive street scene

Figures 37 and 38 show the progression of redevelopment of Selwyn Street from the pre-earthquake street scene to a street scene incorporating the concepts of each of the project areas.



Figure 38. Progression from pre-earthquake to the concept for a redeveloped west side of Selwyn Street



Figure 37. Progression from pre-earthquake to the concept for a redeveloped east side of Selwyn Street

6.6 Future development concepts

The Church Precinct (F1)

The preceding projects have focused on the parts of the centre that require rebuilding and on the public spaces (street, footpaths and open space) that will contribute to the pleasantness and function of the Selwyn Street shops. This section illustrates a project related to the Church Precinct, including adjacent residential and business sites, that is long term in scope (over 10 years) and is presented as one possible vision for future development and changes to the configuration of this area. The intent of the concept is to question standard development forms and raise awareness of alternative development approaches.



Figure 39. Shared central space within the comprehensive development

The focus of the project is on the opportunity for a comprehensive redevelopment focused on sustainability, community diversity and support, while increasing the vitality of the centre, through:

- Shared open space, including community gardens.
- A diversity of accessible housing typologies.
- Increased residential density close to public transport and the centre, with emphasis on minimal private vehicle use.
- Opportunity for shared use of the church and facilities.
- Possibility of co-housing type arrangements.
- Flexible mix of uses on-site.



Figure 40. A concept for future development of the 'Church Precinct'



Figure 41. Overview of the draft Selwyn Street Shops Master Plan

7. Implementation plan

The Implementation Plan sets out the Master Plan projects and actions that need to be achieved to ensure the recovery and rebuild, and achieve the vision for the Selwyn Street shops. Each of the projects aligns with one or more of the themes of Integrated Recovery Planning and the goals for redevelopment of the Selwyn Street shops that are derived from the themes: Economy and business, Movement, Natural environment, Community well-being, and Built environment. For each of the projects the table shows a number of actions, an anticipated timeframe for each action, who are the lead and partner(s) for each project/action and if there is a cost for the Council.

Timeframe

The timeframes within which projects and actions can be achieved are difficult to predict. In many instances, factors relating to ground stability and insurance are still to be resolved, and property owners continue to work through issues particular to their sites and circumstances.

The pace of implementation will be influenced by a range of factors, many of which are not fully determined at this stage. It is desirable to achieve some 'quick wins' wherever possible to boost confidence in the centre and create momentum for its rebuilding and recovery.

Some of the actions outlined in the table will require funding to be secured (private and/or public). Some will require further investigation and more cooperation between stakeholders, and some actions may require the physical staging of development to be coordinated with the completion of other actions.

The Implementation Plan should be considered as a work in progress subject to frequent review. The timeframes provided in the table relate to the following periods, but these should be considered a general guide only:

Immediate	(0-12 months)
Short	(1-3 years)
Medium	(3-10 years)
Long	(10+ Years)

Lead and partner

In general, there will be a division of responsibility for leading each action between the property or business owner, the Council and other organisations or agencies. For the built environment this division is primarily along property ownership lines with the Council taking the lead for the development of public land and property owners taking the lead for privately held land. It is anticipated that the Council will be the partner for most actions. The level of involvement will vary dependent on the input required or requested from property owners.

Council cost

There is a division between different types of costs associated with the Council work. Operational costs (indicated as (opex) in the table) are generally for staff time. This is funded through operational budgets. Capital costs (indicated as (capex) in the table) relate to physical works such as street upgrades or open space enhancements. Capital funding must

be secured through the Annual Plan process or, for minor works, sourced from existing and funded budgets already allocated through the Council’s Long Term Plans (LTP, previously LTCCP).

For some Council led projects, **Appendix 1** provides a summary of the estimated costs involved.

7.1 Implementation plan table

The funding, timing and scope for project actions is subject to the Council’s approval, through the Long Term Plan and/or the Annual Plan process, further stake holder/community engagement, including land/building owner consent where required. Some Council-led projects may be implemented through existing work programmes and allocated funding.

Recovery Theme/ Goal ³	Project	Action	Timeframe	Lead	Partner	Council Cost? ⁴
B, E	(B1) 320 Selwyn Street/57 Somerset Crescent	Building design	Short/medium	Property owner	The Council	Yes (opex)
N		Street landscaping – Somerset Street	Short/medium	The Council		Yes (opex)
B	(B3) Selwyn Street eastern side	Building design and build, 288 – 304 Selwyn Street	Short/Medium	Property owner	The Council	Yes (opex)
B, E	(B2) 299 Selwyn Street	Building design	Short	Property owner	The Council	Yes (opex)
B, E, C		Public Square – detailed design	Short	Property owner/ The Council		Yes (opex)
M	(S1) Selwyn Street – street environment and movement	Selwyn Street Coronation Street Intersection changes	Medium	The Council		Yes (opex + capex)
M, C		Selwyn Street/Brougham Street Cycle, Pedestrian environment upgrade	Medium	The Council	NZTA	Yes (opex + capex)

³ B = Built environment, E = Economy and business, N = natural environment, C = community well-being, M = movement.

⁴ (opex) refers to operational costs. (capex) refers to capital costs. See Appendix 1 for details of estimate capital costs for each action.

Recovery Theme/ Goal ³	Project	Action	Timeframe	Lead	Partner	Council Cost? ⁴
M, C, N		Selwyn Street (shopping area) upgrade – build outs ⁵	Medium	The Council	Property owners	Yes (opex + capex)
N, C, M	(S2) Selwyn Street Church Hall Frontage	renewal/greening/ seating/entrance	Short/ medium	Property owner/ the Council		Yes (opex + capex)
E	(R1) Ongoing Case Management	Appoint case manager	Immediate to short	The Council case manager/ property and business owners	The Council units as required	Yes (opex)
E, C	(R2) Business Association	Formation of business association	Short (ongoing)	Business owners	Property owners Support organisations	Not at this stage
N, C	(N1) Selwyn Street Reserve	Selwyn Street Reserve – Tree works for health & safety reasons	Immediate	The Council		Yes (opex)
N, C, M		Daylight Jackson's Creek – Selwyn Street Reserve, associated planting and design	Medium/ Long	The Council		Yes (opex + capex)
C, M, O	(F1) Future vision	'Church Precinct'	Long	Property owners	The Council	Possible (capex)

⁵ As a general rule, to avoid damage to new street surfaces, completion of new buildings must usually be complete prior to street works commencing.



Appendices

1. Options – Cost to the Council.
2. Consultation - Summary of comments.
3. Suburban Centres Demographic and Economic Report.
4. Suburban Centres Programme – Overview and policy framework.
5. City Plan – Summary of objectives, policies and rules applicable to Selwyn Street.
6. Crime Prevention Through Environmental Design – Selwyn Street Assessment.
7. Concept Options Development.

Appendix 1 – Costs

Approximate costs to the Council associated with different projects.

Street modifications (on-street cycle lane)

Kerb and carriageway	\$ 344,192
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Selwyn Street Green Spaces and Selwyn Street Reserve

Selwyn Street Reserve	\$ 116,183
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Church site	\$ 10,987
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Rosewarne Street Corner	\$ 7,608
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Southern corner	\$ 8,076
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Complete costing of actions and establish funding streams. The draft Master Plan establishes a vision and outline 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. Council activities and priorities change over time and projects that are identified as commencing in 2012 or later will be contestable as part of the review of the Long Term Plan. This three yearly review involves the identification and prioritisation of projects across the whole city.

Appendix 2 – Summary of meeting responses (August 2011)

Topic	Likes	Dislikes	Wants	Concerns
Movement				
Community	Could Brougham Street traffic be a good thing?	<p>Busy traffic (especially on Brougham Street)</p> <p>Fast traffic around Selwyn/ Coronation Street intersection</p> <p>Accidents at Selwyn/ Coronation Street intersection)</p> <p>Hard to cross Brougham Street</p>	<ul style="list-style-type: none"> • Easy pedestrian access • Additional pedestrian crossing between church and Medical Centre • Extra wide footpaths • Slow traffic on Selwyn/Coronation Street intersection • Reduce crossing distance/time on Brougham Street • Close Selwyn Street at corner of Coronation Street and divert traffic other ways • Calm traffic • Reintroduce roundabout at Selwyn/Coronation Street intersection • Traffic calming on Selwyn • Pedestrian friendly • Cycle friendly • Cycle lane (why only on Strickland and Simeon streets?) • Encourage walking so people meet each other • Covered bus stops • Cycle lane to link to SM1 cycle lane 	More traffic due to SM1 no right turn at Simeon street – Selwyn Street first right turn possible
Business/property		<p>Traffic</p> <p>Selwyn/ Coronation intersection awkward</p> <p>Accidents happening</p> <p>Pedestrian crossing safety</p>	<ul style="list-style-type: none"> • Better traffic management • Pedestrian safety (kids) • Intersection safety improvements • Better pedestrian connections • School crossing near corner of Brougham and Selwyn • Destination rather than just through route 	Impact of motorway development
Parking				
Community		<p>Parking on Rosewarne</p> <p>Nowhere to park or not easy to access parking</p>	<ul style="list-style-type: none"> • No parking one side of Rosewarne Street • Use open area on Brougham Street for parking • Angle parking on Somerset Crescent 	How many people will walk to centre?

		<p>Carpark to rear of medical centre</p> <p>P15 on Rosewarne Street is not enforced</p>	<ul style="list-style-type: none"> • Free and easy parking • Parking management • Parking does not affect ease of pedestrian access • Short term controlled parking tucked off main street • Remove district plan parking requirements 	
Business/property	Opportunities for off street parking if worked together	Limited parking	<ul style="list-style-type: none"> • More parking • Visible parking • Parking that matches growth • Remove district plan parking requirements 	

Centre and retail diversity				
Community	<p>Mix of shops</p> <p>Old tool shop</p> <p>Village feel</p>	<p>No night activity other than pub</p> <p>Low rent shops with limited stock</p> <p>Don't need two dairies or two fish and chip shops</p> <p>Dodgy pub</p> <p>Liquor outlets</p>	<ul style="list-style-type: none"> • Retain mix of shops • Shopping centre for local needs • Post shop/Kiwibank • Fresh food shop • Dairy • Bookshop • Cafe • Ethnic restaurant • Cafe on corner of Coronation/Selwyn • ATM • Dancing school return • Library • Craft brewery rather than booze barn • Butchers • Art shop • Don't try to compete with malls • Antique shops 	<p>No more pubs or liquor outlets</p> <p>Post office and butchers will not work in the era of internet and supermarkets</p>
Business/property	<p>Small shops and variety</p> <p>Village feel</p> <p>Two nearby schools</p> <p>Aged care facility</p>	<p>Too many vacant shops</p> <p>High turnover of tenants</p>	<p>Dairy</p> <p>Grocer</p> <p>More professional services (lawyers, accountants etc)</p>	<p>Undesirable businesses</p> <p>Bank</p>

Green space/public space/street scene				
Community	Public toilets are good to have but inappropriately sited	<p>Nowhere to sit</p> <p>No place to meet</p> <p>Vandalised toilets</p>	<ul style="list-style-type: none"> • Safe greenspace • Community meeting space (seats) • Community notice board 	



		<p>Safety</p> <p>Darkness</p> <p>Wasted space</p> <p>Park isolated and useless</p> <p>Deep storm water channels</p> <p>Park not safe for kids due to Brougham Street and lack of barrier/fence</p>	<ul style="list-style-type: none"> • Toilet upgrade • Square or plaza • Playground and skate park • Fence along Brougham Street reserve edge (full or part way) to make it child safe • Outdoor seats not on street • Child friendly • Planting • Greener • Lighting (but not too much) • Lights on trees • Better use of two green spaces • Small play structure • Village green • Planters to separate road from footpath • Buffer traffic from shopfronts • Create new green space at southern end using HNZ green area • Tree planting, fruit tree perhaps • Seating in park 	
Business/ property		Poor lighting	<ul style="list-style-type: none"> • Ability to congregate in one area • Facilities for Children and playgrounds • New green space at southern end using HNZ green area and possibly music school site 	
Residential living in centre				
Community			Have people living above shops	
Business/ property			<ul style="list-style-type: none"> • Residential above shops • Retention of houses around 	Living above shops does not work



Built Environment and Redevelopment				
Community	Two storey Mixed use	Run down, mish-mash of styles No consistency in architecture Coronation/Selwyn Street entrance unwelcoming Brougham/Selwyn Street east corner a jumbled mess	<ul style="list-style-type: none"> • Public notification for local input • Retain heritage house on Rosewarne • 1st floor offices • Space for farmers market • Cohesive village look and feel • Coffee shop renovated and retained • Uniformity like New Regent Street • Arty • Boutique/unique • Open light and airy shops • Shops that gel and work well together • A theme to shops • Verandahs • Creative spaces, build spaces into buildings to sit • Connect park with church • Ground floor retail, first floor office, second floor residential • Flexible buildings that could be added to in future • Airy open buildings • Buildings set back off road • Sustainable guidelines like Akaroa • Roof gardens • Nodes • Green buildings • Pre-development Ponsonby as a design direction 	Avoid Beckenham shops type development No concrete slab Mock Victorian No modern bland
Business/property	Village feel, boutique Current height good	Parapets blocked light Shops were old and damp	<ul style="list-style-type: none"> • Sunlight • New regent street design • Verandahs • Old school character but with contemporary feel 	Insurance will only pay for reinstatement, but not good design
Coronation/Selwyn Corner site				
Community			<ul style="list-style-type: none"> • Set-back shops with green space • Set-back shops with parking • Shops fronting Selwyn with gaps to plaza at rear • Two storey shops to rear with village green front • Retain heritage house to rear of site on Rosewarne Street 	Do not repeat Beckenham shops here



Business/ property				Does not want to repeat Beckenham Shops here
The Area				
Community	Area is improving as more people buy houses			
Business/ property	More professional people in area			
Business/Economic				
Community				
Business/ property			<ul style="list-style-type: none"> • What is the catalyst for owners getting together? • What is the process? • Talks between owners and businesses 	



Appendix 3 – Demographic and Economic Report

Selwyn Street

Demographics

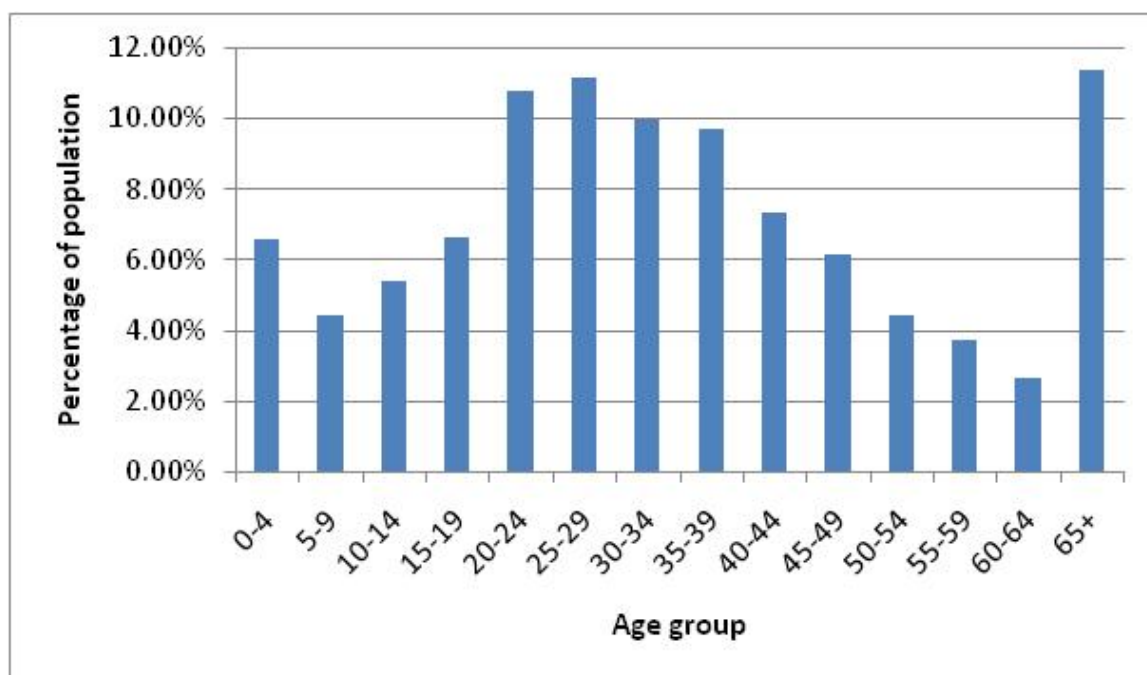
Age structure

The population surrounding the Selwyn Street centre is diverse, with a mix of young people, working families and a large number of older residents.

People over 65 years of age account for 11 percent of the population, and are the largest age bracket, followed by the 25-29 and 20-24 age groups. The area, while having a number of elderly people, still has a large younger population, with 45 percent of the population under 30 years old.

Elderly people generally have lower mobility levels than the general population, and so access to a centre with good amenity and resource is important. The number of young and family aged people in the area is probably a reflection of the affordability of the area and proximity of the Central City for workers.

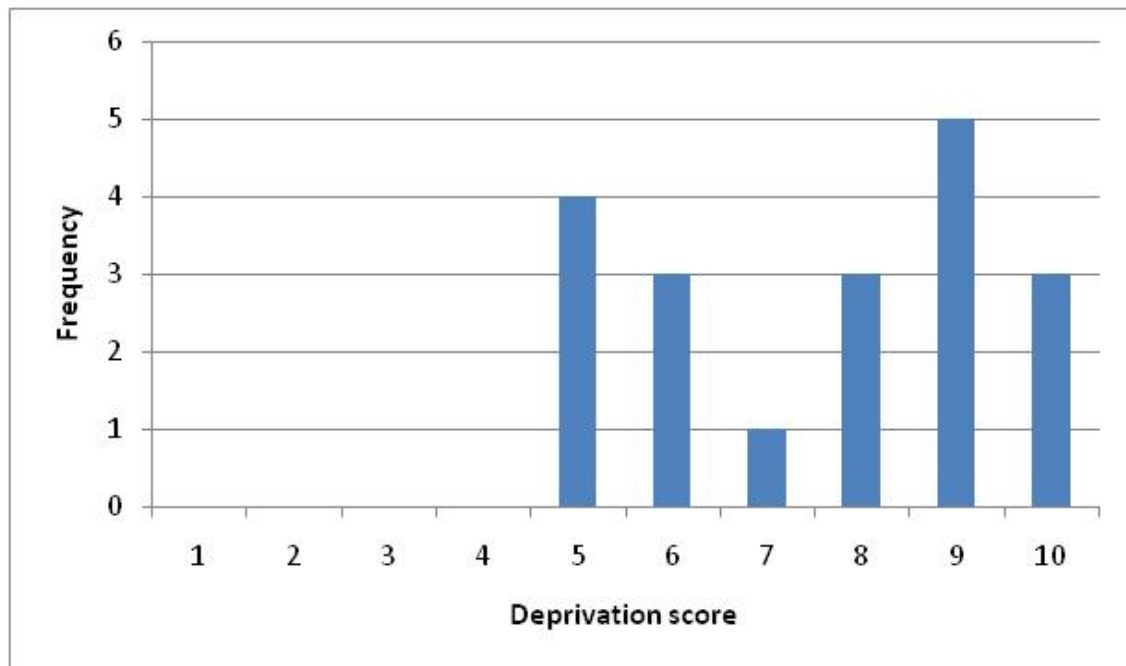
Figure 1. Population age distribution 400 metres around the Selwyn Street centre



Deprivation

The area surrounding Selwyn Street has pockets of high deprivation, but there are also a number of “middle income” areas. This is demonstrated with the distribution of mesh blocks with deprivation scores of between five and 10, where 10 is the most deprived. This mix of deprivation levels emphasises the mixed nature of the neighbourhood surrounding the centre. Areas with high levels of deprivation often have lower mobility levels, and therefore maintaining access to retail, medical and social services is important for these residents.

Figure 2. Distribution of deprivation scores for mesh blocks in the 400m surrounding the Selwyn Street shops

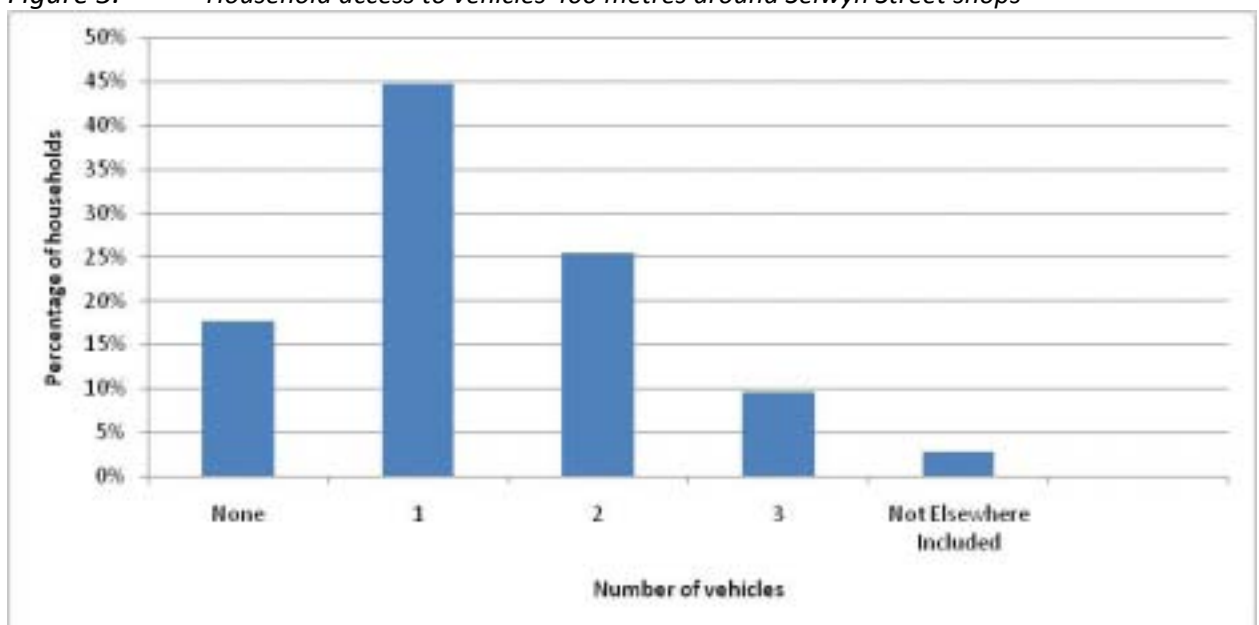


Access to motor vehicles

The access to motor vehicles in the Selwyn Street area is lower than the average for Christchurch; with 18 percent of households in the area surrounding Selwyn Street not having access to a car, compared to 9 percent of households in Christchurch in 2006.

This indicates the population has a high dependency on other modes of transport, such as public transport, biking or walking and reinforces the role of the centre in the community.

Figure 3. Household access to vehicles 400 metres around Selwyn Street shops

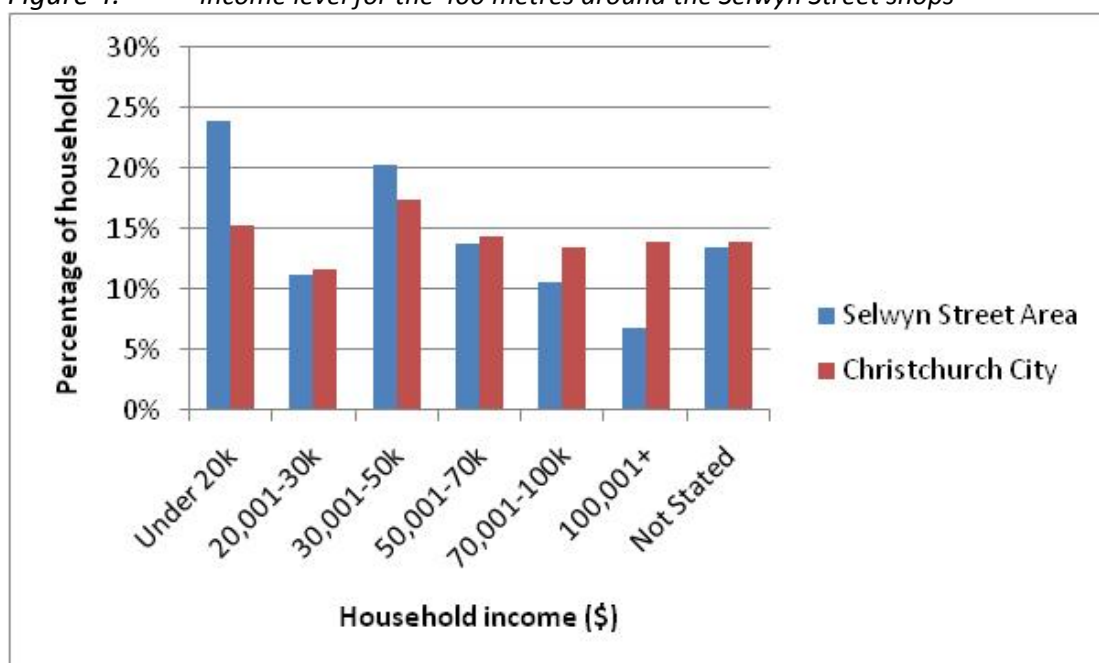


Income

The income of households in the residential area around Selwyn Street shops is below the average for the city, with 24 percent of households in the area having a household income of less than \$20,000 in 2006, compared with 15 percent of households city wide. Figure 4 below shows that the income distribution levels are slightly below the city average for all income groups over \$50,000, with only seven percent of households earning over \$100,000, compared to 14 percent city wide.

This is consistent with the mix of deprivation scores, and again is a likely reflection of the number of students, elderly and families in the community. The slightly lower level of income means that the community has lower levels of discretionary income than the rest of Christchurch and many residents in this area are likely to be spending a large proportion of their income on basic living expenses.

Figure 4. Income level for the 400 metres around the Selwyn Street shops



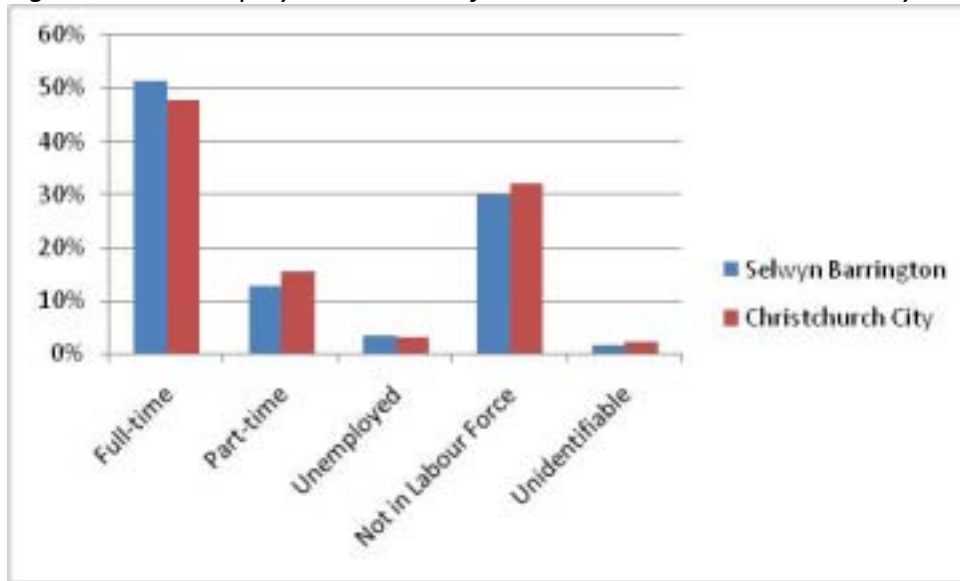
Unemployment

The employment profile of the area is comparable for the average for the city. A slightly higher percentage of the population is engaged in full time employment, and slightly less are not in the labour force.

Table 1. Employment status of residents in the mesh blocks in the 400 metres surrounding the Selwyn Street shops

Employment Status	Full-time	Part-time	Unemplo yed	Not Labour Force	in Not identified	Total
Number in each category Selwyn Street	1323	330	87	768	42	2583
Percentage in each category Selwyn Street	51%	13%	3%	30%	2%	100%
Percentage in each category City Wide	48%	16%	3%	32%	2%	

Figure 5. Employment status of the 400 metres around the Selwyn Street shops



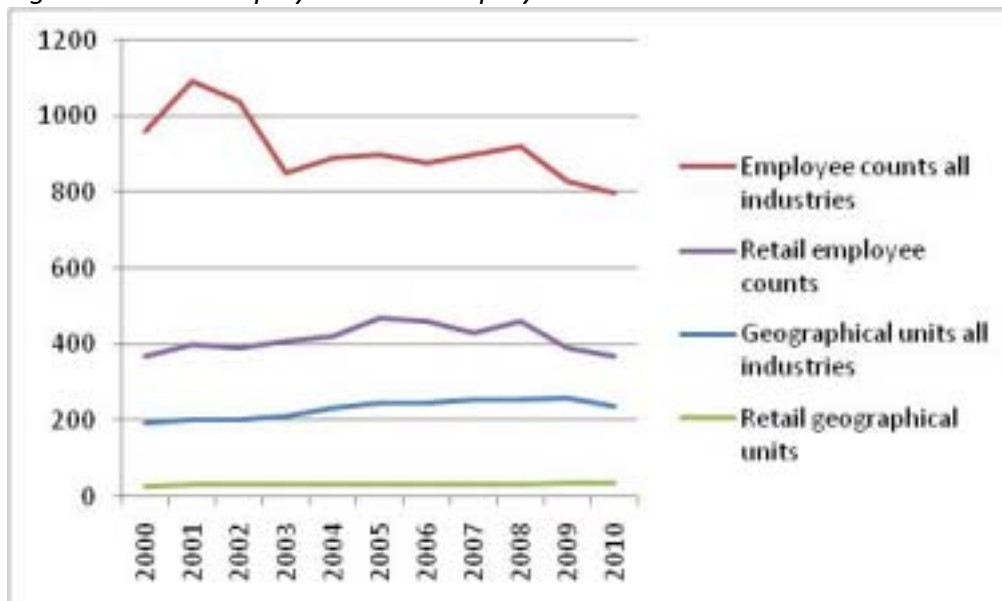
Employment

Employment for the area is measured at the Spreydon area unit. The number of employees has decreased to 800 in 2010 from a high of 1090 in 2001, while the number of geographical business units has remained relatively stable at between 193 in 2000 to a high of 258 in 2009.

The area does not have a large employment sector, reflecting the residential nature of the area. Retail is the largest sector in the area, reflecting the role of Barrington and Selwyn street retail centres.

The area is likely to see some increase in the number of people employed in retail due to the expansion of Barrington mall, however, the increase in commercial activity is limited due to the residential nature of the area and the proximity of the Central City.

Figure 6. Employment in the Spreydon Area Unit 2000-2011



The key employment sectors in the area are retail, health care and social assistance, and education and training.

Table 2. Employment profile of Spreydon Area unit

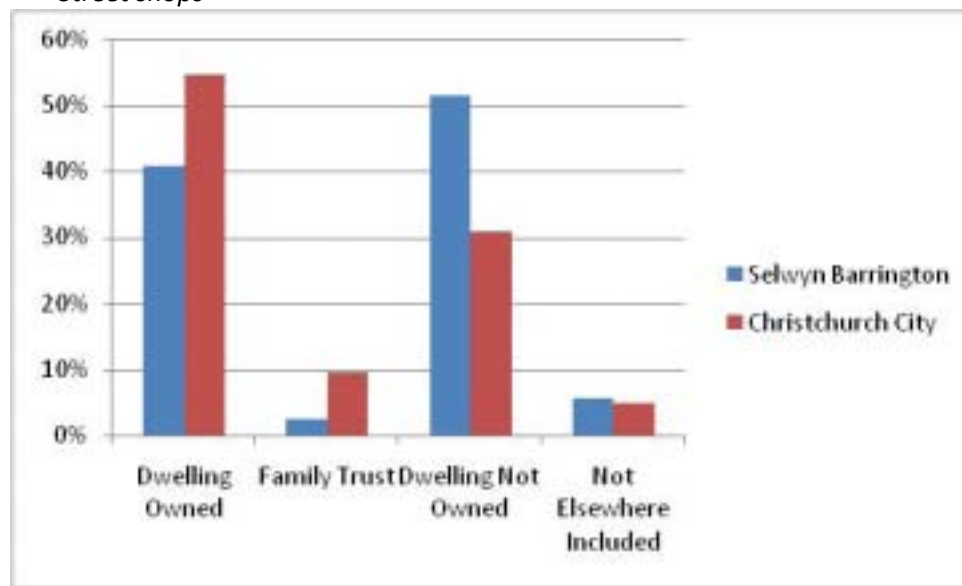
	Geographic Units	Employee Count
A Agriculture, forestry and fishing	8	0
B Mining	-	-
C Manufacturing	6	45
D Electricity, gas, water and waste services	1	0
E Construction	31	20
F Wholesale trade	8	6
G Retail trade	33	370
H Accommodation and food services	16	45
I Transport, postal and warehousing	6	9
J Information media and telecommunications	1	25
K Financial and insurance services	5	18
L Rental, hiring and real estate services	25	9
M Professional, scientific and technical services	24	18
N Administrative and support Services	9	9
O Public administration and safety	1	15
P Education and training	8	90
Q Health care and social assistance	30	110
R Arts and recreation services	4	9
S Other services	22	9
Total Industry	238	800

Homeownership

The area surrounding Selwyn Street has a high proportion of renters, with 52 percent of residents not owning their own home, compared to a city wide average of 31 percent of households living in rented property city wide.

As a result of this high renting population fewer residents own their own home in the area, with 43 percent of residents owning or have their property in a family trust, compared with 64 percent of households city wide.

Figure 7. Tenure of dwelling by usually resident in 400 metres around the Selwyn Street shops



Demographic summary

The demographic data show that the population in the Selwyn Street area have slightly less income and mobility than the Christchurch average, but residents have similar levels of employment. This community has mixed needs, with some high deprivation pockets, as well as middle income households.

The mix of population means that most residents in the area are probably able to access a range of shopping centres, and are less reliant on their local centre than other less affluent areas. Sectors of the community, including the elderly and less mobile probably rely on the centre more, and its proximity to the local school and childcare services makes it a convenient location for accessing goods and services.


Commercial Centre Pre-earthquake conditions

The Selwyn Street shops is a local centre, based around convenience stores, second-hand goods and medical services. Tenants included a public bar, two fish and chip shops, a dance shoe store, a clothing store, a speciality upholsterer, a café and gallery, an after school music programme, a second hand bookshop, two hairdressers, Jim Anderton’s electoral office, a design store, two dairies, a second-hand hardware store, a second-hand whiteware, a Thai takeaway restaurant, a physiotherapist, a medlab service and a medical centre. This is a diverse range of activities for a local centre.

The Selwyn Street shops is comprised of 0.95 hectares of zoned B1 land. There are 13 rating units in the centre with a total commercial floorspace of approximately 4,380 square metres, excluding the physiotherapist which is located in a residential zoned area. There were an estimated total of 27 businesses operating in the centre prior to the earthquakes.⁶

The amenity of the centre pre-quake was low, with minimal street upgrades and older shops that had not had any substantial investment or upgrades for a long time. While the amenity

⁶ Note, rating units may contain a number of buildings, and so the number of business premises does not match the number of rating units.



was low, the strip style shops allow good integration with the street and the distance from one end of the centre to the other is walkable.

The centre has limited parking, with some on-street car parks and low levels of parking behind some of the stores. This makes accessing the centre by car more difficult and may discourage commuters using the street from stopping.

Impact of the 2010-2011 Earthquakes

The centre has been severely affected by the earthquake, with only the public bar, medical-related businesses, a fish and chip shop, part of the second-hand whiteware store and a hairdressers remaining in operation. The remaining buildings have been demolished, or will be demolished completely or in part. This has reduced the level of pedestrian activity and number of users of the centre, however, the medical activities still act as an anchor. Medical centres tend to have a stable core of patients, as residents usually register with their local doctor. Therefore patients are likely to continue to use Selwyn Street shops for medical purposes, even if the surrounding businesses have gone, rather than relocating to another centre. In this regard, medical services are not subject to the same distributional effects as retail. This medical precinct will be an advantage for retail businesses establishing in the centre.

The pharmacy appears to be focused on dispensary activities related to the medical centre, rather than as comparison pharmacy shop, which would normally stock a large range of cosmetics and associated consumer goods. Several of the businesses that lost their premises have relocated or their owners have indicated they will not be re-establishing their business. This means that the centre will need to attract new businesses and uses. The presence of a number of medical services will be an advantage as the retail businesses are rebuilt, and the surrounding businesses could encourage multi-use visits to the centre by those visiting the doctor, physiotherapist or medlab. This might include matching their opening hours to those of the medical centre, and establishing cafés for patients to wait at.

Market competition

The centre competes with the Central City, Barrington and Addington. The line of sight distance to the Cathedral Square is 2.2 kilometres and about 3 kilometres along the road network, 1.1 km to Addington, and 1.1 kilometres to Barrington shopping centre. These figures show that there is competition in the area but the distance from Selwyn Street to these centres means that there is still a role for the centre to act as a local centre serving a catchment of about 400 metres around the centre.

Rateable value of the Selwyn Street shops

Prior to the earthquakes the Selwyn Street business zones (including the Physiotherapist) had a total rating capital value calculated in 2007 dollars of \$6,150,400. Seventy percent of the centre's value was in the improvements, at \$4,352,550 and 30 percent in the value of the land \$1,797,850

Assuming an average rental rate of \$150 per square metre, this equates to an 11 percent return on capital value. If rental rates were reduced to \$100 per square metre this equates to a 7 percent return, which is comparable to other commercial property returns in Christchurch.

Table 3. Return on Capital Value

	<i>Total Commercial floorspace area(a)</i>	<i>Capital value (b) \$</i>	<i>Land value (c) \$</i>	<i>Improvements value (d) \$</i>
Total	4,379	6,150,400	1,797,850	4,352,550
Average		439,314	128,418	310,896
Rental income for total centre \$				656,850
Return on capital value @\$150 pms				11%
Rental income for total centre @ \$100 pms				437,900
Return on capital value @\$150 pms				7%

The average improvement value per square metre of commercial floor space prior to the earthquake was \$993. If the six rateable units are rebuilt to have a capital improvements value of \$2000 per square metres, the potential return on these properties could be 6.3% if they earned \$150 per square metres.

Six rating units were or will be demolished due to earthquake damage, with a total floorspace of 2,784 square metres and a capital value of \$382,153. If these businesses were to build back to the previous floorspace area with a cost of \$2,000 per square metre, the return on the Capital value would be six percent at \$150 per square metres and four percent at \$100 per square metres. To achieve a seven percent return on capital value a rental rate of \$166 per square meters would be required. This is likely to be achievable for new premises which have high levels of amenity. Rebuilding to floorplates of similar size to the historic properties (around 90-100 square metres) would mean that rental rates would be about \$17,000 per year and this should be sustainable for businesses such as cafes or retail stores that have consistent turnover. \$166 per m² is unlikely to be sustainable for second-hand goods or lower income stores. The smaller floorplates are likely to be an advantage, as newly built spaces can be well designed, enabling efficient use of space, which is likely to appeal more to small businesses which are likely to establish in the area.

Table 4. Return on capital value for rebuilt properties

	<i>Total Commercial floorspace area(a)</i>	<i>Capital value (b)</i>	<i>Land value (c)</i>	<i>Improvements value (d)</i>
Area lost	2,784	1,887,750	1,022,350	865,400
Rebuild costs @\$2000 per square metres				5,568,000
Rebuilt capital value		6,590,350		
Rental rate per square metres				150
Rental income for rebuilt units				417,600
Return on capital value @\$150 pms				6%

Amenity and safety

Increasing the amenity of the area is likely to encourage commuters to stop and local residents to walk to the centre. Ensuring designs increase visibility and safety of businesses and customers will help increase usage of the centre. Considering aspects such as lighting and safety could help improve perceptions of the area and encourage customers to linger and stay longer.

Increasing use of the Selwyn Street Reserve by local residents could encourage greater use of the retail area. More could be done to integrate the Reserve and create a useable space for members of the public who enjoy the socialisation and community interaction the centre provides. The Reserve currently reduces the visibility of the centre for commuters along Brougham Street. More could be done to indicate the existence of the centre to attract visitors.

Transport

The centre contends with large traffic volumes at Brougham Street, and this intersection reduces the flow with the suburban catchment to the north.

Selwyn Street has relatively high volumes of commuting car-based traffic. This is both a positive, as it allows people passing through to stop and use the centre for convenient purchases, and a disadvantage as it reduces the integration between the two sides of the street and reduces the amenity of the area. Ensuring that commuters are able to stop off safely and conveniently is likely to support the use of the centre and increase viability of the businesses located there.



Future role of Selwyn Street shops

The Selwyn Street shops is large for a local centre and faces strong competition from the Barrington Street centre, the Central City and from the shopping strips located along Colombo Street. The businesses that were previously located in the centre were small independently owned and operated and there were a high number of second-hand goods stores that would be unable to afford high rental rates required for rebuilt properties. This indicates that the centre will have to rely on new businesses entering the area to become viable. This is both a challenge and an opportunity for the centre, as it now must re-establish new businesses and potentially attract new clients.

In the short term while the market is mobile and re-adjusting and with Central City businesses struggling to find premises, rebuilt commercial and retail space is likely to be taken up quickly. Selwyn Street should not rely on displaced businesses for long term success as in the long term these businesses may be likely to relocate to larger neighbourhood centres or the Central City where they are more likely to get foot traffic and have a synergistic relationship with other businesses.

It is appropriate for Selwyn Street to continue as a local centre. With the proximity to Barrington and the Central City it is unlikely to support a much larger retail or office sector without impacting on other centres. Keeping the centre a compact, walkable size may encourage people to stop and use multiple shops throughout the centre, especially compared to a large centre with numerous vacancies located throughout the centre.

The area is strongly anchored by the medical facilities, and these are well located to suit a neighbourhood catchment and along with the local public bar will be the anchors that attract residents and commuters.



It is likely the housing density will continue to increase in the surrounding area, and this will further support the centre. As the centre is surrounded by residential activity, it would be suitable to incorporate residential units into the centre, such as above ground floor shops and as higher density units on the edge of the centre. While Selwyn Street is busy, it is not an unpleasant living environment, and the surrounding residential activity would contribute to a sense of place and community for those living in a commercial area. Increasing residential into the centre is likely to be positive for the commercial activities, as they provide customers and increased security for the area at night. The proximity of the Central City for workers and the level of residential activity surrounding the area make it an attractive area to provide mixed use residential activity.

Some of the smaller floorplates that existed previously are suitable for food and beverage related businesses that do not require very large premises and are also suitable for attracting lower income retail businesses, which do not generate sufficient turnover for rent large premises in more expensive mall or Central City locations. Selwyn Street is well placed to serve a residential catchment with more food and beverage options, and could be well placed to serve a small neighbourhood café and restaurant precinct. The southern end of the city does not have as many defined restaurant precincts as other parts of the city, (for example, Riccarton, Merivale, Sumner and the takeaway precinct in Papanui). Sydenham, Beckenham and Addington do contain food and beverage services, but there is potential for Selwyn Street to further develop the sector in the area. Encouraging food and beverage based businesses will encourage residents to use the area, and could establish a niche local-centre role.

Appendix 4 – The Suburban Centres Programme

Explanation

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 the Selwyn Street shops.

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 city and in the way it functions. They support the social and economic well-being of communities as they are 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 earthquake to enable a quick start.

64 centres suffered some degree of damage or disruption in the 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 to 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 the suburban centres in the programme as more information is available and refined over the coming months. This will ensure an appropriate approach for each centre is maintained.

Policy and legislative context

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

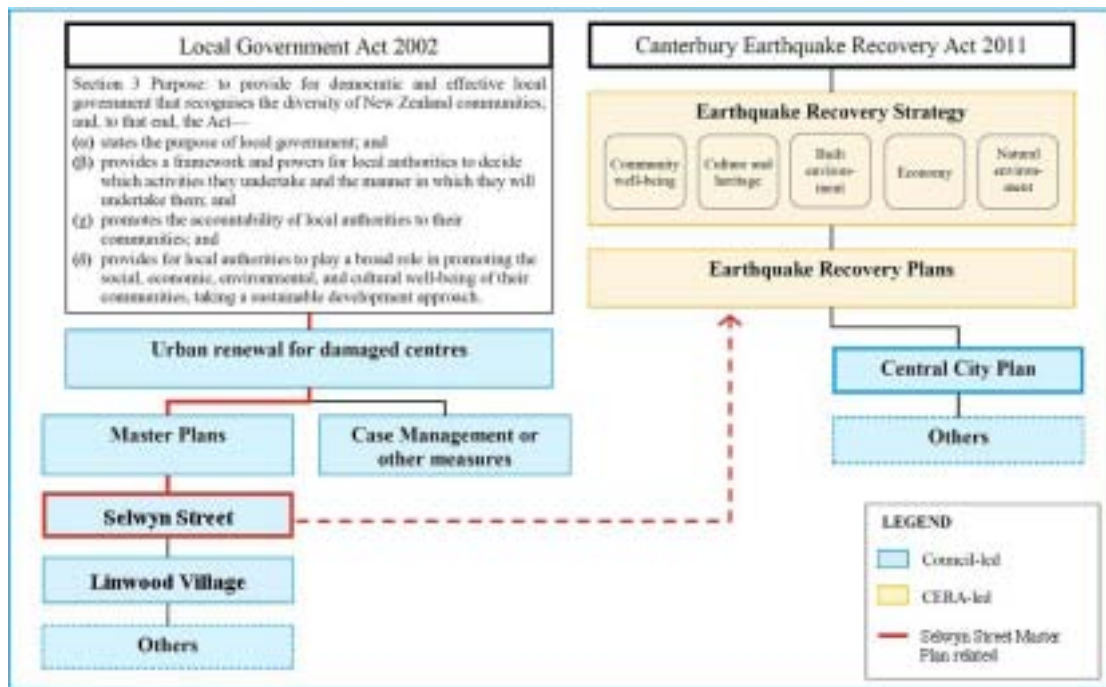


Figure 1. Policy and Legislative Framework

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, the Council must develop the Central City Plan within nine 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. In these centres a master plan approach is used to develop with each community an agreed 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 its 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 master plan, 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 City Plan to give incentives for rebuilding, retain investment and protect local employment. If deemed essential to the rebuilding efforts, CERA in some cases may be able to provide direction and leadership to simplify and stream-line resource management processes and decision-making.

Appendix 5 – City Plan summary

This appendix briefly summarises the parts of the City Plan that are most relevant to the scale and function of suburban centres in general and also as they apply specifically to the Selwyn Street shops. Summarised are the main rules of the City Plan that will influence how the centres will rebuilt or changed. The final section of this appendix outlines the proposed Plan Change 56 and the possible influence this will have on the rebuild process.

Objectives, policies and methods of the plan (Volume 2)

Objective 12.1 concerns the distribution of business activity. It seeks to have a distribution, scale and form of business activity that provides the community with access to goods, services and opportunities for interaction.

Objective 12.7 specifically concerns the role of suburban centres in enabling people to meet their needs for goods, services and social interaction. There is recognition within this objective that suburban centres provide for these needs at convenient levels to local populations. There is also an expectation of change over time with some centres growing while others decline in significance in response to a changing commercial market. Within this changing environment commercial centres should possess the ability to change within a framework of acceptable environmental limits.

Selwyn Street shops is identified as a local shopping centre by Objective 12.7.

Objective 12.8 seeks a high standard of amenity, design and layout for suburban centres. Good design and layout should be promoted at every opportunity to maintain an acceptable level of amenity and maintain the suburban centres role as a important servicing points for the residential areas of the city.

Rules of the Plan (Volume 3)

The rules of the City Plan are the detailed means of implementing the objectives, polices and methods contained within Volume 2 of the City Plan. Outlined below are the specific rules that apply to the Suburban Centres and the zones of activity found within the Selwyn Street shops (i.e. Business 1 and 2, Living 2 and 3 and Open Space).


Part 3 Business

1.4 Business 1 – local centre general description

The purpose of these zones is to supply local opportunities for employment and small retail shops. The description recognises that these centres will often have poor physical layout and parking arrangements. A number of environmental results are anticipated for such centres which generally reflect the small scale and local appeal of the centres that adjoin residential areas. Residential activity is anticipated in B1 centres either in conjunction with commercial activity (for example on the upper floors) or displacement of commercial activity.

3.2 Residential activity

Residential units may be built in B1 zone adjoining an L3 zone. Residential units in these zones must comply with the standards applicable to L3 zones in addition to the B1 zone.



Residential activity is anticipated to higher density in B1 zones hence the requirement to meet higher density standards (rule 7.3.1).

3.4 Development and community standards

The rules around the building form in B1 and B2 zones are generally more permissive than for Living zones expect where Living zones adjoin the B1 or B2 zone. Here the building must comply with the Living zone recession plane (3.4.1) and there must be a three metre set-back (3.4.2). Screening and fencing are also required (3.4.3). Large extent of blank façade are not permitted unless set-back three metres from the street and landscaped (3.4.5 and 7.3.7). The maximum building size for B1 is eight metres in height with a 1.0 plot ratio (3.5.1 and 7.3.9, 3.5.2 and 7.3.10).

Part 12 - Transport

A separate set of rules addresses transport matters. Issues around access location, type manoeuvring space are assessed on a case by case basis as part of the assessment matters for resource consent (if required). Most relevant to the redevelopment of the Selwyn Street shops are the rules around minimum parking standards.

Part 12, 2.2.1 Parking Space Numbers

Parking requirements are activity rather than zone based. The general requirement for retail activity will depend on floor area of the activity for cars. A typical example that would apply to bulk of retail units in Selwyn Street shops requires four car parking spaces per 100 square metres for Gross Leasable Floor Area (GLFA) of less than 750 square metres. Cycle parking is set at one space per 100 square metres GLFA.

Other activities will attract greater or lesser parking requirements. Another typical activity in the two centres would be food and beverage outlets. The Plan requires four car parking spaces per 100m square metres Public Floor Area (PFA) for the first 150 square metres PFA and 19 spaces per 100 square meters PFA thereafter. Cycle parking is set at one space per 100m² PFA.

6.5 Assessment Matters for Resource Consent

The assessment matters for resource consent applications within B1 zones concern those standards outlined above.

Other

Living 3

The City Plan anticipates residential development in B1. For the Selwyn Street shops, the Business zone is surrounded by land zoned Living 3. In this case residential development must have regard to the rules of Living 3 zone (in addition to those for the B1/B2 zone).

The anticipated outcome for Living 3 zones is medium density housing with a significant degree of variety in housing type to appeal to a wide range of housing needs.



Open Space

The Selwyn Street Reserve is zoned Open 1. The Open 1 zone is given to small areas of recreation and open space within the city. These areas are anticipated for informal uses and usually will contain some seating and possibly play equipment or other structures. The intention is to provide areas of open space within the urban environment and as such areas tend not to be cluttered with facilities.

Often Open Space 1 reserves and parks will have some connection to natural or historical values. The City Plan anticipates that this will be taken into account as part of the management of the areas.

Plan Change 56 (Proposed)

The Council is currently proposing a change to the Business 1 and 2 parts of the City Plan to guide future development of suburban centres. Research and consultation conducted in 2008 revealed significant issues with the quality of new buildings in the suburban centres. New developments need to be of higher quality with better consideration of urban design. Plan Change 56 seeks to address these matters.

It is anticipated that Plan Change 56 will amend some of the Objectives, Policies and Methods of the Plan along with a number of its rules. The content of these changes is still in development.

Appendix 6 – Crime Prevention Through Environmental Design Report

Report to: Suburban Centres Programme Team
Subject: Selwyn Village CPTED Review
Author: Sue Ramsay
Date: 12 October 2011

This report provides a high level Crime Prevention Through Environmental Design (CPTED) assessment of safety issues identified in and around the Selwyn Street Shops. Its purpose is to highlight potential safety and perception of safety challenges that planning for the redevelopment of the precinct should consider.

A “walkthrough” of the Selwyn Street Shops was carried out on the morning of Wednesday 7 September 2011, by Police Community Constable Dave Woodbury and Christchurch City Council Crime Prevention Team Leader Sue Ramsay.

The guiding principles which are recommended to be considered in planning are set out in the National Guidelines for Crime Prevention Through Environmental Design in New Zealand Part 1: Seven qualities of safer Places 2005. These can be accessed at:

<http://www.justice.govt.nz/publications/global-publications/n/national-guidelines-for-crime-prevention-through-environmental-design-in-new-zealand-part-1-seven-qualities-of-safer-places-part-2-implementation-guide-november-2005/publication>

The National Guidelines state that:

CPTED is a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, as well as an improvement in quality of life. CPTED reduces criminal opportunity and fosters positive social interaction among legitimate users of space. The emphasis is on prevention rather than apprehension and punishment.

The assessment has been guided by the four overlapping principles of CPTED:

1. **Surveillance** - people are present and can see what is going on.
2. **Access management** - methods are used to attract people and vehicles to some places and restrict them from others.
3. **Territorial reinforcement** - clear boundaries encourage community 'ownership' of the space.
4. **Quality environments** - good quality, well maintained places attract people and support surveillance.

While not wishing to limit the matters for consideration, the following are highlighted for particular consideration in the context of the Selwyn Street Shops.

Crime Statistics

We do not have access to crime figures which directly relate to the Selwyn Street Shops, but trends can be inferred from recent crime data for Addington and Sydenham suburbs.

Addington and Sydenham are considered to be a moderate crime areas, although the city-wide decrease in crime since the major earthquakes is also apparent here. Public order and domestic disputes are the most frequently recorded offences. Burglary and assaults are the next most common offences.

Constable Woodbury advised that theft from cars is a known problem in the area. The unofficial crime figures show a different trend and it is probable that some of these crimes go unreported.

Amenity values

The present environment has generally low amenity values. The centre appears to be well used by the local community, but a number of remaining buildings are run down. Little appears to have been done in public spaces to create safe, attractive and well used public spaces.

Recommended features may include:

- Traffic calming measures, including narrowing Selwyn Street in the vicinity of the precinct.
- Widening footpaths.
- Provision of seating on footpaths, but not in clusters that may attract possessive behaviours from occupying groups
- Verandahs from shop fronts.

Lighting

Lighting is a key element in creating safe environments. Lighting is used to indicate safe areas and absence of lighting signals that an area isn't safe.

For the Selwyn Street Shops, the optimal light source in a pedestrian-friendly area is:

- Pedestrian scale (3 to 4 metre standards) and providing full light under verandahs.
- White light which provides for optimal facial and colour recognition.
- Standards are placed at intervals that create continuous light at the lit surface, eliminating dark areas between light sources (i.e. shading and pooling).
- Shielded lamps that direct light down, thus reducing light spill and Pollution.
- Lux levels are limited to ensure that light does not spill through windows and disturb the sleep of residents in upper stories.

This type of lighting should also be adequate for drivers using the narrowed roadway, especially if standards are placed on both sides of the road.

Activated edges

Opportunities to activate retail edges are positive crime deterrents and it is recommended that these are provided for. Wider footpaths facilitate retail displays outside shops; and provide opportunities for food outlets to provide seating. Both of these activities contribute to safe environments.

The site inspection revealed a parking area behind the eastern shops facing Selwyn Street, with its entrance off Somerset Crescent. The area was not well maintained and lighting appeared minimal. Several concealment/entrapment points adjoin the car park and planning may be able to mitigate these. The car park terminates in a “dead end” behind the shops, creating an entrapment area. The formation of at least walking access/egress from the end of the car park will enhance safety.

Selwyn Street bus stop

The existing Selwyn Street bus stop should be retained and enhanced. It was noted that this is an important arrival point for visitors to the precinct, as many do not have cars.

The bus stop would benefit from a shelter and lighting to improve its amenity and encourage more use.

Community space

The creation of a community space and/or centre is seen as a positive addition to the area from a CPTED perspective. These facilities will act as activity generators which will draw legitimate users into the precinct.

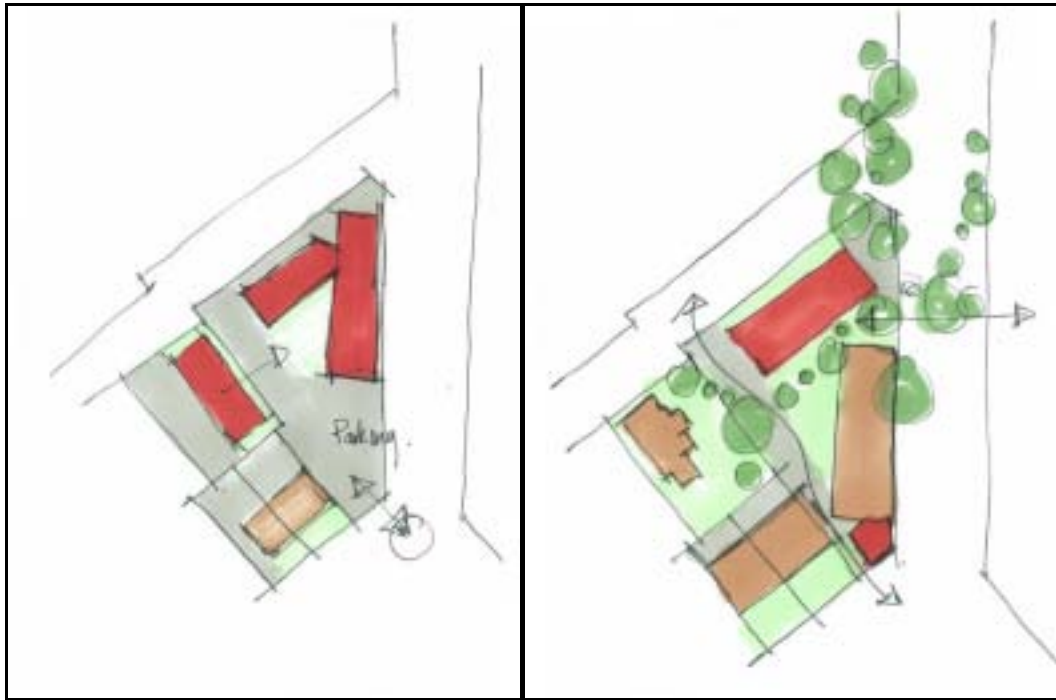
Conclusion

We would appreciate the opportunity to provide CPTED recommendations at future intervals in the planning process.

Sue Ramsay
Crime Prevention Team Leader
Ph 941 5067
sue.ramsay@ccc.govt.nz

Appendix 7 – Concept development

Shown in this appendix are some of the early concepts developed for some of the different land parcels on Selwyn Street.



Concepts for the 299 Selwyn Street Precinct



Concept for the shops on the eastern side of Selwyn Street

Rationale

- Better access to and through blocks.
- Redevelopment of small public/private space.
- Connections between east and west sides.
- Highlight prominent corners.

Issues

- Configuration of existing sites including vehicle movement.
- Access onto Selwyn street.
- Amalgamation of access in an equitable way.



Acknowledgements

Voluntary Participants:

Community
Business and property owners

Elected Members:

Christchurch Mayor Bob Parker
Christchurch City Councillors
Spreydon/Heathcote Community Board
Jim Anderton – Progressive MP (Wigram Electorate)
Megan Woods – Labour MP (Wigram Electorate)

Stakeholders:

Christchurch Earthquake Recovery Authority (CERA)
New Zealand Transport Agency
Recover Canterbury
New Zealand Police
Community groups

Consultant:

Mike Thomas (Jazmax)

Christchurch City Council:

Programme Manager: Jenny Ridgen
Project Team Leader: Mark Rushworth
Project Leader: John Scallan
Project Urban Designer: Josie Schroder
Strategy and Planning Group
Capital Programme Group
City Environment Group
Regulatory Services
Community Services

Your views – submission form

The Council is putting the draft Master Plan out for feedback and would like to hear from you. Submissions and comments from the public on the draft Master Plan would be welcomed.

Submissions and comments are sought during the consultation period from 19 December 2011 until **5pm 17 February 2012**.

Some proposed projects would clearly need further engagement with, and direction from, stakeholders, landowners and other affected people within the community.

How to make a submission

You can make a submission in a number of different ways:

- Online, using the form provided on the Council's website at: www.ccc.govt.nz/haveyoursay
- By mail:
Freepost 178
Strategy and Planning
Draft Selwyn Street Shops Master Plan
Christchurch City Council
PO Box 73012
Christchurch 8154
- Or email: SelwynMplan@ccc.govt.nz

If you choose to email or write a letter please be sure to include the topic e.g. draft Selwyn Street Shops Master Plan, what you are supporting or opposing, your reasons, what you are seeking and your contact details.

- By hand to any open Council library or service centre.
- In person, drop-in sessions where you can view the draft Selwyn Street Shops Master Plan, discuss the contents of the plan with Council staff and make your submission, will be held at:
Church Hall, 42 Somerset Crescent (corner of Selwyn Street and Somerset Crescent, opposite the Selwyn Street Reserve on Somerset Crescent)
 - Wednesday 8 February 2012, 2pm to 6pm
 - Saturday 11 February 2012, 10am to 4pm

View the full document now

Copies of the full draft Master Plan are available for viewing at:

- Online at www.ccc.govt.nz/haveyoursay or from:
- The Spreydon Library
- The South Library and Beckenham Service Centre
- All other open Council libraries and service centres



Artist's impression of the redeveloped west side of Selwyn Street

Future Concepts (project F1)

Like (✓)	Don't like (✓)	Please explain why

1. Which projects do you think are the most important?

2. Of these, which projects do you think are the most urgent?

3. Do you have any other comments about any aspect/s of the draft Selwyn Street Shops Master Plan or process?

The full draft Selwyn Street Shops Master Plan is available online at www.ccc.govt.nz/haveyoursay or from all open Council libraries and service centres.

Drop-in sessions will also be held at the church hall, 42 Somerset Crescent (corner of Selwyn Street and Somerset Crescent, opposite Selwyn Street Reserve on Somerset Crescent) on:

- Wednesday, 8 February 2012 from 2pm to 6pm; and
- Saturday, 11 February 2012 from 10am to 4pm

Submissions are sought from **Monday, 19 December 2011 until 5pm on Friday, 17 February 2012.**

You may send us your submission:

On the internet:

- Using the online form provided on the Council's website at: www.ccc.govt.nz/haveyoursay

By email to:

- SelwynMPlan@ccc.govt.nz
(Please make sure that your full name and address is included with your submission)

By mail (no stamp required) to:

- Freepost 178
Strategy and Planning
Draft Selwyn Street Shops Master Plan
Christchurch City Council
PO Box 73012
Christchurch 8154

By hand delivery:

- To any open Council library or service centre; or
- At the drop-in sessions.

(See www.ccc.govt.nz/thecouncil/contactus.aspx)

Contact details

Name: _____

Organisation (if representing): _____

Postal address: _____

Postcode: _____

Phone-Home: _____ Work: _____

Mobile: _____

Email (if applicable): _____

Signature: _____ Date: _____

If submissions on the draft Selwyn Street Shops Master Plan are heard by the Council, do you wish to be heard:

- Yes, I would like to be heard if hearings are held. No, I would not like to be heard if hearings are held.

Local people and organisations can be well placed to lead or assist with the implementation of the draft Selwyn Street Shops Master Plan action:

(a) I wish to assist with the implementation of the following actions:

(b) I wish to assist as:

an individual

a member of the following organisation: _____

