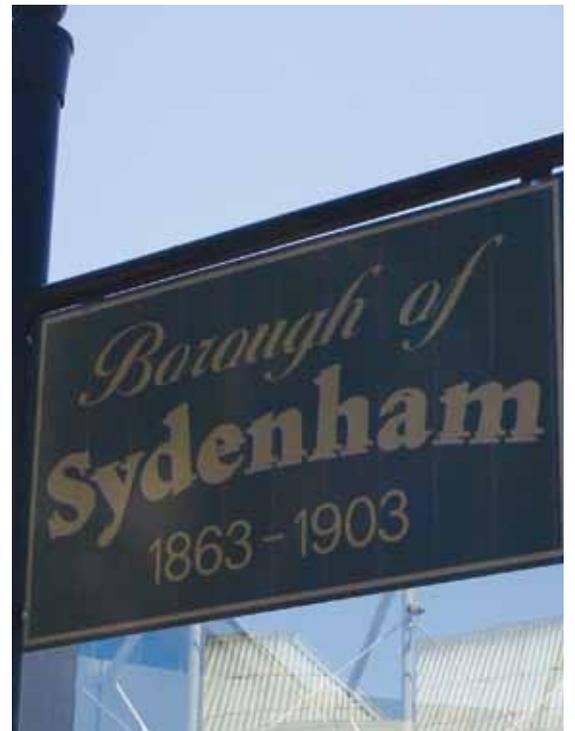


Suburban Centres Programme

Sydenham Master Plan

June 2012

A PLAN FOR REBUILDING AND RECOVERY



Mayor's foreword



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

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

Well attended community meetings to discuss a master planning process for Sydenham's commercial centre have been testament to the remarkable strength of the community. People came brimming with ideas, a belief in their centre and a gritty determination to see their community rise again. The community were also forthcoming with their views on the draft Master Plan when it was out for public comment.

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

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

Bob Parker

Mayor of Christchurch

Spreydon-Heathcote Community Board foreword



Sydenham emerged as one of Christchurch's important early suburban centres – the people who made their home here close to their places of work, gave it a distinct character and feel. That special character is still evident in Sydenham despite the devastating earthquakes that affected its businesses and built heritage.

Local people are very proud of Sydenham's rich social history and strong sense of community. They are now proudly rebuilding their community. Signs of recovery and activity can be seen along Colombo Street in the pop-up cafes and art installations, businesses who lost their premises are returning and exciting new shops are opening.

Business and property owners and local residents have contributed ideas, energy and imagination to this Sydenham Master Plan – working with Christchurch City Council to develop a framework for the recovery and rebuild of Sydenham's suburban centre. The Sydenham Master Plan will help guide decisions about future planning for Sydenham's suburban centre, an important step toward building investor and community confidence and ensuring that Sydenham will continue to grow and prosper.

We, the Spreydon/Heathcote Community Board, share the community's excitement and pride in Sydenham's future and believe the Sydenham Master Plan sets a clear direction for the continued recovery and rebuild of this important, historic suburban centre.

Phil Clearwater

Spreydon-Heathcote Community Board Chair

Table of contents

The Sydenham Master Plan as depicted in this document has been approved and adopted by the Council for implementation in conjunction with partner agencies/organisations.

The Council acknowledges input into the Sydenham Master Plan by Councillors, Spreydon/Heathcote Community Board members, Council staff and consultants. Development of the Sydenham Master Plan would also not have been possible without the involvement and contribution from the Sydenham community, Iwi and other stakeholders.

1.	Executive Summary	5
1.	Introduction	8
1.1	Why this suburban centre	9
1.2	What is a master plan?	11
2.	The place	12
2.1	Sydenham's place in the context of Christchurch	13
2.2	Sydenham's history to the present	14
2.3	Sydenham's earthquake damage	15
3.	Master plan development	16
3.1	Policy and decision making framework	17
3.2	The master plan development framework	18
3.3	The master plan development process	20
4.	Vision goals and actions	24
4.1	The vision for Sydenham's centre	25
4.2	Sydenham's Master Plan goals	26
4.3	Sydenham's Master Plan actions	28
5.	Implementation	78
5.1	Implementation tools and methods	79
5.2	Implementation Plan	80
5.3	The process from here	84
	Bibliography	85

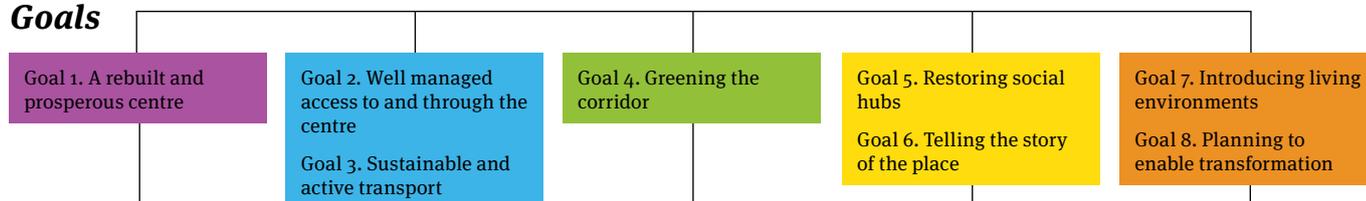
Disclaimer: There is no binding commitment on the Christchurch City Council to proceed with any project detailed in this document. The Council's spending priorities are reviewed frequently, including through the Council's Long Term Plan (LTP) process. All Decisions as to whether or not a Council-funded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

Executive summary

An ambitious vision for Sydenham’s centre

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

Goals



Actions



Themes relating to the vision for Sydenham centre

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

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

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

Sydenham will reduce its environmental impact. **Colombo Street will become a tree-lined boulevard which is both functional and safe**. Public art and innovative landscape design will showcase the creativity of the community. Within parks and reserves the construction of swales planted with native swamp plants will aid the maintenance of water quality which is an important issue for Ngāi Tūāhuriri and Ngāi Tahu whānui. The design of public spaces will protect people from the prevailing winds and sun, and will be built according to low-carbon and sustainable design principles and in accordance with Tangata Whenua values of guardianship. View shafts from Colombo Street to the Port Hills, Ngā Kōhatu Whakatekateka o Tamatea Pōkai Whenua will be utilised as reference points for interpretation.

The area around Buchan Park will regenerate, creating new living and economic opportunities. The Park will be better connected to the main street and will be well used by workers on their lunch breaks, students, families, older adults who reside nearby and visitors to the area. **A series of small landscaped spaces on Colombo Street will provide new spots to pause in**, such spaces will make where appropriate references to tangata whenua stories and values and European settlers history.

People will know when they enter Sydenham because of eye-catching gateway sculptures positioned at the entrances to the area. The design of features and buildings reflects the history of the area from Māori through early settlers and industrial development. The values and cultural history of Tangata Whenua and European settlers will be embedded in the urban landscape through design elements, public art and interpretation.

Community services will support workers and business owners in the wider area. Over time with more people living in Sydenham, there will be a corresponding increase in facilities for people to meet, have fun and learn in. References to cultural heritage within the area can give rise to educational opportunities to that will contribute to greater community understanding of place and sense of identity.

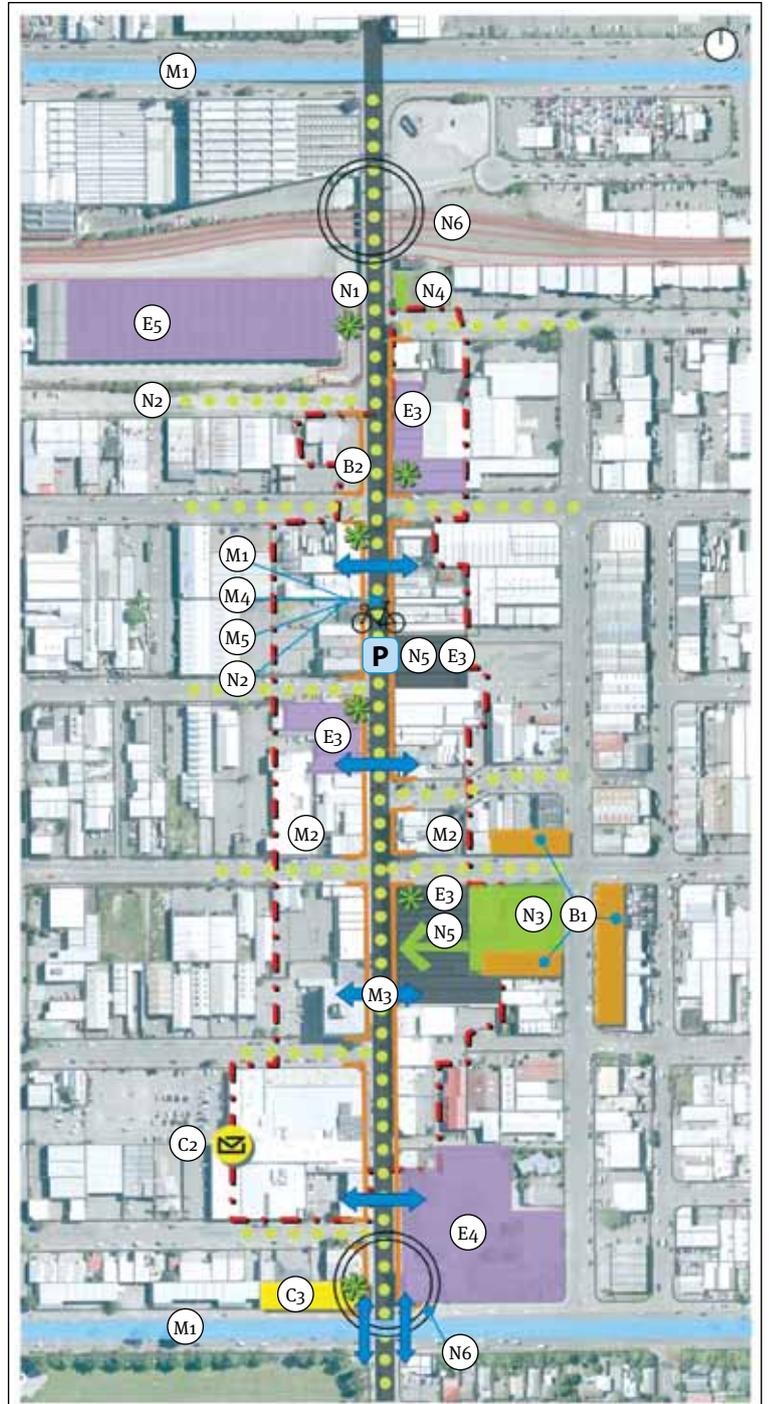
New buildings will echo those that stood before and maintain the grain of the old townscape. Developers will be supported by clear architectural guidance and planning controls and owners will be supported to work together to facilitate development efficiencies and quality buildings. It is possible that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

Master plan actions

Actions are either spatial and have a fixed location, or non-spatial.

Full details of each action including rationale and delivery considerations are found in Section 4 of this document.

Legend	
	Economy and business related
	Parking investigations (M2)
	Pedestrian linkage improvements (M3)
	Cycle infrastructure (M4)
	Pocket park spaces (N1)
	Street trees/lighting improvements (N2)
	Public open space
	Gateway (N6)
	Community, well-being, culture and heritage related
	Postal services (C2)
	Targeted residential activities (B1)
	Encourage building set backs (B2)
	Sydenham Business 2 zone boundary
	Space that is subject to multiple actions



1. Introduction

About the Sydenham Master Plan

Why this Suburban Centre

- Explanation of the Suburban Centres Programme
- Explanation of why Sydenham was selected for a master plan

What is a master plan

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

1.1 Why this suburban centre?

Explanation of the Suburban Centres Programme

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

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

Following the February 2011 earthquake, the Council assessed 150 commercial centres against a range of indicators. Some of these included:

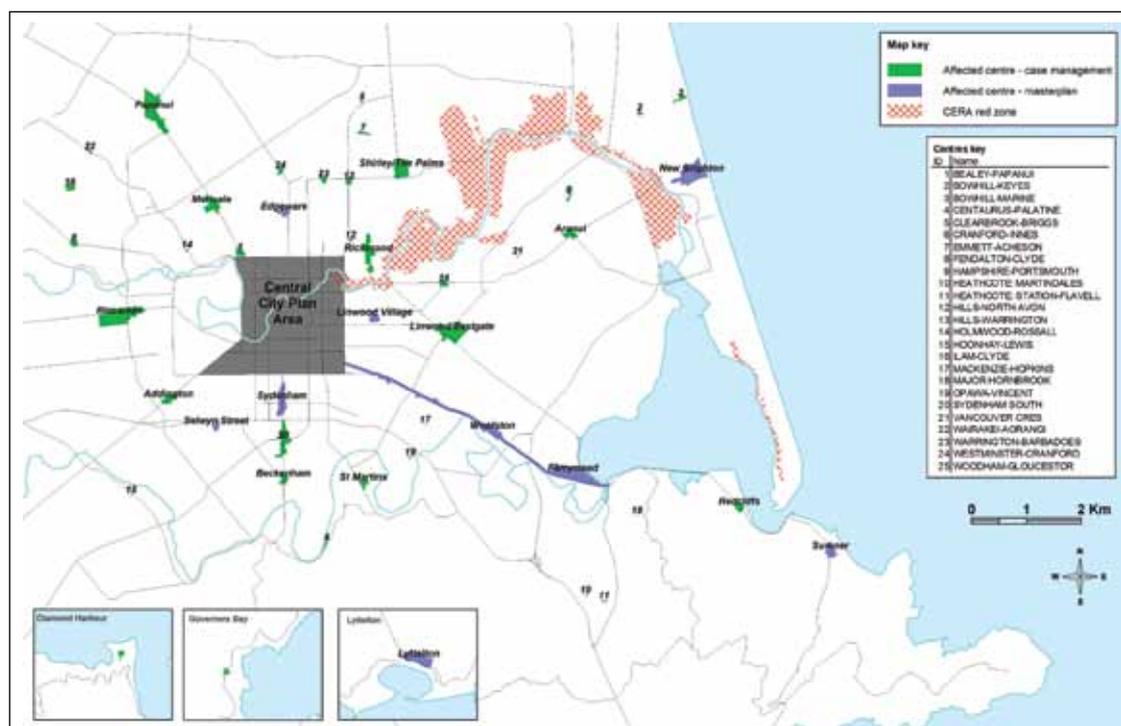
- The extent of damage in the centre.
- The size of centres and the area they serve.
- The wellbeing of communities within the immediate vicinity of each affected centre.
- The ownership profile of businesses.
- Whether or not the community has other options nearby for obtaining goods and services.

- Whether any planning or revitalisation work had already been done prior to the earthquakes to enable a quick start.

64 centres suffered some degree of damage or disruption in the February 2011 earthquake and of those, six were considered highest priority for significant Council support by way of master planning for rebuild and recovery. The development of two more master plans has subsequently been approved. Most of the remaining affected centres can be supported through liaising with individual or small groups of property owners through a Council 'case manager' to help affected property owners consolidate their plans and assist in creating good outcomes for the community who use these centres.

The allocation of funds and resources to damaged suburban centres is part of an on-going process. The Council will continue to monitor and assess the identified suburban centres to ensure an appropriate approach for each centre is maintained.

Master plans cannot achieve everything or all at once. Outside of and in addition to its Suburban Centres Programme the Council is implementing other programmes and plans, such as streamlining its Resource and Building Consent processes and Facilities Rebuild Plan to facilitate the rebuild and recovery of the city's community and network infrastructure, often in collaboration with other agencies such as the Stronger Christchurch Infrastructure Rebuild Team (SCIRT). The master plans will both inform and be informed by these.



Suburban Centres Programme - affected centres and the proposed recovery approach

Explanation of why Sydenham was selected for a master plan

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

Some of the reasons to take action in Sydenham include:

1. Sydenham has lost a significant number of its commercial buildings (over 35 sites).
2. Sydenham is not supported by an immediate residential catchment.
3. Sydenham has suffered from a significant reduction in passing trade.
4. The residential area south of Brougham Street has many lower income households that relied on local shops and do not have access to a car.
5. An urban renewal process was already well underway in Sydenham pre-earthquake.

1.2 What is a master plan?

Why do a master plan?

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

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

The master plan will guide decision making around:

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

The master plan process looks to ensure the centre is not only rebuilt, but becomes stronger and more resilient in the face of future uncertainties.

Explanation of the primary (short term) and secondary (long term) nature of the master plan actions

There are two key strands of the Sydenham Master Plan:

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

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

Secondly, the master plan establishes a strategy for comprehensive urban regeneration in the centre. It looks for opportunities to enhance aspects of the centre that work well, and opportunities to upgrade some areas that could work even better. This includes ways to improve the safety, activity mix (including residential development), transport, and the quality of public amenities.

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

2. The place

About Sydenham - past and present

Sydenham's place in the context of Christchurch

- The role of the centre is its wider context

Sydenham's history to the present

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

Sydenham's earthquake damage

- Now: Sydenham post earthquake



2.1 Sydenham’s place in the context of Christchurch

The role of the centre in its wider context

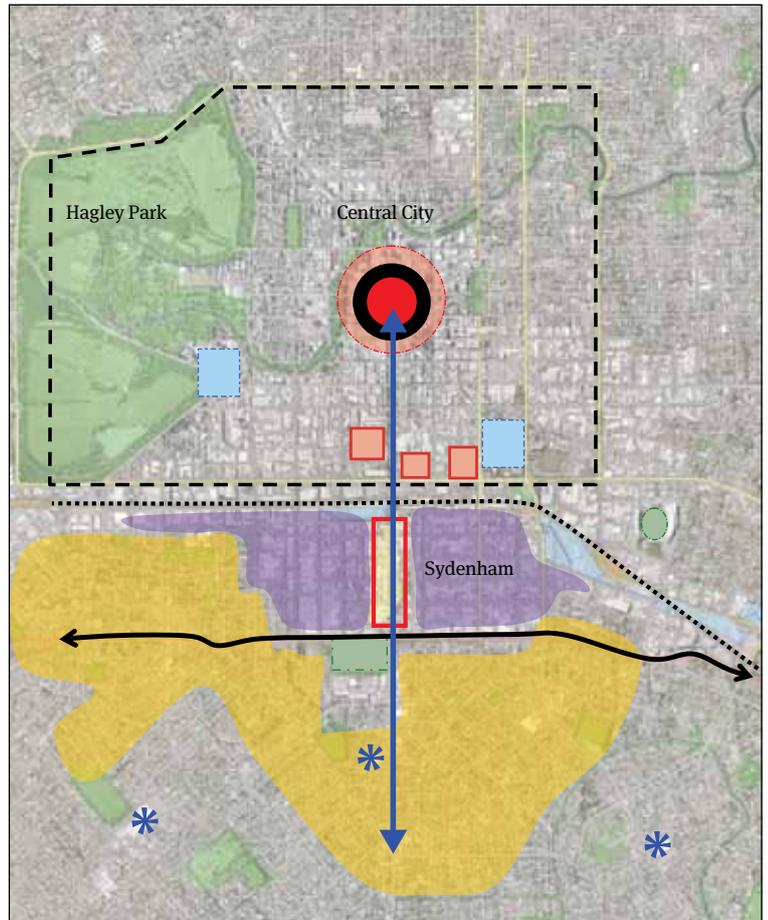
The master plan is focused on the Sydenham commercial area as defined by the Business 2 Zone of the City Plan. Sydenham is centred on the Colombo Street block from Moorhouse Avenue in the north to Brougham Street in the south.

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

Key observations:

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

Through the consultation process there has been a desire expressed to extend the scope of the master plan area to include the businesses along Colombo Street south of Brougham Street. This area has suffered little damage and is subject to case management help, however, many of the master plan actions will have a positive impact upon the wider area.



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

2.2 Sydenham's history to the present

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

A brief history of Sydenham and its town centre

Prior to European settlement the area was an extensive network of waterways and swamp that was part of the catchment of the Ōpāwaho and Ōtākaro rivers. For Māori these rivers and tributaries were an important source of mahinga kai and transport links. Although there are currently no known wahi tapu or other significant sites of high Māori values associated with the Sydenham commercial area there would have been seasonal campsites established in these swamplands for kai gathering particularly to the south of the Sydenham commercial area.

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

Following rejection by the Christchurch City Council to become part of the city in 1876, Sydenham became a Borough with its own governance and revenue gathering. It followed its own motto "Deeds not Words" and was soon renown for its quality roads, sewers/drainage and street lighting. By 1876 a Post Office

had been established in the area and by 1878 the tramlines had been constructed as far as Brougham Street. Sydenham was Christchurch's first Borough outside the inner city and had a population of 6,500 by 1876 – half the size of Christchurch City, and equal to all the other suburbs combined. It was already developing its own distinctive character: radical, dissenting and working class, a heartland of left-wing politics in New Zealand. The Borough of Sydenham was amalgamated with the city in 1903.

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



References

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

2.3 Sydenham’s earthquake damage

Now: Sydenham centre post-earthquake

An extensive commercial/light industrial buffer surrounds the Colombo Street retail strip. Post-earthquake the Sydenham area has significantly changed along the Colombo Street frontage following the demolition of over 35 properties. The centre no longer has continuous retailing along Colombo Street although it has retained a strong banking sector. Few local community facilities and services are located in the centre, reflective of its small residential catchment.

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

Many historic buildings have been lost through the heart of the area especially on street corners. Likewise the area has lost prominent buildings at the southern entry into the centre that acted as a gateway - the former Sydenham Methodist Church of 1878 (demolished 2011) and the Post Office of 1912 (demolished January 2012).

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

Legend	
	Demolished
	Pending demolition or repair
	Business 2 Zone boundary





3. Master plan development

Decision-making framework, process and community engagement

Policy and decision making framework

- The legislative and policy framework of the Suburban Centres Programme

The master plan development framework

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

The master plan development process

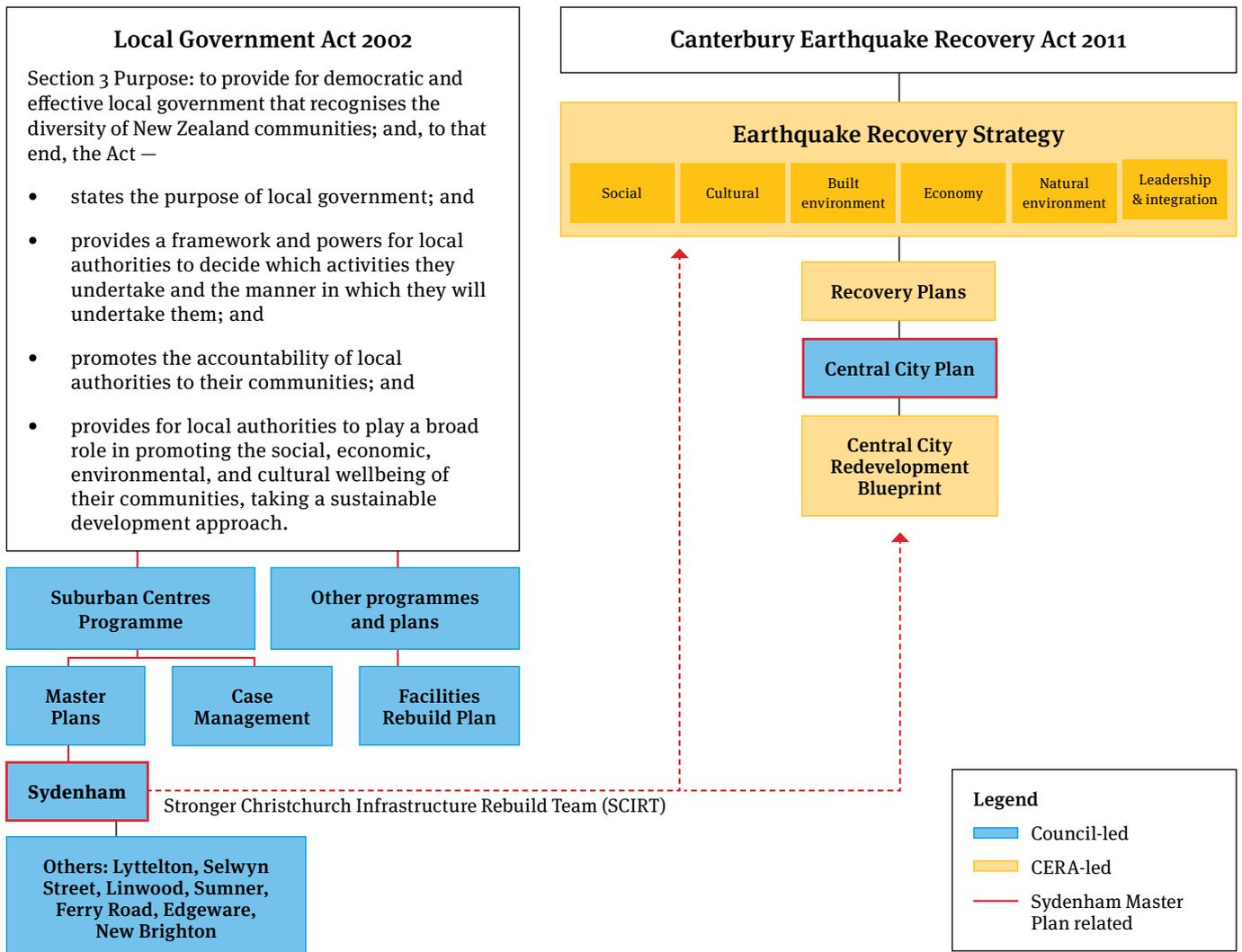
- Partnering with the community, agencies and technical specialists

Outcomes of community engagement

- What has the community asked for?
- Consultation and engagement headlines
- Community feedback

3.1 Policy and decision-making framework

The legislative and policy framework of the Suburban Centres Programme



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

All planning instruments must be read together and be consistent with the Earthquake Recovery Strategy. The Recovery Strategy for the Greater Christchurch area, prepared by Canterbury Earthquake Recovery Authority, was approved by the Minister for Canterbury Earthquake Recovery on 31 May 2012. The draft Central City Plan has also been presented to the Minister and is awaiting final approval. This will be informed by work currently being undertaken on the Central City Blueprint.

Alongside the Central City Plan the Council has initiated the Suburban Centres Programme to support damaged suburban areas. This programme has two streams:

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

Stream Two if necessary, 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 implementation of the master plans, there may be instances where the Council requests that CERA powers are used. For example, if deemed essential to the rebuilding and recovery efforts, CERA may agree to fast track City Plan amendments this master plan has identified.

3.2 The master plan development framework

A comprehensive framework based on integrated recovery planning and urban design principles.

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

The framework has drawn from the following sources:

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

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

The five themes of the Sydenham Master Plan closely align to the elements of integrated recovery planning found in the guide and CERA’s *Recovery Strategy for Greater Christchurch*.



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

The master plan development framework is based on the following sources:

Integrated Recovery Planning Guide (Version 2.0)



A holistic approach to earthquake recovery planning which provides an overview of the principles of recovery planning, together with an in depth exploration of 14 dimensions or determinants of health.

New Zealand Urban Design Protocol



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

Context: seeing buildings, places and spaces as part of whole towns and cities.

Character: reflecting and enhancing the distinctive character, heritage and identity of the urban environment.

Choice: ensuring diversity and choice for people.

Connections: enhancing how different networks link together for people.

Creativity: encouraging innovative and imaginative solutions.

Custodianship: ensuring design is environmentally sustainable, safe and healthy.

Collaboration: communicating and sharing knowledge across sectors, professions and with communities.

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

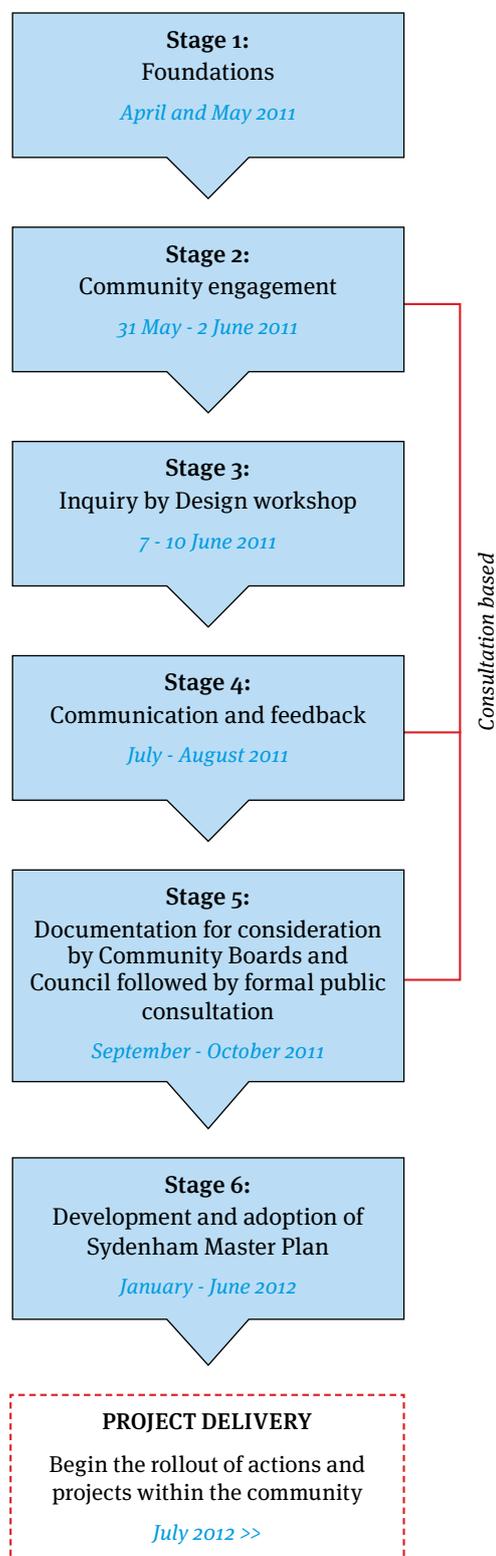


Identifies five key urban design principles and supporting good practice design tools to deliver sustainability into built outcomes:

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

Economy and Business	
<p>Economic development: Prosperous businesses; quality employment and job security; creating opportunities for training and employment and encouraging business opportunities; supporting existing businesses.</p> <p>Equity: Fairness to current and future community; improving housing standards; supporting employment and educational opportunities.</p>	<p>Urban Design Protocol Context Character Choice Connections Collaboration</p> <p>People+Places+Spaces Consolidation and dispersal Integration and connectivity</p>
Movement	
<p>Accessibility for all: Finding balance between the needs of all road users within the town centre and the wider transport network; reinforcing entry, departure and identity; strengthening connections and route choice.</p> <p>Strategic network: Considering the wider network effects of traffic movements, in particular the relationship of through movements to the Central City, State Highways and arterial networks.</p> <p>Active transport: Promoting frequent and reliable public transport, and encouraging active travel modes such as walking and cycling.</p> <p>Parking: Providing convenient on and off-street parking opportunities for the commercial core to encourage people to stop and spend. Working within the framework of the Parking Strategy to utilise parking efficiently.</p>	<p>Urban Design Protocol Context Choice Connections Custodianship Collaboration</p> <p>People+Places+Spaces Consolidation and dispersal Integration and connectivity</p>
Natural Environment	
<p>Natural capital: Supporting local biodiversity and ecosystem services; providing green spaces which supports wildlife and the experience of natural heritage</p> <p>Resource sustainability: Reducing reliance on fossil fuels and the use of non-renewable resources and energy; improving air quality; minimising water use and waste and support for green building.</p> <p>Lifestyles: Improving opportunities for play and exercise; encouraging cycle and walking opportunities and accessible and diverse open places and spaces.</p> <p>Food security: Access to wholesome, affordable and locally-produced food; safeguarding productive soils and finding sites for community food production.</p>	<p>Urban Design Protocol Context Character Choice Connections Creativity Custodianship Collaboration</p> <p>People+Places+Spaces Environmental responsiveness Legibility and identity Integration and connectivity Consolidation and dispersal</p>
Community Wellbeing, Culture and Heritage	
<p>Public services: Enhancing access to quality public services and facilities - social, educational, recreational and health and co-locating community services, facilities and businesses.</p> <p>Social and community capital: Building strong social connections - supporting social cohesion and building social capital; supporting and providing opportunities for social interaction, leisure, engagement and shared decision-making.</p> <p>Community resilience: Planning and preparing for future disasters and climatic changes.</p> <p>Cultural diversity: Inclusion, acceptance and tolerance of ethnicity, socio-economic status and personal characteristics; ensuring tangata whenua contributions and the principles of the Treaty of Waitangi are reflected in the redevelopment of the centre.</p>	<p>Urban Design Protocol Context Character Connections Creativity Custodianship Collaboration</p> <p>People+Places+Spaces Integration and connectivity Diversity and adaptability Legibility and identity</p>
Built Environment	
<p>Community safety: Reducing crime rates and using Crime Prevention Through Environmental Design principles and traffic calming techniques.</p> <p>Neighbourhood amenity: Well-designed public amenities; consistency with the Urban Design Protocol; reflecting neighbourhood identity; maintaining and future proofing heritage features and rebuilding neighbourhood shops.</p> <p>Housing stock: Affordable, efficient, secure, dry and warm accommodation; upgrading existing housing stock and finding opportunities for more efficient use of land for housing.</p>	<p>Urban Design Protocol Context Character Choice Creativity Custodianship Collaboration</p> <p>People+Places+Spaces Consolidation and dispersal Integration and connectivity Diversity and adaptability Legibility and identity Environmental responsiveness</p>

3.3 The master plan development process



Partnering with the community, agencies and technical specialists

The master plan development process involved a collaboration between the Council, the Community Board, the community and stakeholders that have specific interests in Sydenham. The Master Plan process has used an ‘Inquiry By Design’ format. The key steps of the process are explained below.

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

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

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

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

Stage 5 involved preparation of the draft Sydenham Master Plan based on the analysis of the 36 submissions received. It was then considered by the Community Board and Council before going out to public consultation over a four week period.

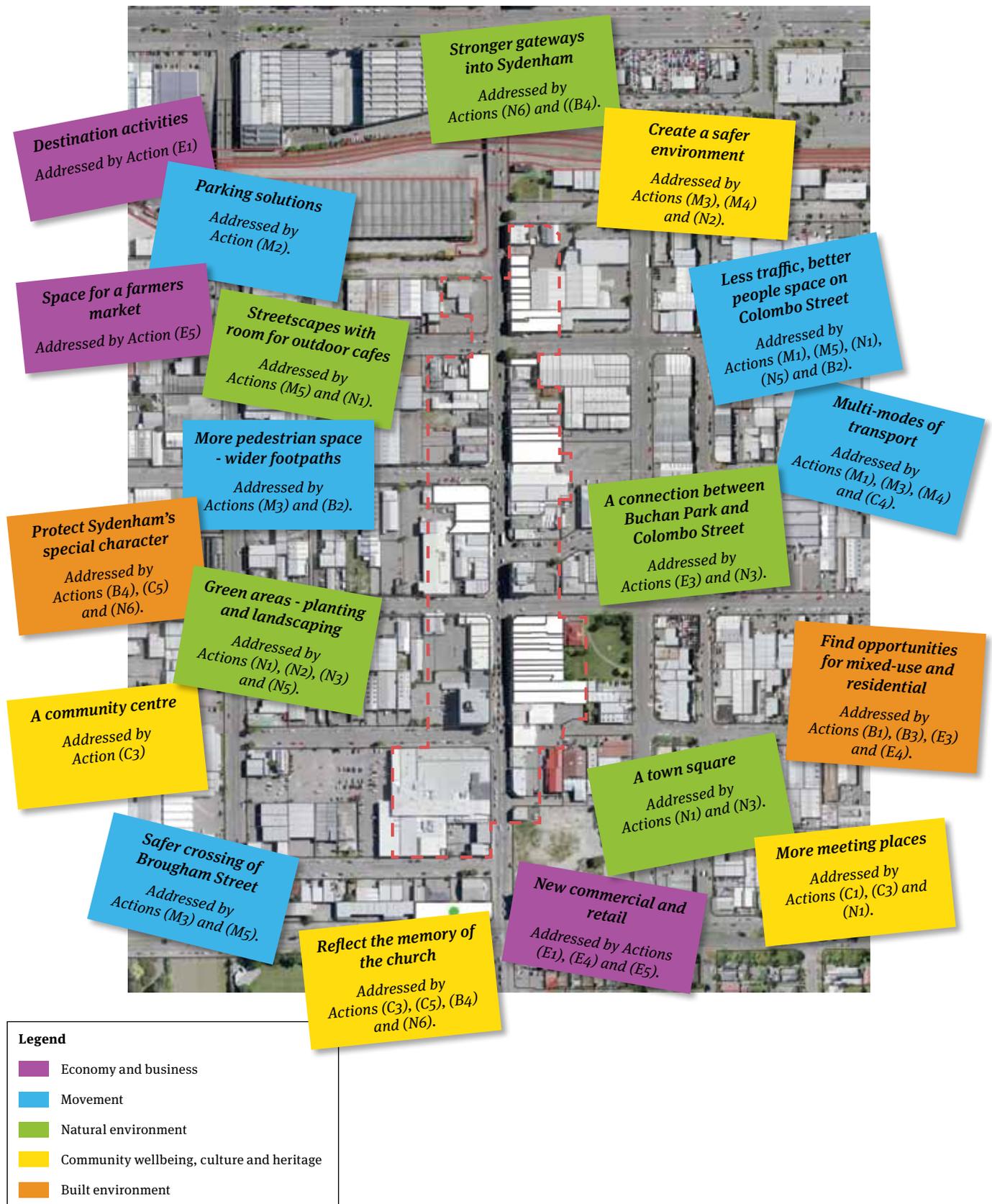
Stage 6 saw preparation of the master plan based on the 43 submissions received on the draft Sydenham Master Plan prior to its adoption by the Council.

Project delivery

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

What has the community asked for?

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



Consultation and engagement headlines

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

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

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

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

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

Many consider new buildings should not be higher than the BNZ building (approximately 20 metres) so as not to overshadow public open spaces. People expressed a desire to future proof the area - green buildings, flexible upper floor space, durable building materials and finding alternative uses for vacant sites and buildings.

The Colombo (formerly named Sydenham Mall) has undergone rebranding and attracts boutique fashion stores, food and entertainment tenants/operators. People consulted recognise the momentum of change in Sydenham is focused around The Colombo and some people thought the vacant former Sydenham School site across the street as another promising location to build the area's vibrancy.

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

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



Community feedback from the presentations of options on the 19 July 2011

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

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

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

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

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

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

Community feedback from the formal consultation process November/December 2011

Following a four week consultation period 43 submissions were received showing a general support for the Sydenham Master Plan with submitters indicating more actions were liked (244) than disliked (19).

The actions that were most liked were (M1) the road corridor review and support for the return of the full Sydenham based postal services (C2). Other actions that were shown a high level of support included (M3) Pedestrian improvements, (E3) Pilot redevelopment of a multiple ownership site (N3) Buchan Park remodel and (C4) Investigate suburban community transport opportunities.

It was difficult to quantify those actions that were considered either most important or most urgent given the low number of respondents to those particular questions. However, a number of issues were commented upon more than others including the Love Sydenham Marketing and attraction Campaign with support expressed for this action as well as a desire to see this happen quickly. Comments on the road corridor review expressed a variety of opinions in particular the needs of all modes of transport to be accommodated within the road corridor whilst improving safety for pedestrians and cyclists and improving the Colombo Street environment.

Comments on the Buchan Park remodel were mixed, but many saw this action as an opportunity to obtain a new mix of leisure activities available in the area and tied in with support for increased residential activities around Buchan Park. However, it should be noted that concerns were raised over the potential negative impact of residential activity in close proximity to industrial uses. The return of the Sydenham based postal services was seen as essential to support the local community and businesses in the area as well as an essential key service.

The comments contained within the submissions have been taken into account when amending the draft plan for final preparation and adoption. Although, in some cases, there were conflicting views in general there was overall support for the actions within the plan.





4. Vision, goals and actions

The high level strategic direction for Sydenham town centre

The vision for Sydenham's centre

- An ambitious vision for Sydenham's centre

Sydenham's Master Plan goals

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

Master plan actions

- How to read this section
- Economy and business
- Movement
- Natural environment
- Community and wellbeing
- Built environment



4.1 The vision for Sydenham's centre

An ambitious vision for Sydenham's centre

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

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

Sydenham will reinvent its role as a quality shopping destination. Colombo Street will have a mix of building types and be alive with boutique shops and specialist retail. The energy of the centre will build on the activities at The Colombo (mall) and across the road at the redeveloped former Sydenham School site. Over time this vitality will extend northwards towards the Central City.

Sydenham will grow to support a strong night time economy. There will be outdoor dining, activity and entertainment options, several bars and restaurants for people to meet after work and in their leisure time.

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

Sydenham will reduce its environmental impact. **Colombo Street will become a tree-lined boulevard which is both functional and safe.** Public art and innovative landscape design will showcase the creativity of the community. Within parks and reserves the construction of swales planted with native swamp plants will aid the maintenance of water quality which is an important issue for Ngāi Tūāhuriri and Ngāi Tahu whānui. The design of public spaces will protect people from the prevailing winds and sun, and will be built according to low-carbon and sustainable design principles and in accordance with Tangata Whenua values of guardianship. View shafts from Colombo Street to the Port Hills, Ngā Kōhatu Whakatekateka o Tamatea Pōkai Whenua will be utilised as reference points for interpretation.

The area around Buchan Park will regenerate, creating new living and economic opportunities. The Park will be better connected to the main street and will be well used by workers on their lunch breaks, students, families, older adults who reside nearby and visitors to the area. **A series of small landscaped spaces on Colombo Street will provide new spots to pause in**, such spaces will make where appropriate references to tangata whenua stories and values and European settlers history.

People will know when they enter Sydenham because of eye-catching gateway sculptures positioned at the entrances to the area. The design of features and buildings reflects the history of the area from Māori through early settlers and industrial development. The values and cultural history of Tangata Whenua and European settlers will be embedded in the urban landscape through design elements, public art and interpretation.

Community services will support workers and business owners in the wider area. Over time with more people living in Sydenham, there will be a corresponding increase in facilities for people to meet, have fun and learn in. References to cultural heritage within the area can give rise to educational opportunities to that will contribute to greater community understanding of place and sense of identity.

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

4.2 Sydenham Master Plan goals

The master plan's vision and supporting contents based around eight key goals

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

Goal 1. A rebuilt and prosperous centre

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

Key master plan actions

Action number	Action name	Page
E1	Sydenham marketing and attraction campaign.	30
E2	Appoint a Sydenham case manager.	33
E3	Pilot redevelopment project of a multiple ownership site.	34
E4	Former Sydenham School site development framework.	37
E5	Railway site property opportunities.	38
E6	Funding options and non-financial support.	39

Goal 2. Well managed access to and through the centre

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

Goal 3. Sustainable and active transport

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

Key master plan actions

Action number	Action name	Page
M1	Road corridors review including public transport, walking and cycling.	41
M2	Parking investigations in the commercial area.	43
M3	Pedestrian improvements.	45
M4	Cycle infrastructure.	47
M5	Colombo Street public realm improvements.	48

Goal 4. Greening the corridor

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

<i>Key master plan actions</i>		
Action number	Action name	Page
N1	Colombo Street public spaces.	51
N2	Street trees and lighting.	53
N3	Buchan Park remodel.	55
N4	Relinquish and replace Carlyle Park.	57
N5	Temporary landscapes.	58
N6	Gateway treatment for Colombo Street.	60

Goal 5. Restoring social hubs

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

Goal 6. Telling the story of the place

- Local history both Māori and European is reflected in the design of the centre to convey a sense of ‘Sydenham, Christchurch City’ - a place with a unique character.

<i>Key master plan actions</i>		
Action number	Action name	Page
C1	A Sydenham learning outpost.	62
C2	Support the return of full Sydenham based postal services.	64
C3	Support the Sydenham Heritage Trust.	65
C4	Investigate suburban community transport opportunities.	67
C5	Local landscape and heritage interpretation.	67

Goal 7. Introducing living environments

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

Goal 8. Planning to enable transformation

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

<i>Key master plan actions</i>		
Action number	Action name	Page
B1	Targeted residential activities around Buchan Park.	70
B2	Building setbacks on Colombo Street.	72
B3	Develop supportive City Plan amendments.	75
B4	Design and character guidance.	76

4.3 Sydenham Master Plan actions

How to read this section

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

The actions identified in the master plan will be monitored annually as cycles of strategic decision-making across the city take place.

Refer to the user guide below:

Theme Heading

Each theme summary is written like this:

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

Actions summary

(Action number) Action name

A short description of all actions under each theme are presented. This helps readers to gain a feel for what each the action is about and what it is broadly seeking to achieve.

Actions in detail

All actions have been summarised in a table like the one below. This table describes the following aspects of each action in more detail.

Description of the project:			
Rationale:			
Timeframe:	Intermediate/ Short term	Medium term	Long term
Strategic sequence:			
Lead:			
Partner agencies/ organisations:			
Related actions:			

Master plan development framework

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



A box like this one is located in the top right hand corner of each theme page. It provides a useful reference back to the master plan development framework explained in Section 3.2.

Box A. Indicates which of the four wellbeings the theme primarily relates to.

Box B. Indicates the theme.

Box C. Lists the relevant recovery planning principles.

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

Economy and business actions

Theme summary - Sydenham's economy and commercial heart

Prior to the earthquakes the Sydenham census area unit had 838 business units and 6,300 employees in total¹. Land either side of Colombo Street was predominantly industrial and wholesale trades, with a five hectare commercial core 'one lot back' from Colombo Street zoned Business 2. The commercial area has suffered extensive damage in the earthquakes with an excess of 35 sites demolished or in the process of being cleared.

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

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

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

¹. Business and Employee Count 2010

Economic Wellbeing	
Theme	Economy and Business
Principles	Economic development
	Equity
Urban design	Context Character Choice Connections Collaboration



Actions summary

(E1) Sydenham marketing and attraction campaign. Support Sydenham Quarter Inc in their marketing campaign for the Sydenham area including advice on outdoor advertising and the production of a business attraction and investment prospectus to help engender confidence in the long term prosperity of the centre to encourage the re-establishment of retailing, affordable start-ups and office businesses and to celebrate the strength of the business community post-recession and earthquake.

(E2) Appoint a Sydenham case manager. Employ a Sydenham case manager to provide a 'single face of recovery' to landowners and developers to ensure that people who need assistance are able to access available services. Consider how the scope of this position can deal with all aspects of recovery.

(E3) Pilot redevelopment project of a multiple ownership site. Establish a pilot facilitation project that addresses the numerous challenges associated with comprehensive redevelopment that arise from multiple ownership and small lot sizes. Develop and produce a case study report detailing all the issues dealt with in this project to assist other multiple ownership site developments within Sydenham and Christchurch.

(E4) Former Sydenham School site development framework. The Council develops a design brief which is attached to any Expression of Interest for the site at 350 Colombo Street. It will outline its quality expectations to developers and state that procurement requires a concept design attached to the land purchase offer including development timeframes.

(E5) Railway site property opportunities. Build a working relationship with KiwiRail to investigate potential uses for the large rail sheds to ensure that future uses of the site are more compatible with the Sydenham Master Plan Vision.

(E6) Funding Options and non financial support. Explore the range of funding options available to the Council and Community to assist in the rebuild and recovery of Sydenham.

(E1) Sydenham marketing and attraction campaign

<p>Description:</p>	<p>Work with the Sydenham business and community association (Sydenham Quarter Inc) to prepare a business and investment prospectus. Support Sydenham Quarter Inc in implementing their marketing campaign and help them to regularly update the community about public and private sector initiatives and successes. For example, the re-opening of the shops, events, the construction of temporary landscapes, and the attraction of investment on a particular site.</p> <p>Such measures will help to engender confidence in the long term prosperity of the centre and celebrate the strength of the business community post-recession and earthquake. It reinforces Sydenham’s role as a neighbourhood centre that serves the wider employment precinct. It also facilitates and encourages the re-establishment of retailing, affordable start-ups and office businesses.</p> <p>The master plan action therefore intends to support the work so far undertaken by Sydenham Quarter Inc by:</p> <ul style="list-style-type: none"> • Providing consenting advice and support for the placement of Sydenham Quarter Inc banners and advertisements within the Sydenham area for their established marketing campaign. • Support Sydenham Quarter Inc in the production of a business attraction and investment prospectus. A prospectus can help to engender confidence in the long term prosperity of the centre and celebrate the strength of the business community post-recession and earthquake in addition to all the other initiatives. • Pursue recent, committed and proposed public investment projects and their timeframes for completion. • Continue support being provided for example case management and reducing restrictive parking standards. • Develop opportunities for high profile development sites for example the former Sydenham School site, by business or activity type. • Promote its active business community (including the vision for The Colombo) and large residential catchment to the south. • Help provide information for a business and community service inventory.
<p>Rationale:</p>	<p>The recession and post-earthquake environment has put Sydenham at greater risk of not being able to recover economically and attract people, investors and markets back. Currently there is no coherent story that explains Sydenham’s competitive business advantage over other locations, and what the vision for the centre is. Sydenham also suffers from out-dated and incorrect perceptions concerning its desirability as a business location.</p> <p>Building a distinct brand for Sydenham and promotion through a marketing campaign and the creation of a prospectus can build awareness, change perceptions and promote Sydenham as a desirable place to work, do business and invest. It is important that the area regenerates and reinforces its role as: 1) a key centre that supports the industrial sector; 2) a destination centre with complimentary retail to the Central City; and 3) a place for people to live. A campaign to engender confidence and create positive perceptions about the area will help to strengthen the long term prosperity of Sydenham’s business community. It will also ensure the continuation of open communication of the area’s successes.</p> <p>This action has been amended to reflect the work already undertaken by Sydenham Quarter Inc who have undertaken their own market research and employed the services of Studio Publica, a local communication and design specialist, to create a brand for Sydenham. The established brand has been launched as part of a marketing campaign for the area with members of Sydenham Quarter Incorporated having the ability to use the branding under strict control guidelines and benefit from the Sydenham Quarter Web Site and association with the area.</p> <p>Sydenham Quarter Inc have over the last year also held successful local fundraising events, successfully secured funding for the hosting of free Wifi from Internet NZ for the area for three years, increased their membership and both promoted and raised the profile of Sydenham via social networking sites such as Facebook and Twitter.</p>

(E1) Sydenham marketing and attraction campaign (continued)

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Identification of key consumer markets and needs. • Identification of appropriate/ key business types for the area. • Prospectus and marketing campaign research and development. • Continue development of the campaign. • Platform for continuous and regular communication of successes in the area. • Continue to reinforce the use of a visually consistent Sydenham identity for use in all communications. • Scoping of willing local hosts . <p>Approvals:</p> <ul style="list-style-type: none"> • Funding for the roll-out of the campaign. <p>Implement:</p> <ul style="list-style-type: none"> • Regular communication updates . • Circulate the prospectus. 	<p>Implement:</p> <ul style="list-style-type: none"> • Outreach programme to communicate the prospectus to businesses in the targeted industry and commercial sectors, end users, property advisors and real estate agents. Consideration should be given to the use of 'local hosts' who can take interested parties on a guided tour of the area. • Regular communication updates. 	<p>Implement:</p> <ul style="list-style-type: none"> • Outreach programme. • Regular communication updates.
Lead:	<p>Sydenham Quarter Inc Recover Canterbury Christchurch Economic Development Corporation Christchurch City Council – Strategy and Planning</p>		
Partner agencies/ organisations:	<p>Christchurch City Council – Public Affairs Group Christchurch and Canterbury Tourism, Spreydon/Heathcote Community Board Local businesses</p>		
Related actions:	<p>N5, N6</p>		

Possible business types to target

Sydenham has the potential to attract the following business types in the future:

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

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



Graphics courtesy of Studio Publica and Sydenham Quarter Inc

(E2) Appoint a Sydenham case manager

Description:	<p>Employ a Sydenham case manager to provide a ‘single face of recovery’ to property owners; property developers and businesses to ensure that people who need assistance are able to access available services. Case managers are to help review repair/rebuild options, provide information and offer support through the consenting processes, obtain urban design and heritage advice, communicate master planning directions, advocate for asset repair works and to help owners through any financial assistance schemes adopted by the Council.</p> <p>In Sydenham the case manager could coordinate a business recovery information seminar and/or a ‘design centre’ for building owners, helping to promote and provide advice on local sustainable building design and various building technologies (appropriate to the local area).</p>		
Rationale:	<p>Better knowledge of the kinds of services and funding available is needed by the property and land owners. There is a need to build a collaborative approach - championing within the Council and with relevant government and non-government agencies and services. The case manager is able to act as the key strategic contact and provide more responsive and tailored services. The Council has a clear and on-going commitment to business recovery. To fully achieve this, there is a need for additional human resources to focus on the rebuild of individual high priority centres.</p> <p>Sydenham Quarter Inc are looking at funding a Sydenham Ambassador who will promote Sydenham and can liaise with the various bodies such as Christchurch City Council, Recover Canterbury and Chamber of Commerce etc.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Staff programming and resourcing. <p>Approvals:</p> <ul style="list-style-type: none"> • Appoint a full-time officer to act as a case manager. <p>Implement:</p> <ul style="list-style-type: none"> • Case manager position is up and running. • Regular review of the position 		
Lead:	Christchurch City Council – Strategy and Planning.		
Partner agencies/ organisations:	<p>Christchurch City Council – City Environment (consents planning, heritage, urban design, legal divisions)</p> <p>CERA</p> <p>Sydenham Quarter Inc</p> <p>Recover Canterbury</p>		
Related actions:	C1, C2, C3, B3		

(E3) Pilot redevelopment project of a multiple ownership site

Description:	<p>Establish a pilot facilitation project that addresses the numerous challenges associated with comprehensive redevelopment that arise from multiple ownership, narrow lot sizes, deep plot widths and various levels of insurance. In collaboration with landowners and developers, the Council could provide property, contractual, urban design and planning advice. Develop and produce a case study report detailing all the issues dealt with in this project to assist other multiple ownership site developments within Sydenham and Christchurch.</p> <p>An appropriate case study site is the Buchan Park precinct - the central block which includes Buchan Park, the former Masonic Hall now demolished and the former Beverley Buildings (a heritage listed parade now demolished). However, there are several multiple ownership sites within Sydenham that have similar issues.</p> <p>The project is to investigate and address the following issues:</p> <ul style="list-style-type: none">• Engineering (geotechnical) and archaeological investigations - constraints and requirements for rebuilding.• Party walls and foundations - reaching decisions about the foundations left in the ground, resolving frictions between owners adjoining walls following seismic events and fire regulations.• Differing levels of funding from insurance payouts or the ability to raise the necessary capital to finance development.• Preparation of documentation with advice from the Council's legal team on the use of body corporate's or other co-operative development mechanisms such as development corporations and partnerships.• The economies of scale for the development of adjoining sites and those in multiple ownership with regard to architects fees, consent fees, building costs, technical reports, party walls and foundations, fire regulations, parking requirements, vehicle access, building circulation and lifts.• Urban design advice for the development of sites including:<ul style="list-style-type: none">• Contextual analysis of the site.• How to maximise the sites advantages.• Designs which give a consistent height and a good interface to the street.• Ways to reference what stood on the site before.• How to retain the fine grain of building, achieve a sensitive scale and proportion and select materials and colours in keeping with Sydenham's character and historic pattern of development.• Exit strategies for owners who do not wish to develop their sites, but need assurance on the value of the land they are selling.• Ideas and contacts to enable temporary uses for sites (Greening the Rubble and Gap Filler) to avoid long term vacant sites becoming a blight on the landscape. This includes ways of providing temporary accommodation in the short to medium term that provides a street frontage (for example, hiring of units for community use/display/displaced businesses).
---------------------	---

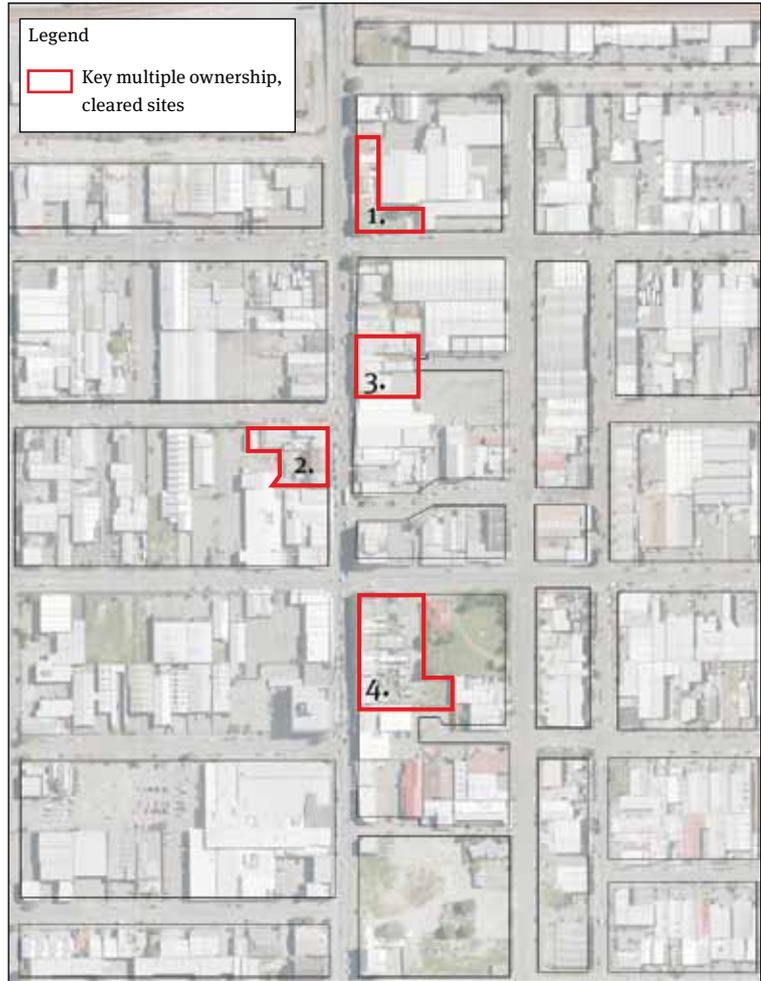
(E3) Pilot redevelopment project of a multiple ownership site (continued)

Rationale:	<p>Sydenham has several sites where owners have been left with cleared lots that were originally built as one parade. Undeveloped sites remaining vacant and unusable will have negative effect on regeneration of area. This project will give confidence to owners in Sydenham and elsewhere about the comprehensive development of sites and the positive input of architectural and design advice to realise their potential.</p> <p>Ideally, these premises should be built again as one building (to benefit from building efficiencies from a single floorplate, lift and circulation system). Re-development should allow for the owners to, if desired, have different façade treatments to show individuality in a way that complements the adjoining properties.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Land owner aspirations and circumstances. • Planning intervention mechanisms for site amalgamation and/or development. • Future uses of Buchan Park. • Tailored funding mechanisms. • Design. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Development model. • Planning matters i.e. pre-approval. <p>Construction and implementation (to show that this model works and can be rolled-out across the city).</p>	
Lead:	Christchurch City Council – Strategy and Planning.		
Partner agencies/ organisations:	<p>Land owners</p> <p>Christchurch City Council – City Environment (greenspace, regulatory and property divisions)</p> <p>Financial institutions</p> <p>Insurance companies</p>		
Related actions:	M2, N1, N3, B1, B2, B3, B4		

Existing multiple ownership cleared sites

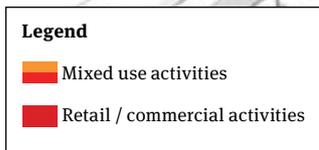
Possible pilot sites:

1. Byron/Colombo streets (9 lots).
2. Battersea/Colombo streets (3 lots).
3. Penbury/Colombo streets (5 lots).
4. Wordsworth/Colombo streets (12 lots).

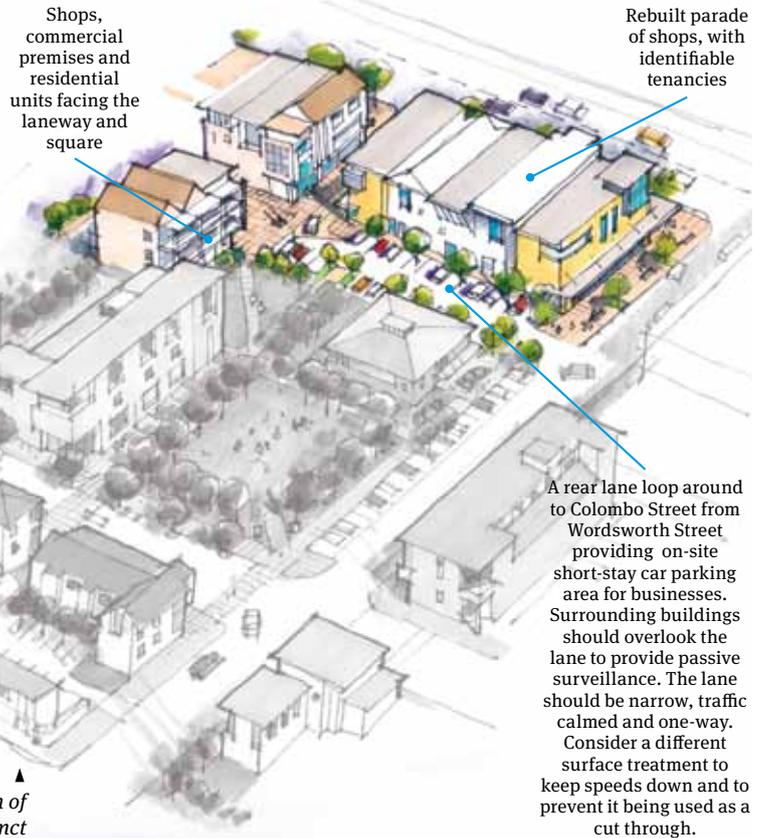


Possible response

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



Artist's impression of Buchanan Park precinct



(E4) Former Sydenham School site development framework

Description:	The Council considers approaches to manage development quality on the former Sydenham School site (350 Colombo Street) which it owns. Look to develop a design brief which is attached to any Expression of Interest to clearly outline quality expectations to developers. The Council's procurement requirements should ask for a concept design attached to the land purchase offer to ensure that design quality is considered and include development timeframes.		
Rationale: <i>Note: A resource consent was approved in 2005 for a mixed use, medium density development named 'Sydenham Square'. The resource consent has since lapsed.</i>	<p>This high profile, large and prominent site (located opposite The Colombo) is considered a strategic land parcel which has the potential to be a catalyst for the regeneration of Sydenham. It presents an opportunity to introduce a high quality development which embodies the identity of the 'new Sydenham' to the southern end of the centre.</p> <p>Future development on the site should:</p> <ul style="list-style-type: none"> • Contribute an active edge back to Colombo Street. • Provide an edge to Brougham Street which is acceptable in visual terms. • Ensure public space has a connection to Colombo Street and adds to the amenity of any residential uses on site and collective experience (wider community gain). • Retain significant trees (Weeping Elm). • Physically and visually connect to Waverley Street. • Achieve effective integration with adjoining properties. <p>Consider the potential mix of activities that could be appropriate for the site. This may include community activities such as a gymnasium and fitness centre, residential accommodation and education or entertainment facilities as well as commercial activities.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Mechanisms available to 'lock-in' design quality. • Enter discussions with interested parties. <p>Implement:</p> <ul style="list-style-type: none"> • Design input/control tools attached to the request for tender. 		
Lead:	Christchurch City Council – Strategy and Planning/Property		
Partner agencies/ organisations:	Future purchaser and developer		
Related actions:	N2, B4		



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

(E5) Railway site property opportunities

Description:	<p>The future of Rail Shed B is uncertain. Build a working relationship with KiwiRail to investigate potential uses for the large rail sheds to ensure that future uses of the site are more compatible with the Sydenham Master Plan Vision.</p> <p>This project looks to investigate potential uses for this vacant building. These may include:</p> <ul style="list-style-type: none"> • Temporary uses such as a weekend market. • A covered market as a permanent feature. • An arts centre. • An indoor sports and recreation facility. • A rail and industrial history museum. • A small business incubator. 		
Rationale:	<p>Around the Main South Railway line there are many old industrial and warehouse buildings, some unused. The Rail Shed B building on the corner of Cass and Colombo streets is one such example. An opportunity exists to use this prominent corner building (with a large floorspace) for new business or community activities and for it to act as a northern 'centre of activity'. It is a strategically significant site with high accessibility and lower land values. However, recent activity on the site including the stockpiling of demolition waste and concrete crushing has had a negative impact upon the surrounding area. The site is zoned Special Purpose Railway in the Christchurch City Plan which allows for a wide range of uses and activity without the need for Resource Consent. There is a need to build a strong working relationship with KiwiRail to investigate potential uses for the large rail sheds and surrounding land that are more compatible with the Sydenham Master Plan Vision and the development in the area such as a future covered market, bus exchange or business incubator (in conjunction with KiwiRail).</p> <p>Ongoing discussions are currently being had with KiwiRail and interested parties about the building. This project will enable more informed discussions with potential owners or tenant organisations.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<ul style="list-style-type: none"> • Discussions with KiwiRail over the current use of the site for the storage and sorting of demolition waste material, to reduce the negative impact of the operation on surrounding businesses. 	<p>Investigate:</p> <ul style="list-style-type: none"> • Property and land designation investigation. • Market demand for particular uses. • On-going discussions with current owners and future purchasers/developers. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Resource and building consents. <p>Construction and promotion</p>
Lead:	<p>KiwiRail Christchurch City Council – Strategy and Planning / Property</p>		
Partner agencies/ organisations	<p>Business investors Real estate agents</p>		
Related actions:	<p>N1, N2, N6</p>		



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

(E6) Funding options and non-financial support

Description:	<p>Explore the range of funding options available to the Council and Community to assist in the rebuild and recovery of Sydenham.</p> <p>Identify, collate and communicate to business and property owners and operators and community groups details of the range of funding options and temporary support of a non financial nature available to and through the Council and community and businesses to assist rebuilding and recovery.</p>		
Rationale:	<p>Post earthquake there have been various funding options and other initiatives created to help with the rebuild and recovery of Canterbury. All funding and assistance schemes have set criteria and may be available for a variety of uses, individuals and organisations, these funds and initiatives change over time according to availability and need. A key theme to many of them is partnership, whether that be with or between the community, Central Government or New Zealand businesses and organisations. Their respective source scope criteria and implications etc, need to be identified and the information collated in order to better assist business property owners and operators and community groups.</p> <p>Earthquake and non earthquake specific options to investigate include:</p> <ul style="list-style-type: none"> • Council revenue. • Development mechanisms. • Private investment incentives. • Community and business funding. • Central Government/Local Government funding. • Independent community grants. • Joint public and private sector external funding. • Private sector led external funding. • Local Government initiated assistance. • Community organisations, trusts and philanthropic assistance. • Other organisations. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Funding options. • Support of a non financial nature. • Produce information of the details. • Circulate information to business and property owners and operators and community groups. • Continue to update and circulate information. 		
Lead:	Christchurch City Council – Strategy and Planning		
Partner agencies/ organisations:	<p>Sydenham Quarter Inc Recover Canterbury</p>		
Related actions:	M5, C1, C3, C4, E1		

Movement actions

Theme summary - Sydenham's traffic and transport

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

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

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

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

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

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

Economic and Social Wellbeing	
Theme	Movement
Principles	Accessibility for all
	Strategic network
	Active transport
Urban design	Parking
	Context
	Choice
	Connections
	Custodianship
	Collaboration



Actions summary

(M1) Road corridor review including public transport, walking and cycling.

Complete a full review of the movement demands of all transport modes on Colombo Street and the surrounding area, including public transport networks and pedestrian and cycle networks and examine what effects a reduction in traffic volumes and speed or a change in road hierarchy would have on these surrounding networks, including the cycle and pedestrian network. Consider the needs of cyclists and pedestrians with particular regard to safety in the road design. Public transport should be direct, reliable and attractive for existing users and should encourage new users. Work closely with Environment Canterbury and the local community to ensure a reliable and efficient service is maintained in the area.

(M2) Parking investigations in the commercial area

Complete a full review of the 2009 Parking Strategy prior to making any changes within the area. Evaluate the effects of a possible staged removal of spaces from Colombo Street and the option of additional parking on local side streets. Consider the parking requirements for the redevelopment of all the cleared sites in the area (most of which are unable to provide onsite parking) when considering the provision of on-street space. Consider changes even if short term to improving more on street parking for the new developments with limited restrictions to ensure provision and use to compliment business and residential uses in the area. Consider the needs of pedestrians and cyclists in the positioning and location of parking along Colombo Street and side streets.

(M3) Pedestrian improvements

Consider improvements to pedestrian safety both within and in getting to the area and ensure these considerations are included in Action M1 Road Corridor Review. Look at opportunities to improve pedestrian crossings points along Colombo Street. Evaluate footpath width and balance this with the needs for the street.

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

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

(M4) Cycle infrastructure

Provision for cyclists in the streetscape is incorporated in the other movement actions in particular M1 Road Corridor Review. Investigate safe cycle links and improved connections to the wider cycle network. Consider improvements to cycle lanes and locations for secure cycle parking (racks and lockers) and other cycle infrastructure. Investigate opportunities for a 'Park and Pedal' facility in Sydenham. Discuss on site cycle facility provision with all property owners looking to rebuild as part of the case management process.

(M5) Colombo Street public realm improvements

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

(M1) Road corridors review including public transport, walking and cycling

Description:	Complete a full review of the movement demands of all transport modes on Colombo Street and the surrounding area, and on the existing and proposed surrounding transport networks including Ecan public transport networks and pedestrian and cycle networks. Examine what effects a reduction in traffic in this area would have on all existing and proposed surrounding networks, including the cycle and pedestrian network. Examine the options of a change in road hierarchy, and traffic calming devices that could slow down traffic in this area. Consider the needs of cyclists and pedestrians with particular regard to safety in the road design. Consider the needs of public transport in the area and work closely with ECan and the local community to ensure a reliable and efficient service is maintained in the area. Public transport should be direct, reliable and attractive for existing users and should encourage new users.
---------------------	--



(M1) Road corridors review including public transport, walking and cycling (continued)

<p>Rationale:</p>	<p>Design changes on Colombo Street and east-west cross connections have the potential to have flow-on transport impacts on the wider network. Network implications may include:</p> <ul style="list-style-type: none"> • Increased levels of congestion. • Queue formation at intersections. • Capacity reductions at key intersections in the area including the Brougham Street/Colombo Street and Moorhouse Avenue/Colombo Street intersections both of which operate at or close to capacity in peak periods. • Vehicles re-routing or using alternative routes (such as Durham, Montreal, Buchan or Gasson streets) to gain access to and from the Central City. <p>In order to better understand the wider network effects on the centre, traffic modelling and further investigations need to be undertaken. Any decisions within Sydenham are also dependant on the adoption of the transport approach detailed within the Central City Recovery Plan if and when adopted by the Minister.</p> <p>Prior to the earthquake, the Council hoped to progress the establishment of a north-south bus priority corridor from Cashmere through to the Central City. For the Sydenham section between Moorhouse Avenue and Brougham Street, this involved peak hour bus priority lanes and removing parking along Colombo Street during these times however this proved very unpopular. The earthquake events have changed Sydenham dramatically, and an opportunity now exists to redesign Colombo Street and achieve long term aspirations for all forms of transport.</p> <p>Future plans for passenger transport sees Colombo Street remain as a key public transport corridor. The removal of buses from Colombo Street would have serious implications for the passenger service to and through this area. The increased cost of re-routing, timetabling issues and safety concerns around turning movements particularly on Brougham Street would potentially result in the removal of bus routes in this area.</p> <p>It is important for the economic viability of Sydenham that bus access is maintained. For the bus service to remain viable it is important that bus services through Sydenham are quick and reliable, so existing customers continue to utilise the service and more people are encouraged to shift to public transport. This does not necessarily require the use of bus priority lanes. Other options will be explored which include facilities for passengers to board and alight quickly to ensure an effective service.</p> <p>During the investigations into the design of the road corridor and provision for public transport it is essential that the needs of cyclists and pedestrians are at the forefront in the design process.</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Complete traffic modelling including pedestrian movements and cyclists. • Feed in confirmed Central City transport aspirations. • Determine the appropriate response. • Examine other options for business on Colombo Street to improve efficiency and reliability such as facilities for boarding and alighting. • Consultation. 	<p>Utilise this information to form the basis for action M5 review.</p>	
<p>Lead:</p>	<p>Christchurch City Council – Asset and Network Planning.</p>		
<p>Partner agencies/ organisations:</p>	<p>Christchurch City Council - City Environment Traffic Operations. Environment Canterbury New Zealand Transport Agency Living Streets Aotearoa Cycle Groups/Spokes Disability Action Group</p>		
<p>Related actions:</p>	<p>N1, N2, C4, B2</p>		

(M2) Parking investigations in the commercial area

<p>Description:</p>	<p>Complete a full review of the 2009 Parking Strategy prior to making any changes within the area. Evaluate the effects of a possible staged removal of spaces from Colombo Street and the option of additional parking on local side streets. Once Sydenham has been developed further, a parking occupancy survey should be undertaken to understand how parking supply both on-street and off-street is utilised. Use these findings to determine the appropriate response for on-street parking in Sydenham, for example, time restrictions, parking enforcement, any potential requirements for a car park building, additional on-street spaces on side streets and a 'Park n' Walk' facility.</p> <p>Consider the parking requirements for the redevelopment of all the cleared sites in the area (most of which are unable to provide onsite parking) when considering the provision of on-street space. Consider changes even if short term to improving more on street parking for the new developments with limited restrictions to ensure provision and use to compliment business and residential uses in the area. Consider the needs of pedestrians and cyclists in the positioning and location of parking along Colombo Street and side streets.</p>
<p>Rationale:</p>	<p>Parking is a critical contributor to the viability of street based local retailing. Key considerations include:</p> <ul style="list-style-type: none"> • The consequences of the removal of some on-street parks on Colombo Street to improve pedestrian and cyclist safety and environmental enhancements. Comparing the economic effects against the opportunity for landscaping to soften the road environment and increase pedestrian and cyclist safety. Street trees will also help to make the carriageway appear narrower thereby reducing vehicle speeds. • Current Parking Strategy indicates that the following uses of kerb side roads have priority before any allocation of these areas for parking, these being: Safety measures; Traffic flow; Pedestrian or Cycle facilities and Landscaping. <p>Arterial Roads Parking Priority</p> <ol style="list-style-type: none"> 1. Bus stops. 2. Taxi, limousine and shuttle services. 3. Loading Zones. 4. Parking for people with disabilities. 5. Short-stay private parking for business and retail needs. 6. Residents parking. 7. Commuter parking. <p>There is public perception that there is not enough parking in the area, and in 2010 many business owners and people in the community were vocal about the effects of the removal of any on-street parking from Colombo Street. By understanding how existing on and off street spaces are utilised, a more informed decision about parking to protect multiple interests and needs across the area can occur. A new parking strategy may be needed to ensure that current parking restrictions meet the demands for the future of Sydenham.</p>

(M2) Parking investigations in the commercial area (continued)

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Review the 2009 Parking Strategy and report on findings. Examine how many on-street parking spaces would be removed for pedestrian/cycle space and enhancements as part of the master plan. Evaluate any opportunities for additional parking such as angle parking on adjacent local streets that do not carry predominant east-west traffic movements, time restrictions and enforcement. Investigate the option of parking meters to ensure efficient turn over of parking spaces on Colombo Street. Report on findings. Scheme design. Consultation. 	<ul style="list-style-type: none"> Implement changes to on street parking provision on Colombo Street and in side roads to reflect parking investigations. 	<p>Following the further development of the Sydenham area and the rebuild of the Central City. Investigate:</p> <ul style="list-style-type: none"> Undertake a parking occupancy and travel demand survey. Review the Sydenham Parking Strategy and update if needed -based on current and future requirements. Undertake a traffic survey and retail access study to understand the destination of traffic using Colombo Street. Independent review/ assessment of car users and parking use on Colombo Street - are they stopping or going through, where are they headed? This will help to understand parking needs.
Lead:	Christchurch City Council – City Environment, Transport and Greenspace, Traffic Operations		
Partner agencies/ organisations:	Local retailers, property and business owners Spreydon/Heathcote Community Board		
Related actions:	E3, N2, B3		

(M3) Pedestrian improvements

Description:	<p>Consider improvements to pedestrian safety both within and providing access to the area and ensure these considerations are included in Action M1 Road Corridor Review. Look at opportunities to improve pedestrian crossings points along Colombo Street. Evaluate footpath width and balance this with the needs for the street.</p> <p>Improve the pedestrian environment at the Colombo Street - Brougham Street intersection in conjunction with the New Zealand Transport Agency. This may include upgrading the pedestrian waiting areas and other safety and amenity measures in addition to reconsidering the signal phasing.</p> <p>Ensure all proposed infrastructure and existing infrastructure is accessible for all pedestrians, for example, tactile pavers in addition to suitable kerb cut-downs at intersections and safe crossing points.</p> <p>Improve the pedestrian environment and pedestrian safety along Colombo Street with particular attention paid to footpath widths, kerb build outs and crossing points. Focus on improving pedestrian safety near bus stop locations.</p> <p>Investigate improvements across the Colombo Street - Brougham Street intersection. Prior to finalising the design, review the likely effects of the Southern Motorway (post-completion) and bus routes on this intersection. Use infrastructure accessible for all pedestrians including disabled and low mobility users.</p> <p>Possible pedestrian improvements may include:</p> <ul style="list-style-type: none"> • Changing green times for pedestrians and creating a staged signal crossing. • Improving waiting spaces. • Tactile paving. • Widening the crossing area. • Elevating road signs to create room. • Enforcing billboards and/or adding interpretative signage. • Providing formal and informal crossing points along Colombo Street.
---------------------	---



▲ Existing crossing



▲ A street in Nelson that has a quality pedestrian waiting areas

(M3) Pedestrian improvements (continued)

Rationale:	<p>The large residential catchment of the Living 3 zone south of the Sydenham commercial area brings many people to the centre to access retail and services. Pedestrian connectivity initially across Brougham Street (a State Highway) exists, but the environment could be improved for pedestrians. Improving this connection will encourage use and increase pedestrian safety.</p> <p>Pedestrian safety along the whole route is a primary concern.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Crash analysis. Design for crossing point improvements, and pedestrian refuges. Prepare concept design. Consultation. 	<p>Approvals:</p> <ul style="list-style-type: none"> Detailed design. Secure extra space on corners. NZTA and the Council sign-off. <p>Construction:</p> <ul style="list-style-type: none"> Upgrade pedestrian environment - construction of refuges, pavements and other improvements. 	
Lead:	Christchurch City Council – City Environment, Traffic Operations		
Partner agencies/ organisations:	<p>Environment Canterbury New Zealand Transport Agency Land owners Living Street Aotearoa Disability Action Group Age Concern NZ</p>		
Related actions:	N1, N2, M3, B2		

(M4) Cycle infrastructure

Description:	Ensure provision for cyclists in the streetscape is incorporated in the other movement actions in particular M1 Road Corridor Review. Investigate safe cycle links and improved connections to the wider cycle network. Consider improvements to cycle lanes and locations for secure cycle parking (racks and lockers) and other cycle infrastructure. Investigate opportunities for a 'Park and Pedal' facility in Sydenham. Discuss on-site cycle facility provision with all property owners looking to rebuild as part of the case management process		
Rationale:	Investing in infrastructure to support the transition of people using more sustainable transport modes (including cycling) helps with city-wide travel demand management objectives. Cycling as a sustainable transport mode has many benefits. It helps to reduce the demand on the city's transport network (by getting people out of motorised vehicles) and correspondingly improves environmental and health outcomes. Incentivising change could be helped by providing secure cycle parking facilities in key locations for employees, shoppers and visitors.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Consider the provision of safe cycling environment throughout Sydenham particularly as part of Action M1 Road Corridor review. Review cycle parking and facilities within Sydenham and the surrounding area. Consider possible locations where additional cycle racks and lockers are suitable. Existing cycle use through and to the centre. 	<p>Approvals:</p> <ul style="list-style-type: none"> Funding for cycle infrastructure. Encouraging developers to provide on-site cycle parking and end of trip facilities (showers/lockers) for employees and visitors through site specific travel plans. The provision of a secure cycle storage and parking facility. <p>Consultation:</p> <ul style="list-style-type: none"> Design and location of cycle parking and storage. <p>Construction:</p> <ul style="list-style-type: none"> Upgrade cycle infrastructure and facilities. 	
Lead:	Christchurch City Council – City Environment, Traffic Operations, Strategy and Planning		
Partner agencies/ organisations:	Spreydon/Heathcote Community Board. Cycle groups/Spokes Community		
Related actions:	N1, N2		



Providing for cycle infrastructure, to help encourage cycling patronage. Examples of innovative lockable bike storage systems and lockers.

(M5) Colombo Street - public realm improvements

Description:	The results of the investigations for all the movement actions and the desire to encourage active travel in the area; provide the necessary information to assist in determining the needs and challenges for Colombo Street. In conjunction with other specialities such as urban design and open green space, a unified plan for Sydenham both for the short and long term can be established. This may involve a staged process. Consideration needs to be given to the current road hierarchy of Colombo Street as one of the key arterial routes into the Central City to/from the south. Any new design needs to allow for vehicular, bus and cycle movements with enhanced pedestrian amenity. Any changes to the transport infrastructure on Colombo Street and the east-west cross connections within the Sydenham area, will have wider network implications so any design needs to take in account these effects and mitigate any adverse effects for the surrounding network.		
Rationale:	Colombo Street operates as one of the key arterial routes into the Central City to/from the south. For this reason it is important that any design has longevity and finds ways to: <ol style="list-style-type: none"> Achieve a good balance between movement of all transport modes, including vehicular, cyclist and pedestrian, and parking and amenity. Manage vehicle volumes (in the interests of both the city-wide and local transport network). To support the land uses which are located on it and encourage land use reinvestment. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:		Investigate: <ul style="list-style-type: none"> Utilise all findings from Movement Actions and in collaboration with other specialities examine the appropriate road design for Colombo Street. Concept design. Consultation. 	Construction.
Lead:	Christchurch City Council – Capital Programmes Group.		
Partner agencies/ organisations:	Christchurch City Council – Transport and Greenspace, Traffic Operations, Asset and Network, Strategy and Planning Environment Canterbury Sydenham Quarter Inc Cycle Groups/Spokes Te Ngāi Tūāhuriri Rūnanga	Spreydon/Heathcote Community Board Disability Action Group Living Streets Aotearoa Community	
Related actions:	E6, N1, N2, N5, N6, C5, B2		

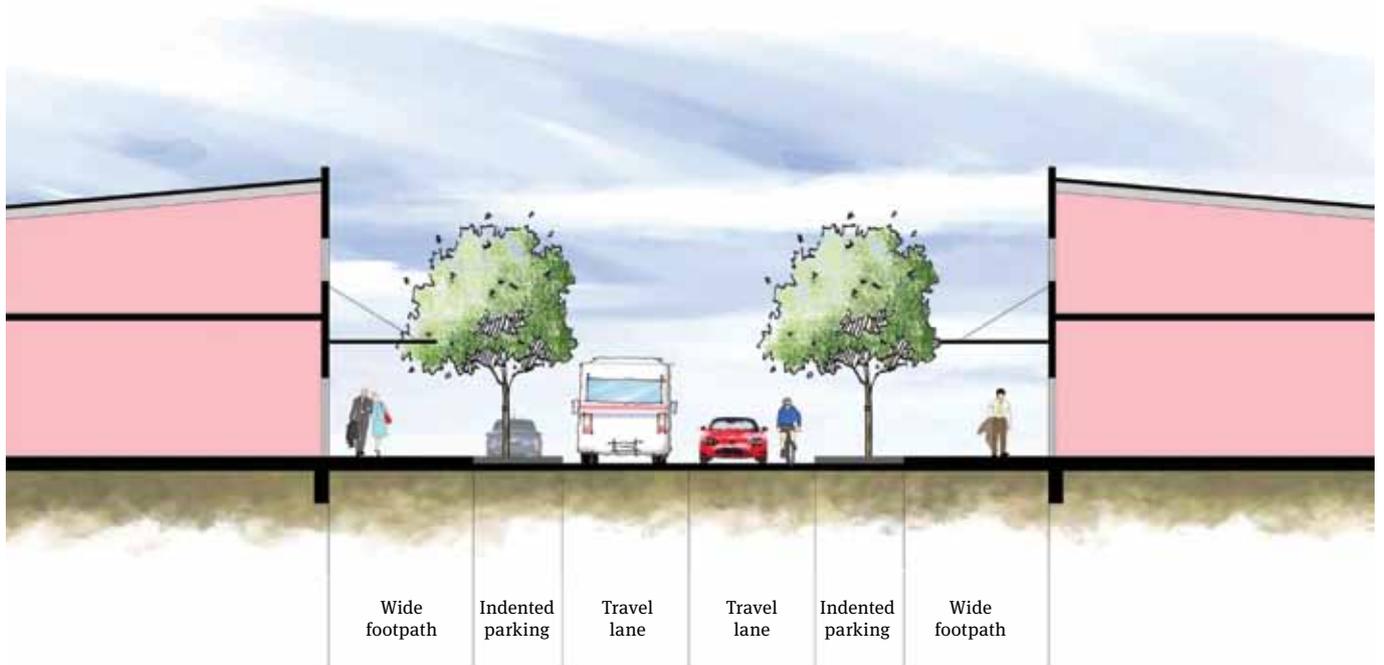
Possible public realm design



Possible cross-section design

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

These have been narrowed down following technical reviews and consultation feedback to an option which allows for bus, car, cycle and pedestrian movements in a slower, safer and high amenity environment. Designs which reduce traffic speeds and volumes through traffic calming schemes are included. Note: this is one possible option, Action M1 will involve the full investigation of all the competing transport and public space demands upon this narrow road corridor, with a final solution to be investigated with partner agencies and interest groups and solutions consulted upon



Natural environment actions

Theme summary - Sydenham's parks and open spaces

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

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

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

Environmental Wellbeing	
Theme	Natural environment
Principles	Natural capital
	Resource sustainability
	Lifestyles
Urban design	Food security
	Context
	Choice
	Creativity
	Collaboration
Character	
Connections	
Custodianship	

Actions summary

(N1) Colombo Street public spaces

Provide informal public spaces for business and community interaction along Colombo Street through building setbacks, kerb build-outs and the use of small areas of on-street parking. Carefully consider the location of these spaces to ensure a good outcome and consult closely with adjoining property owners regarding setbacks and build outs.

(N2) Street trees and lighting

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

(N3) Buchan Park remodel

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

(N4) Relinquish and replace Carlyle Park

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

(N5) Temporary landscapes

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

(N6) Gateway treatment Colombo Street

Enhance the entrance experience to Sydenham township. This will help make the centre recognisable as a unique area. Use this as an opportunity to reflect the history of the area and strengthen Sydenham's identity. Consider the use of temporary gateway signs and installations that will help define Sydenham and install confidence in the area during the rebuild.



(N1) Colombo Street public spaces

<p>Description:</p>	<p>Provide informal public spaces for business and community interaction along Colombo Street by developing a unified landscape approach to streetscape upgrades that involves the development of small pocket spaces with areas of good sunlight. Carefully consider the location of these spaces to ensure a good outcome, and consult closely with adjoining property owners regarding setbacks and build outs. This may include:</p> <ul style="list-style-type: none"> • The removal of a small number of parking bays and replacing them with paved/green areas. • Building out from the kerb on key street corners. • Asking owners of cleared sites to set back from the property boundary when re-building. • Addressing stormwater treatment. • Finding site specific opportunities such as: <ul style="list-style-type: none"> - A space within the former Sydenham School site and protecting the Weeping Elm trees. - Protecting a green strip on the Wordsworth Street frontage of the former Masonic Lodge site adjacent to Buchan Park. - A pocket park on the south-east corner of Colombo and Wordsworth streets. <p>The design of pocket spaces needs to address Crime Prevention Through Environmental Design (CPTED), universal design and micro-climatic issues and be in accordance with low-carbon and sustainable design principles with tangata whenua values of guardianship. When designing public spaces consider the construction of swales planted with native swamp plants to aid the maintenance of water quality which is an important issue for Ngāi Tūāhuriri and Ngāi Tahu whānui. Consider view shafts from Colombo Street to the Port Hills, Ngā Kōhatu Whakatekateka o Tamatea Pōkai Whenua as reference points for interpretation.</p>		
<p>Rationale:</p>	<p>The nature of the area calls for smaller urban and civic spaces (both paved and green). By redistributing and reframing open spaces across the entire Sydenham commercial area, this will result in a cumulative benefit for the public. Spaces will better provide for passive recreation - locations to pause, sit, eat or play. Through private acquisition and sale of some land areas, only a small change to the total amount of public reserve assets is expected. The provision of such spaces gives the opportunity to include reference to the history of the area and improve the natural environment in an otherwise urban industrial setting.</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Opportunities to alter/redesign the public realm. • The types of meeting spaces that would work best. • Work with property owners to accommodate spaces. <p>Approvals:</p> <ul style="list-style-type: none"> • Detailed design and funding. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Land purchase/swap. <p>Construction:</p> <ul style="list-style-type: none"> • Initial construction within a “pilot” area. 	<p>Maintenance and Monitoring Plan</p>
<p>Lead:</p>	<p>Christchurch City Council – Capital Programmes Group.</p>		
<p>Partner agencies/ organisations:</p>	<p>Christchurch City Council - Strategy and Planning, City Environment Local business community property owners Community Spreydon/Heathcote Community Board Te Ngāi Tūāhuriri Rūnanga</p>		
<p>Related actions:</p>	<p>E3, E5, M1, M3, M4, M5, C3, C5, B2</p>		

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



Image source: Google Earth (2010), pre-earthquake



Post September 2010 earthquake condition



Artist's impression

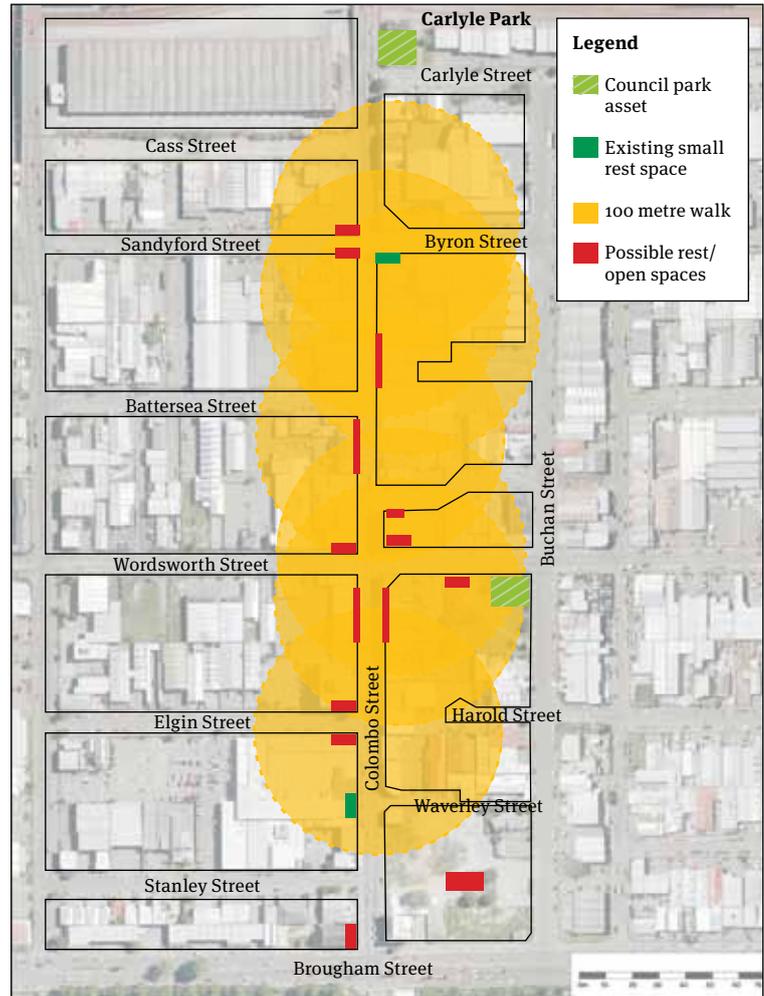


Possible future condition



Artist's impression

Possible response



(N2) Street trees and lighting

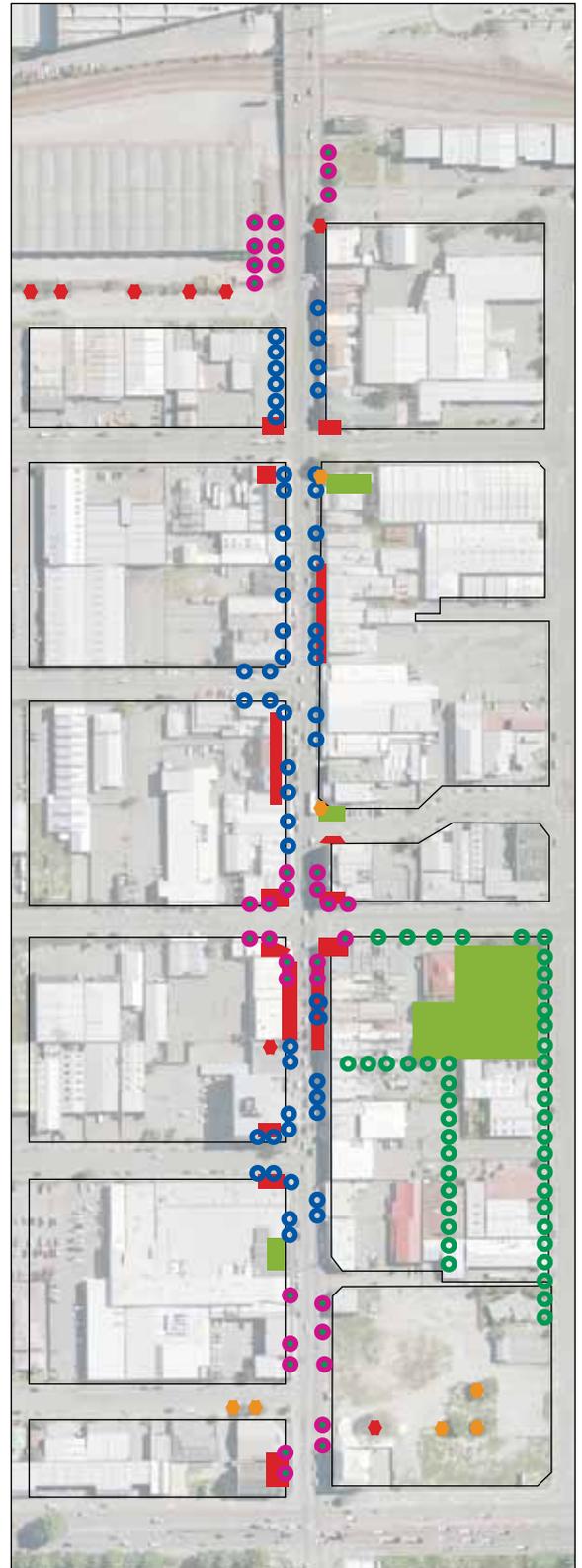
Possible response

Description:	<p>Enhance the streetscape of Colombo Street through the regular placement of trees and lighting. Retain the iconic Weeping Elm trees on the former Sydenham School site by locking in a design framework for the site. The introduction of additional landscaping along Colombo Street via a targeted street tree response:</p> <ul style="list-style-type: none"> • Use of large ‘gateway’ trees at key intersections including Wordsworth and Colombo streets, and at northern and southern ends of the commercial area. • The regular placement of medium sized exotic specimens more suited to a street environment along Colombo Street. • Smaller scale trees, native or exotic, and possibly fruit bearing, along side streets and laneways (particularly around Buchan Park). <p>Street trees can either be placed along the kerb edge (within the footpath space) or in on-street parking lanes. Give consideration to the trees canopy width in relation to pedestrians and large vehicles in order to maintain satisfactory tree health and minimise interference with building verandas. Landscaping should not restrict/ reduce sightlines for road users. Consideration should also be given to the selection of appropriate tree species and on-going maintenance issues associated with debris in drains.</p> <p>The tangata whenua values of kaitiakitanga, guardianship, of the natural environment will be strengthened in the area with the provision of street trees together with the retention of the Weeping Elms and protected Holly tree. Lighting (on side streets and main routes) needs to be regularly placed and effective for both pedestrians and motorists. Lighting should be functional and create a distinctive feel to the area in the evenings/ at night. New lighting improves pedestrian safety on Colombo Street and side streets, consider feature lighting that will contribute to the area’s amenity.</p>
---------------------	--



The Weeping Elms on the former Sydenham School site

Legend	
■	Proposed rest / open
■	Existing greenspace / rest / open
◆	Existing tree - protected / notable
◆	Existing trees
●	Tree type 1 - Gateway
●	Tree type 2 - Colombo Street trees
●	Tree type 3 - Buchan Park / Wordsworth Street / School site link



(N2) Street trees and lighting (continued)

Rationale:	<ul style="list-style-type: none"> Public realm design and the selection and placement of street trees and lighting can strengthen pedestrian flows between open spaces and enhance the attractiveness and safety of the area. Trees and lighting can add to the entrance experience - demarcating gateways to and from the area. Smaller trees and the design of light posts can be used to create an intimate village atmosphere and reference culture and heritage. Trees and lighting can help to provoke driver attentiveness through changes to the road. Trees can be an effective psychological buffer between a busy carriageway and the footpath. Street trees absorb carbon dioxide released from vehicle emissions and on a city-wide scale may be considered to contribute to a carbon sink through design of tree drainage pits they can also help improve water quality. Trees create a favourable natural microclimate providing shade and protection in the summer while letting in sunlight in winter. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Engineering input on urban infrastructure (overhead and underground services). Concept design for lighting and trees. Consultation. 	<p>Approvals:</p> <ul style="list-style-type: none"> Colombo Street Tree Management Plan (with specifications). Lighting upgrade. <p>Construction:</p> <ul style="list-style-type: none"> Tree specimen acquisition. Tree pit construction. Planting. 	Maintenance and Monitoring Plan
Lead:	Christchurch City Council – Capital Programmes Group.		
Partner agencies/ organisations:	Christchurch City Council - City Environment Local Community Spreydon/Heathcote Community Board Tree nurseries Te Ngāi Tūāhuriri Rūnanga		
Related actions:	E4, E5, M1, M2, M3, M4, M5		



Tree lighting adds amenity in the evenings



Photo of amenity lighting in Sol Square



Possible tree planting located in build outs along Colombo Street

(N3) Buchan Park remodel

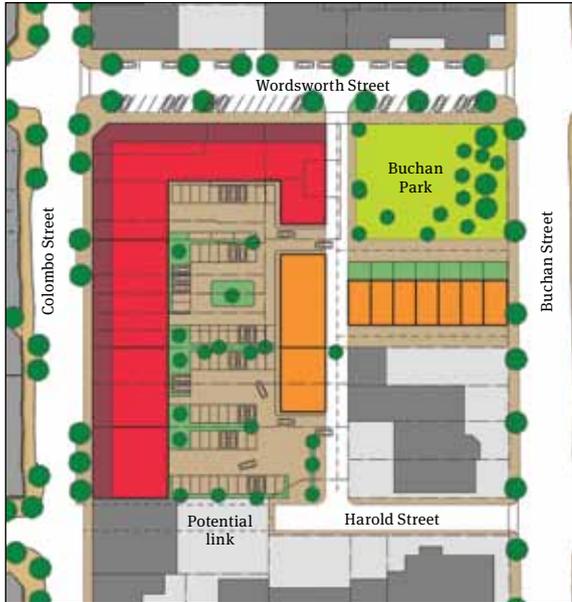
Description:	Building on action E3 (a pilot project on a multiple use site) investigate options to better utilise Buchan Park through the creation of a village square, opportunities for additional circulation and accessibility from Colombo Street, and public space redesign including hard surfacing, seating, tree planting and landscaping. Any design concept needs to make sure that spaces are sheltered from prevailing easterlies the flooding issues are addressed by using innovative design to help improve water quality in the area, and there are opportunities to incorporate tangata whenua stories and values. If the size of the park is reduced, consider the potential for the funds obtained from the sale of land to be used to purchase better suited open spaces elsewhere in Sydenham.		
Rationale:	<p>While located on a flat site within an easy walk of Colombo Street, Buchan Park is currently too large for its purpose and is underutilised. The park has flooding issues and entrapment spots (hiding areas) to the rear which can increase the likelihood of crime. Prior to the demolition of the Beverley Building shop parade (382-406 Colombo Street), there was no direct visual or physical connection to the Park from Colombo Street which has limited its usability.</p> <p>The project creates a park that is more accessible and overlooked, and therefore safer and better used (especially by local employees over lunchtime) and the design enhances the natural environment of the wider area. Over time, revamping the public realm is hoped to attract residential and mixed use development to the immediate vicinity, which in turn will introduce activity into the space and help to provide casual surveillance.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Legal status of Buchan Park and resource management requirements for rezoning. • Options to subdivide fee simple land to relinquish one portion to private ownership. • Building on action E3, in collaboration with landowners, options to acquire one title in the former Beverley Building parade to enable a connection to Colombo Street. • Concept design. • Consultation and public notification. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Subdivision and/or acquisition. • Rezoning of open space land. • Detailed design. <p>Construction</p>	
Lead:	Christchurch City Council - City Environment		
Partner agencies/ organisations:	Spreydon/Heathcote Community Board Property owners Te Ngāi Tūāhuriri Rūnanga		
Related actions:	E3, C5, B1, B4		



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

Possible responses

Reduce park area, land sale



Possible response



Reduce park area, land acquisition and sale



Legend

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

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

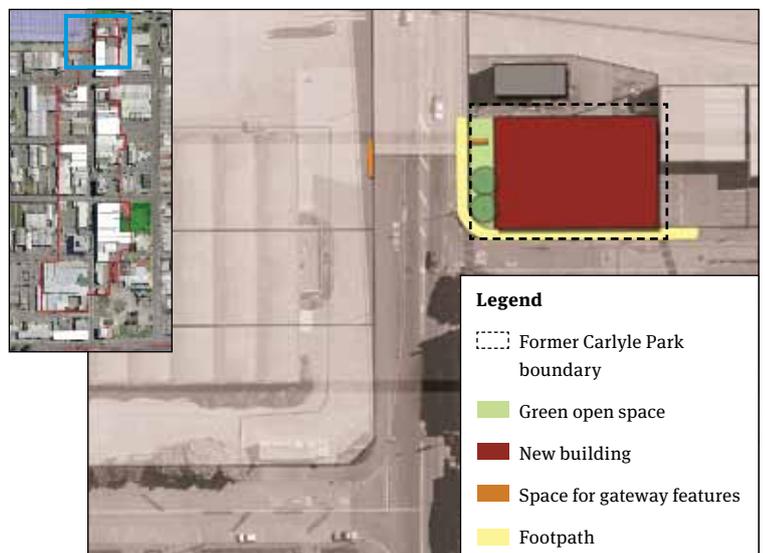
(N4) Relinquish and replace Carlyle Park

Description:	<p>Sell the bulk of Carlyle Park to the private sector and investigate options within Council to ensure the funds obtained from the sale of land are used to purchase better located open spaces elsewhere in Sydenham.</p> <p>Retain a landscape strip along the Colombo Street frontage to create a northern ‘gateway’ into Sydenham (with signage, sculpture, trees and landscaping). Ensure a good design quality of any new building on the site, especially the built interface to both Carlyle and Colombo streets.</p> <p>Note: Carlyle Park is zoned Open Space 1 and is currently fee simple land held by the Council. Since it is not a public reserve, no Reserves Act process is required to re-classify it. The land is, however, still subject to the Resource Management Act. If the land is to be exchanged or swapped, a plan change process may be required to change the zoning prior to establishing a commercial or residential activity on former open space land. Resource consents may also be required prior to undertaking initiatives.</p>		
Rationale:	<p>This reserve area is underperforming (refer to the analysis of Carlyle Park under action N1). It is in a less than ideal location adjacent to the over-bridge, railway line and industrial activities.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Legal status of Carlyle Park and resource management requirements for rezoning. Options to subdivide fee simple land to relinquish greater portion to private ownership. 	<p>Approvals:</p> <ul style="list-style-type: none"> Reclassification and rezoning requiring a Plan Change. <p>Implement:</p> <ul style="list-style-type: none"> Set up quality control mechanisms through a site design brief attached to the sale of land. Sale of land. Look for replacement spaces elsewhere in Sydenham. 	
Lead:	Christchurch City Council - City Environment		
Partner agencies/ organisations:	Christchurch City Council - Property Consultancy Team		
Related actions:	N2, N6		

Possible response



Carlyle Park (current)

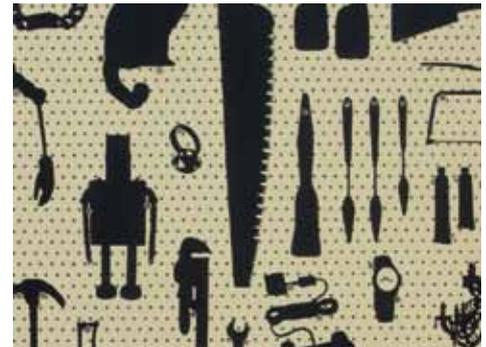


(N5) Temporary landscapes

<p>Description:</p>	<p>Continue to support Greening the Rubble, Gap Filler, Sydenham Quarter Inc and various other voluntary organisations and businesses to create a number of temporary landscaped public spaces on prominent commercial sites where buildings have been demolished and levelled post-earthquake. There is also the opportunity to work with Te Ngāi Tūāhuriri Rūnanga to include tangata whenua stories and values in these temporary works.</p> <p>Working with Living Streets Aotearoa in the creation of the License to Occupy agreements, at the end of the project sites are returned to owners for re-development. Elements such as tree planters, lawn and public furniture are then re-sited to other project sites either within Sydenham or around the city.</p>
<p>Rationale:</p>	<p>Sydenham lost much of its continuous lining of shops on both sides of Colombo Street following the earthquakes. Many of these sites have now been cleared and the future of these sites are pending negotiations and decisions being made by owners, insurers, the Council and other agencies. An opportunity exists in the short term for 'urban acupuncture' - undertaking temporary landscaping on cleared sites via the funded Make-SHIFT initiative with Greening the Rubble and Gap Filler (under the umbrella of Living Streets Aotearoa), property owners and the wider community in Sydenham. Since February 2011 there have been many temporary artworks and uses installed on earthquake cleared sites. These have been very successful in retaining vitality and interest in the area and bringing street life to this severely affected suburban centre.</p> <p>Not only do 'greened' public sites act as a magnet for the community and visitors, they are also good for local morale, add to the vitality of the area and are a sign of things happening. Making use of vacant sites for innovative and quirky ideas celebrates the resilience, diversity and creativity of the community.</p>



Chess set, photo: gapfiller.org.nz
456 Colombo Street



Wayne's wall mural, photo: gapfiller.org.nz
484-496 Colombo Street



Temporary landscaping possibilities on Colombo Street

(N5) Temporary landscapes (continued)

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> Continue to work with Gap Filler and Greening the Rubble on activities and locations for temporary landscapes. Continue to provide a link between voluntary organisations and property owner’s rebuilding intentions/ timeframes. Approvals: <ul style="list-style-type: none"> Select a site, agree on terms, draw up a license to occupy the site, working with the private landowner. Produce a landscape concept plan. Source resources, materials and volunteers. Construction:	Provision of on-going funding to Gap Filler and Greening the Rubble	
Lead:	Greening the Rubble and Gap Filler.		
Partner agencies/ organisations:	Christchurch City Council - Capital Programmes Local design community/Business sponsors/Community Property owners Te Ngāi Tūāhuriri Rūnanga Living Street Aotearoa		
Related actions:	E1, M5, C5		

Temporary landscape sites

Sydenham has benefitted from a whole range of temporary artworks and installations. Funding of Action N5 will help to continue the momentum for such projects and retain vitality in the area during the rebuild.



Gap filler office and wall mural, 404 Colombo Street



Greening the Rubble coffee kiosk and seating areas with planted flower beds, 386-402 Colombo Street



Wildflower seeding of former Sydenham School site by Colour me Christchurch



Arc of Hope by Pete Majendie, Christmas 2011, Former Sydenham School site

(N6) Gateway treatment Colombo Street

Description:	<p>Enhance the entrance experience to Sydenham township at its northern and southern ends by introducing a series of gateway features to the Sydenham commercial area. This will help make the centre recognisable as a unique area. Use this as an opportunity to reflect the history of the area and strengthen Sydenham's identity including incorporating tangata whenua stories and values. Consider the use of temporary gateway signs and installations that will help define Sydenham and install confidence in the area during the rebuild. Consider the following elements:</p> <ul style="list-style-type: none"> Northern gateway: a new public plaza on the west adjacent to Rail Shed B; a new built form (with building design controls) on the east (refer to project N4); large gateway tree specimens (refer to project (N2)); signage for example, banners; special road surface treatments; sculpture/artwork; and use of the Moorhouse overbridge as a feature. Southern gateway (Brougham Street): provide design guidance to new built form to sites to the east and west to ensure they appropriately reflect the scale and form of the former church and post office building; large gateway tree specimens; signage; special road surface treatments; re-use of stone and integration of character features; and sculpture/artwork. Retaining the 'Borough of Sydenham' freestanding signs. <p>Consideration also needs to be given to gateways from the east and west. More people are likely to approach Sydenham from these directions following changes to Central City road priorities and bus routing. There is a need to incorporate wayfinding and parking information at gateways, as well as design treatment that helps to strengthen the areas identity and reference its history.</p> <p>Gateway treatments should be bold, contemporary, well designed and relevant to the area's (and site's) history and identity they may also give the opportunity to make reference to the view shafts to the Port Hills, Ngā Kōhatu Whakatekateka o Tamatea Pōkai Whenua.</p>		
Rationale:	<p>Framing Sydenham as a distinct area will be aided by gateway additions at entrances to the commercial area. These provide an opportunity to express Sydenham's unique identity by selecting sculpture, imagery or landscaping that represents the past or present environmental, historic and/or cultural context.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Concept design. Consultation. 	<p>Approvals:</p> <ul style="list-style-type: none"> Gateway Concept Plan (with specifications). <p>Construction:</p>	
Lead:	<p>Sydenham Quarter Inc. Christchurch City Council - Capital Programmes.</p>		
Partner agencies/ organisations:	<p>Business and local community Spreydon/Heathcote Community Board Local artists Te Ngāi Tūāhuriri Rūnanga</p>		
Related actions:	<p>E1, E5, M5, C3, C5, B2</p>		



Far left: The southern approach to Sydenham commercial centre pre earthquake

Left: Borough of Sydenham sign located near to the former Methodist Church

Community wellbeing, culture and heritage actions

Theme summary

- Sydenham's community facilities and services

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

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

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

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

Social and Cultural Wellbeing	
Theme	Community wellbeing, culture and heritage
Principles	Public services
	Social and community capital
	Community resilience
	Cultural diversity
Urban design	Context Connections Custodianship Collaboration Character Creativity

Actions summary

(C1) A Sydenham learning outpost

Increase the reach of library and information services to the Sydenham community (especially for local start-up businesses and workers) on an informal basis via a learning outpost. This may take the form of a stall which operates during local events. Referrals will continue to be made back to Central South City Library (temporarily operating at South City Mall) or South Library. Strengthen connections with the Adult Reading Assistance Scheme (ARAS), Te Ngāi Tūāhuriri Rūnanga, Sydenham Quarter Inc and local businesses to provide opportunities for learning and training in connection with the surrounding businesses. Periodically review information on the Council's Facilities Rebuild Programme to see if new facilities are planned for the area.

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

NZ Post has closed its existing Post Shop and Kiwibank on Colombo Street and is now operating a postal only service at The Colombo Mall from the Pharmacy. This business is considered vital to support existing and potential local businesses (in both B2 and surrounding B3 zone) and residents and draws people to the area. Strongly advocate to restore postal services, post office boxes and the Kiwibank service. Work with the Sydenham Quarter Inc and local businesses to build a business case for the return of the full postal services and Kiwibank to Sydenham.

(C3) Support the Sydenham Heritage Trust

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



Actions summary (continued)

(C4) Investigate suburban community transport opportunities

The community investigates opportunities to expand or add to the existing courtesy coach network for community groups and senior citizens. Small routing changes may improve access for people who have limited access to transport to get to recreation, shopping, medical care and social services beyond simply the provision of buses. Ensure that drop off and pick up as well as parking facilities for such services are considered as part of the movement actions in particular Action M1 Road Corridor Review.

(C5) Local landscape and heritage interpretation

Look for opportunities to reflect the history and local stories of the area into public space and building design. Consider making use of, or referencing, local industries for example steelwork, pottery kilns, and railways. Also recognise the mana whenua for the Sydenham area is held by Te Ngāi Tūāhuriri Rūnanga. Draw reference to Sydenham as the catchment for the Ōpāwaho and Ōtākaro rivers (and part of the extensive network of waterways, swamp and settlement sites that covered the Opawa and Beckenham areas in pre-European times). Work closely with Te Ngāi Tūāhuriri Rūnanga and the community to ensure that these values are incorporated into the design of public spaces along Colombo Street.

(C1) A Sydenham learning outpost

Description:	Investigating opportunities for information exchange on an informal basis in Sydenham. Increase the reach of library and information services to the Sydenham community (especially for local start-up businesses and workers) on an informal basis via a learning outpost. This may take the form of a stall which operates during local events. Referrals will continue to be made back to Central South City Library (temporarily operating at South City Mall) or South Library. Strengthen connections with the Adult Reading Assistance Scheme (ARAS) who are hoping to relocate to the area, Te Ngāi Tūāhuriri Rūnanga and Sydenham Quarter Inc who represent local businesses and the community to provide opportunities for learning and training in connection with the surrounding businesses. Periodically review information on the Council's facilities rebuild programme to see if new facilities are planned for the area.		
Rationale:	While Sydenham has a small residential population, it has an extensive worker population who come into the area on a daily basis. To effectively engage with people who regularly use the centre, but may not live locally, building relationships with community service providers and organisations is vital. Through the use of a drop-in library and learning outposts, workers, shoppers and residents can have convenient and direct access to local information and resources. This will not only help the self-sufficiency of Sydenham, it will also provide a mechanism by which to encourage people to get involved - through stimulating business, development and investment, service and volunteering or other means. It introduces the public to organisations who are working hard to get the area back up and running and overseeing its transition into an exciting place in which to live, do business and visit.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> Scoping the form and location of outreach services appropriate to the area. Opportunities to partner with non-governmental community and social service providers. 	Approvals: <ul style="list-style-type: none"> To expand service delivery. Implementation: <ul style="list-style-type: none"> Set up and delivery of services. 	
Lead:	Christchurch City Council - Community Services	Sydenham Quarter Inc	
Partner agencies/ organisations:	Adult Reading Assistance Scheme Sydenham Heritage Trust	Spreydon/Heathcote Community Board Te Ngāi Tūāhuriri Rūnanga	
Related actions:	E2, E6		

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

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

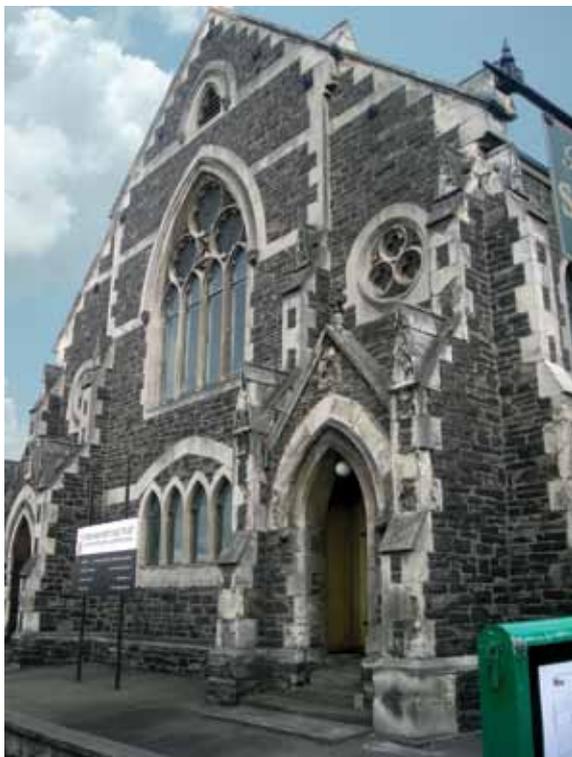
Description:	<p>NZ Post has closed its existing Post Shop and Kiwibank on Colombo Street and is now operating a postal only service at The Colombo Mall from the Pharmacy. The postal service is considered vital to support existing and potential local businesses (in both B2 and surrounding B3 zone) and residents and draws people to the area.</p> <p>This project looks to strongly advocate to restore the postal services, post office boxes and the Kiwibank service. Work with the Sydenham Quarter Inc and local businesses to build a business case for the return of the full postal services and Kiwibank to Sydenham.</p>		
Rationale:	<p>The Kiwibank ATM and post office boxes behind the former Sydenham Post Shop are fully operational and a limited postal services is available at the Pharmacy in The Colombo. The nearest Kiwibank/bill paying facility to Sydenham is located in Barrington.</p> <p>Local Post Shop and banking services are relied upon by businesses (in both B2 and B3 zones) and the surrounding residential community. The area hosts a number of other high street banks such as BNZ, WestPac, National Bank, CBS (currently closed) and is a popular banking destination outside the Central City. The former PostShop and Kiwibank was an important hub which drew people to the area.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Facilitate discussions with NZ Post on the restoration of postal and banking services in the Sydenham area. Undertake an audit to find a suitable location for post office boxes. These are to be relocated within Sydenham in 2012 after their current lease expires. Provide proof of demand for services. Investigate external funding streams or Council mechanisms to financially support or fast track restoration of these services. 		
Lead:	Recover Canterbury and New Zealand Post		
Partner agencies/ organisations:	<p>Christchurch City Council—Strategy and Planning</p> <p>Sydenham Quarter Inc</p> <p>Spreydon/Heathcote Community Board/elected members</p>		
Related actions:	E2		



◀ The Sydenham PostShop and Kiwi Bank pre-earthquake

(C3) Support the Sydenham Heritage Trust

<p>Description:</p>	<p>Support the endeavours of the Sydenham Heritage Trust to resolve the earthquake issues relating to the site and support their desire to create a future social hub at the cleared site (253 Brougham Street) through the construction of a multi-functional community centre.</p> <p>The Council could provide support in the form of:</p> <ul style="list-style-type: none"> • Architectural and urban design guidance on rebuilding, and ways to utilise the demolition rubble of the church building (including the salvaged stained glass window). • Investigate the development of a small area on the northern edge of the site as a landscaped public space. • Investigating funding and assistance which may be available to the Sydenham Heritage Trust.
<p>Rationale:</p>	<p>The former church (known as the Colombo Street Methodist Church, Colombo Street Wesleyan Church or Samoan Church) marked an important gateway to Sydenham as it sat on a prominent corner lot. Prior to the earthquake, it had recently been refitted to function as an event and meeting venue (for hire) within the community. Due to the demolition of the church after the February earthquake, an opportunity exists to replace it with a purpose built flexible and multi-use space.</p> <p>Its location between the southern suburbs and the commercial area is considered ideal as a centrally located focal point for the wider community. It has the potential to become a facility which clusters community services, and provides space for hire for events, meetings and exhibitions. Te Ngāi Tūāhuriri Rūnanga have expressed a desire to be involved in the support of the Trust to provide the community facility.</p> <p>There may be opportunities to integrate or co-locate service delivery within the building for people to access a range of public health, social and community services. There may also be opportunities to build on existing government provided integrated service initiatives (for example, Ministry of Social Development’s ‘community link’).</p> <p>Note: that there is no commitment from the Council at present to provide community facilities in this area, the location of all Council facilities are currently under investigation as part of the Council’s Facilities Rebuild Plan.</p>



▲ Sydenham Church pre-earthquake



▲ Sydenham Church post-earthquake

Source: www.static2.stuff.co.nz

(C3) Support the Sydenham Heritage Trust (continued)

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> External funding streams available. Outreach community services wanting space. Partnership opportunities with the Trust, the Council and external agencies. Building design formulation. 	Approvals: <ul style="list-style-type: none"> Regulatory approvals (resource and building consents). Construction:	
Lead:	Christchurch City Council – Strategy and Planning and Sydenham Heritage Trust.		
Partner agencies/ organisations:	Sydenham Quarter Inc Central and local government community and social service providers Community based service providers (non governmental) Te Ngāi Tūāhuriri Rūnanga		
Related actions:	E2, E6, N1, N6		

(C4) Investigate suburban community transport opportunities

Description:	Interested community members to investigate the current operation of courtesy coaches for community groups and senior citizens to the area. This action looks for opportunities to expand or add to existing services for people who have limited access to transport and recreation, shopping, medical care and social services beyond the provision of buses.		
Rationale:	<p>Conventional passenger transport services are expensive and difficult for people under financial stress, or those who have reduced mobility such as the elderly or disabled members of the community, and families with small children.</p> <p>It is understood that some people south of the Sydenham commercial area have difficulty getting to bus stops and accessing bus services. This has been made worse by the earthquakes. Existing social housing areas, aged care facilities and residential neighbourhoods are a major source of customers for the Sydenham centre.</p> <p>This project is about investigating ways to support existing not-for-profit community transport services operating in the vicinity of Sydenham to expand their reach within the community. For example, coach routes between retirement villages, the hospital or other areas are expanded to connect more locations. Businesses in Sydenham put on day coaches to bring people from remote areas to the Sydenham shops.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:		<p>Investigate:</p> <ul style="list-style-type: none"> • The Council and NZTA policy on community transport. • Existing community transport suppliers. • Possible funding and sponsoring sources. • Agree, prioritise and programme action. 	<p>Investigate:</p> <ul style="list-style-type: none"> • The Council to investigate the need for a Neighbourhood Accessibility Plan (NAP).
Lead:	Community (interested organisations and individuals) Te Ngāi Tūāhuriri Rūnanga Sydenham Quarter Inc		
Partner agencies/ organisations:	NZTA (land transport funding agency) Spreydon/Heathcote Community Board Christchurch City Council - Strategy and Planning Red Cross		
Related actions:	E6, M1		



◀ Community transport

(C5) Local landscape and heritage interpretation

<p>Description:</p>	<p>Look for opportunities to reflect the history and local stories of the area into public space and building design. Also recognise the Mana Whenua for the Sydenham area is held by Te Ngāi Tūāhuriri Rūnanga. Draw reference to Sydenham as the catchment for the Ōpāwaho and Ōtākaro rivers (and part of the extensive network of waterways, swamp and settlement sites that covered the Opawa and Beckenham areas in pre-European times). Work closely with Te Ngāi Tūāhuriri Rūnanga and the community to ensure that these stories and values are reflected in the interpretation material and incorporated into the design of public spaces along Colombo Street and to ensure that where appropriate connections are maintained between ancestral relationships and their place in the community and going forward.</p> <p>Some ideas include:</p> <ul style="list-style-type: none"> • Signage, photoboard or interpretive panels/plaques on key sites and amenities - what stood before, future plans for the site. • Use of stormwater systems, for example, swales and water sculpture to reference Māori values, relationship and connections with waterways. • Use views from Colombo Street to the Port Hills as reference points for interpretation. • Making use of or referencing local industries for example, pottery (Luke Adams Pottery), steelwork, Perspex and railways. • Embedding motifs or symbols (for examples, of native flora, fauna, local products, industries or artists) into public realm design. • Consistent theming of street furniture (including rubbish bins, seats, lights and tables) in street and park design. • Commissioning unique community art in visible public areas, local artists design sculptures, artworks and other design elements to reflect Sydenham’s identity. Sculptural references could include: the prow and stern of a waka at either end of the urban centre symbolising the thoroughfare and bird snares or eel traps.
<p>Rationale:</p>	<p>Sydenham town has a long and proud history - both Tangata Whenua and European. Sydenham is part of the catchment for the Ōpāwaho and Ōtākaro rivers which were part of the extensive network of waterways and swamp that covered much of the Christchurch area in pre-European times. For Māori waterways including rivers and tributaries were a source of mahinga kai, and waterways were also a medium for transport. Seasonal campsites were established in the swamplands for kai gathering, and Beckenham and Opawa were known settlement sites. Drawing on these stories of Māori occupation in the design of public spaces will help to create a unique Sydenham identifier.</p> <p>Sydenham may also reference its working and industrial service beginnings. It has long been a place for a variety of artisans, manufacturers and craftsmen. The construction of the railway led to the growth in workers cottages which over time were eventually replaced by industrial uses. Interpretive elements can create a new Sydenham aesthetic, referencing heritage and character without recreating it. The use of quality materials in the design will signify pride and integrity.</p>



Examples of local landscape and heritage interpretation.

(C5) Local landscape and heritage interpretation (continued)

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Make contact with Ngāi Tūāhuriri representatives. • Ngāi Tūāhuriri to source tribal information and investigate the existence of wāhi tapu or other significant sites of high Māori values within the commercial Sydenham area. • Prepare a Sydenham street design guideline working with Ngāi Tūāhuriri and ensure this is linked to Action M1 Road Corridor Review, M5 Colombo St Public Space Improvements and N1 Colombo St Public Spaces. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Consultation. • Street design guideline approved. <p>Construction:</p> <ul style="list-style-type: none"> • Commissioning of designs. • Construction. 	
Lead:	Christchurch City Council – City Environment Spreydon/Heathcote Community Board.		
Partner agencies/ organisations:	Te Ngāi Tūāhuriri Rūnanga Local artists and industries Local community		
Related actions:	M5, N1, N3, N5, N6		

Built environment actions

Theme summary - Sydenham’s residential community and built character

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

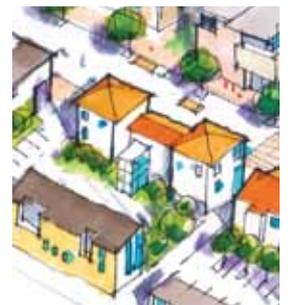
Character attributes of the centre (some of which have altered post-earthquake):

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

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

¹. Sydenham Town Enhancement Strategy, Christchurch City Council 2001.

Economic and Social Wellbeing	
Theme	Built environment
Principles	Community safety
	Neighbourhood amenity
	Housing stock
Urban design	Context Character Choice Creativity Custodianship Collaboration



Actions summary

(B1) Targeted residential activities around Buchan Park

Establish mixed use and medium density residential housing in Sydenham as a key driver to the area’s vibrancy. Look to rezone land around Buchan Park (Buchan Street and Wordsworth Street) as a living area with good accessibility to the commercial core, park amenities and passenger transport. Stimulate land use change and increase the attractiveness of the place to invest through place-making in the local environment, the right package of planning controls that make development easy to deliver, and government support. Consider the impact of existing use rights of the industrial zoned land on the proposed areas for residential development with particular regard for issues of noise and emissions on residential uses.

(B2) Building setbacks on Colombo Street

Work closely with property owners of redeveloped sites to consider how building setbacks can make a positive contribution to the street scene and enable such space to be used. This additional public space can be used to create wider openings within the footpath for seating, meeting and transition (note, this contravenes the City Plan rules regarding continuous shop frontages). Alternatively consider ways in which buildings as part of the redevelopment process can incorporate flexible ground floor shop fronts to allow for better interaction between the street activity and shop use.

(B3) Develop supportive City Plan amendments

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

(B4) Design and character guidance

Investigation and assessment of the design principles unique to Sydenham to inform the production of design guidelines which together with other methods of facilitation can be used to help inform developers on how to achieve quality urban design outcomes and urban form appropriate to the local context.

(B1) Targeted residential activities around Buchan Park

Description:	<p>Establish mixed use and medium density residential housing in Sydenham as a key driver to the area's vibrancy. Look to rezone land around Buchan Park (Buchan Street and Wordsworth Street) as a living area with good accessibility to the commercial core, park amenities and passenger transport. Stimulate land use change and increase the attractiveness of the place to invest through place-making in the local environment, the right package of planning controls that make development easy to deliver, and government support. Consider the impact of existing use rights of the industrial zoned land on the proposed areas for residential development with particular regard for issues of noise and emissions on residential uses.</p>		
Rationale:	<p>Growing mixed use and medium density residential activities in Sydenham will be a key driver to the area's future vibrancy. Intensification offers the chance to improve the urban environment through more efficient use of infrastructure and improved servicing. Students, young professionals and older adults/empty-nesters may be attracted to live in Sydenham with its affordable smaller living areas with low outdoor maintenance requirements.</p> <p>Sydenham is considered ripe for residential - terrace housing, semi-detached units or low rise apartment living (two or three levels). It is a centre which has lower land values, has superior access to strategic and local transport and is already well-resourced in terms of shops, recreational amenities and high order community infrastructure. The street fronting Buchan Park is a location which would be desirable to encourage street scene improvements through land use change. Introducing more people and motorists in the street and overlooking the park will provide an extra sense of security and will improve the interface to public areas.</p> <p>However, before residential living is stimulated, the right conditions have to be present. Residential will also be more supported within the Sydenham area with:</p> <ul style="list-style-type: none"> • Investment in place-making and amenity improvements (in parks, community facilities and the street environment) to make public areas more comfortable and safe to occupy. • Greater night-time economy. • The re-population and rebuild of cleared sites. • A perception shift about the centre through strong marketing and engagement. • Acceptance of living in two or three storey arrangements. • By attracting the private sector. Sydenham must be a highly competitive development location relative to other centres across the city and sub-region. Reducing prohibitive development consent requirements around parking, giving greater certainty of regulatory approval, streamlining the consenting process and reducing (or holding) levies, fees and development contributions will be substantial 'carrots' to investors. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Amendments to the City Plan to support development. • Support from property owners surrounding Buchan Park. • Reverse sensitivity issues from co locating residential and industrial premises. <p>Consultation:</p> <p>Approvals:</p> <ul style="list-style-type: none"> • City Plan changes (via an Order in Council, use of CERA powers or other means). 	<p>Investigate:</p> <ul style="list-style-type: none"> • Planning changes required for rezoning. • Process of public asset subdivision and sale. <p>Approvals:</p> <ul style="list-style-type: none"> • Rezoning and subdivision. • Sale of land parcel. <p>Implement:</p> <ul style="list-style-type: none"> • Improvements to Buchan Park. • Wordsworth Street roading improvements. 	<p>Implement:</p> <ul style="list-style-type: none"> • Land purchased by private investor. • Residential development.
Lead:	Christchurch City Council – Strategy and Planning		
Partner agencies/ organisations:	Christchurch City Council – City Environment/Property Private developers		
Related actions:	E3, N3		

Potential re-development advantages of Sydenham:

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

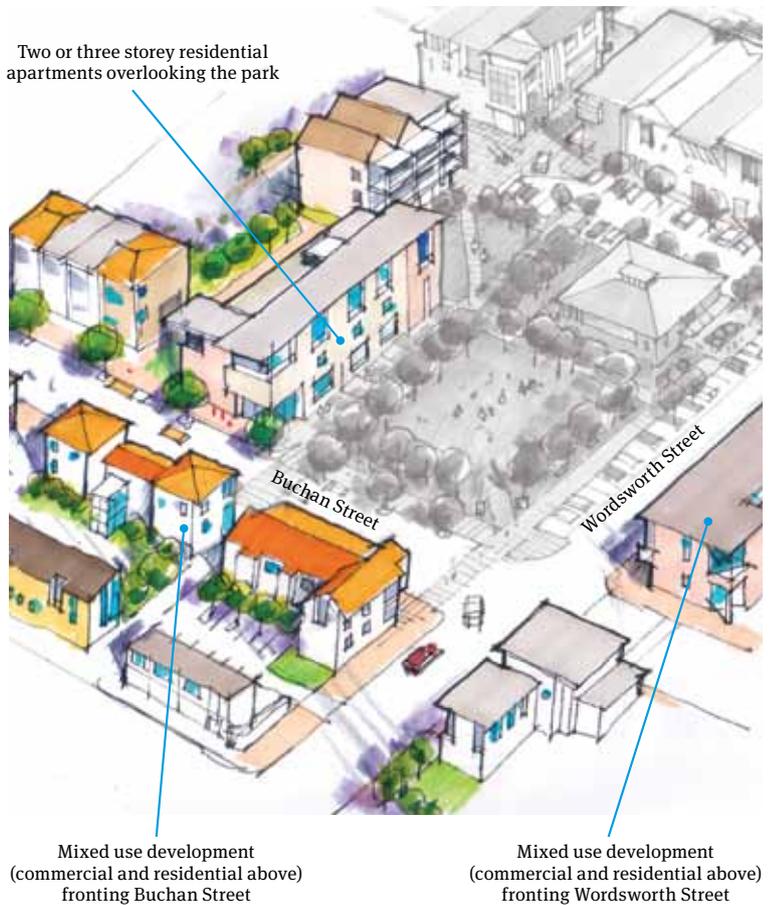
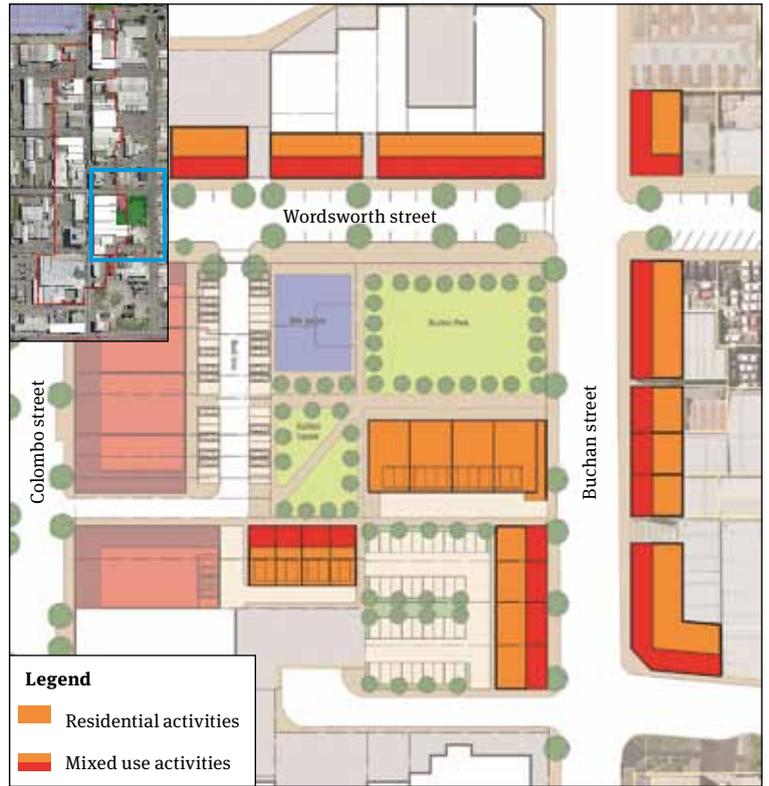
Potential re-development advantages of Buchan Park:

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

Potential re-development challenges of Buchan Park:

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

Possible response



◀ Artist's impression of mixed use development activities

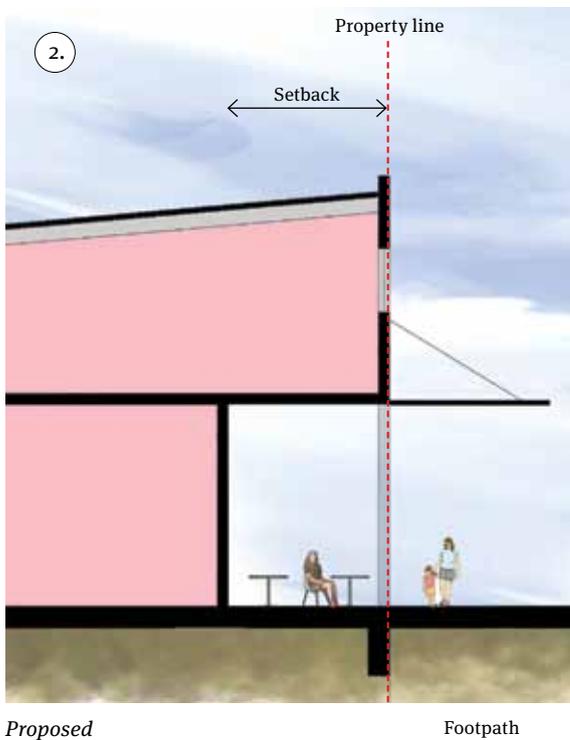
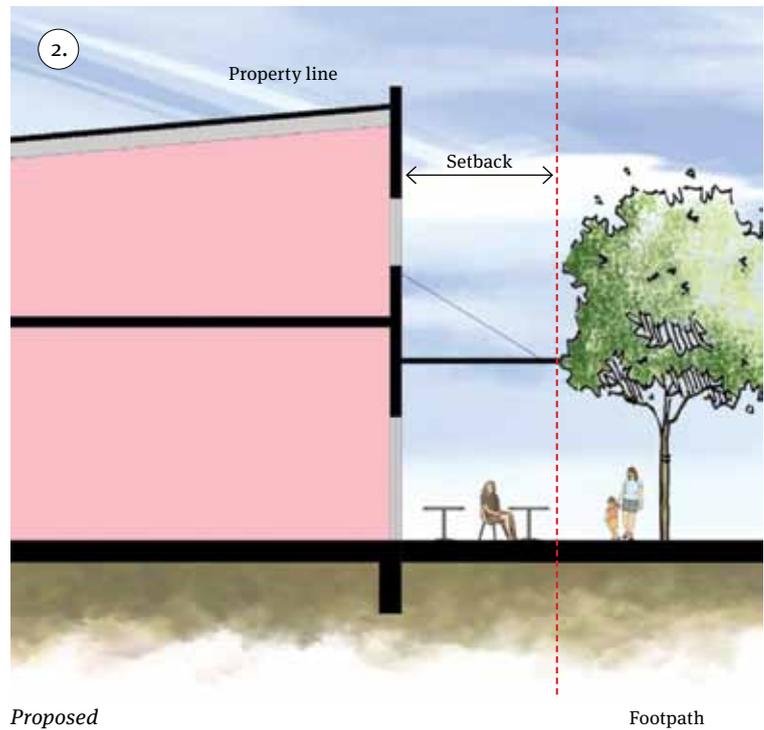
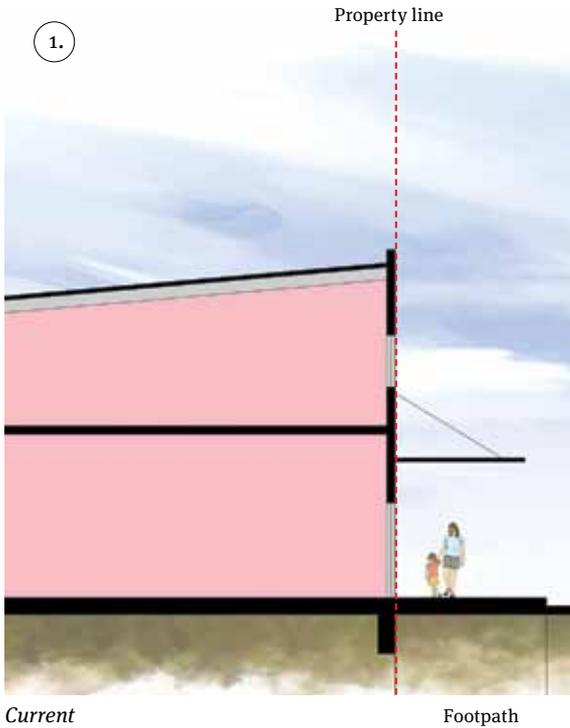
(B2) Building setbacks on Colombo Street

Description:	Work closely with property owners of redeveloped sites to consider building setbacks where such setbacks will make a positive contribution to the street scene and enable such space to be used to create wider openings within the footpath for seating, meeting and transition (note, this currently contravenes the City Plan rules regarding continuous shop frontages). Alternatively consider ground floor only setbacks or ways in which buildings as part of the redevelopment process incorporate flexible ground floor shop front openings to allow for better interaction between the street activity and shop use.		
Rationale:	The road reservation along Colombo Street is fairly narrow at 20 metres. To meet aspirations for a slower environment, and to accommodate the multitude of users and functions within the street including bus, cycle, pedestrian, vehicle movement and car parking, the street cross-section may have to change. The design of Colombo Street should give consideration to kerb extension treatments, and ways to make use of each building owner's preparedness (of those consulted) to set new buildings back from their property boundaries by a small margin. By setting back buildings, or designing flexible shop fronts will create a series of wider openings for an enhanced pedestrian environment with more on-street activity.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Pedestrian volumes and required footpath widths to determine the potential for meaningful setbacks. • Process for fast tracking City Plan amendments for example, Order in Council or other means such as CERA. • Case Manager to discuss setbacks with property owners of redeveloped sites. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Site specific exemptions to City Plan rules. • Urban design panel. <p>Construction:</p> <ul style="list-style-type: none"> • Rebuilt sites. • Continued case manager input. 	<p>Construction:</p> <ul style="list-style-type: none"> • Rebuilt sites. • Continued case manager input.
Lead:	Christchurch City Council – Strategy and Planning, Traffic Operations		
Partner agencies/ organisations:	CERA Urban Design Panel Private developers Spreydon/Heathcote Community Board		
Related actions:	E3, M1, M3, M5, N1, N6		

Possible response



Possible response



1. Current situation - no setback.
2. Possible response - building setback from the property boundary.
The additional open space gained between the property line and the building provides more space for on-street activity.
This action will only be undertaken with sufficient property owners consent.
3. Possible response - flexible shop front options. Some property owners have already stated that building setbacks are not possible due to the economic viability of the redevelopment of their sites.
The ability to have shop fronts that open directly onto the street will allow for greater interaction between the property use and pedestrians and will not narrow down the footpath with furniture.
This action will only be undertaken with sufficient property owners consent.

(B3) Develop supportive City Plan amendments

Description:	Seek changes to the City Plan rules (via an Order in Council or other means) within the Business 2 and 3 Zones to enable development of a type and form that is appropriate to the Sydenham centre. Changes may include: rezoning of particular areas; the introduction of a business development zone which are subject to special standards; reducing restrictive standards such as those related to on-site parking and establish clear urban design guidance.		
Rationale:	<p>In some instances the current objectives, policies and rule package found in the Business 2 and 3 zone of the City Plan is working well. In other instances existing standards are not working so well. It is critical the City Plan helps achieve the rebuild and regeneration of the Sydenham centre by giving adequate control of quality; giving certainty or clarity to property owners and developers; ensuring development reasonably facilitates making the Sydenham area more sustainable, ensuring the area is attractive and economically viable and enabling realistic development opportunities.</p> <p>There are a number of candidate planning provisions in the Business 2 and 3 zone which may be considered for amendment in some form. Some of the rules and their spatial implications are discussed below:</p> <p>Business 2 zone</p> <ul style="list-style-type: none"> The visual amenity and external appearance rule requires the planting of trees on the road frontage “where the use of any part of any site is not undertaken in a building”. This is at odds with the rule requiring all buildings in Sydenham to be built up to the Colombo Street road boundary along the full frontage of the site. The 20 metre maximum height allows for buildings out of scale with the lower rise (generally two-three storey) nature of existing development. This may threaten or compete with Central City office development. The maximum plot ratio of 1:1.5 is achievable given site sizes/shapes and other on-site requirements. The requirement for one car park per residential unit (plus one visitor per five units) and associated retail/commercial service parking requirements creates significant amounts of surface parking, poor street frontage outcomes and reduces development viability. <p>Business 3 zone</p> <ul style="list-style-type: none"> The maximum plot ratio of 1:1.5 is achievable given site sizes/shapes and other on-site requirements. Three metre building setbacks from road boundaries exist but there is no landscaping requirement - this is not supportive of residential activity/amenity. There is currently no internal recession plane requirement - this is not supportive of residential activity/amenity. Residential activity is restricted to one ancillary residential unit - this is unsupportive of a larger residential catchment. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Rule changes and design guidance Consultation requirements Preferred process for fast tracking a rule amendment e.g. order in Council or other means such as CERA 	<p>Approvals:</p> <ul style="list-style-type: none"> Adoption of City Plan amendments to the B2 and B3 zones 	
Lead:	Christchurch City Council – Strategy and Planning		
Partner agencies/ organisations:	CERA		
Related actions:	E2, E3, M2		

A note on the fast-tracking of building and resource consent applications under the District Plan: Case management and in-house advocacy by Strategy and Planning Group staff to fast track building and resource consent applications necessary for rebuild and recovery in Sydenham is already occurring and will continue to do so.

(B4) Design and character guidance

Description:	Investigation and assessment of the design principles unique to Sydenham to inform the production of design guidelines which together with other methods of facilitation can be used to help inform developers on how to achieve quality urban design outcomes and urban form appropriate to the local context.		
Rationale:	<p>Many building owners find themselves in a situation where they need to rebuild or repair buildings damaged by the earthquakes, but they need advice on what they can build, construction costs, the building code and also how they can apply thoughtful architectural design. This action will inform developers on how to achieve quality outcomes and urban form. This will help ensure new development is appropriate to the local Sydenham context. New buildings need to reflect the area's past but also its place in the future.</p> <p>Development which is responsive to the character of Sydenham will set the market context for subsequent developments. Local examples of quality commercial development will create a positive perception within the community about the future of Sydenham.</p> <p>The following external design and appearance issues are of particular relevance to Sydenham:</p> <ul style="list-style-type: none"> • Connecting to the street. • Minimising bulk and mass. • Vertical proportions. • Visual quality (materials). • Consistent use of verandas. • Green building technologies • Reflecting the history of Sydenham (but not replicating what was there before). 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Agree on how to best offer design and character guidance to the private sector. • Undertake a character assessment of the Colombo Street spine (pre-earthquake) to establish an agreed vernacular and set of design principles. <p>Approvals:</p> <ul style="list-style-type: none"> • Adopt guidance approach. <p>Implement:</p> <ul style="list-style-type: none"> • Roll out of advice. 	<p>Implement:</p> <ul style="list-style-type: none"> • Monitoring of success of design guidance and amend update as appropriate. 	
Lead:	Christchurch City Council – Strategy and Planning Spreydon/Heathcote Community Board		
Partner agencies/ organisations:	Urban Design Panel New Zealand Historic Places Trust Design community (Architects, Urban Designers) Te Ngāi Tūāhuriri Rūnanga		
Related actions:	E3, E4, N3		

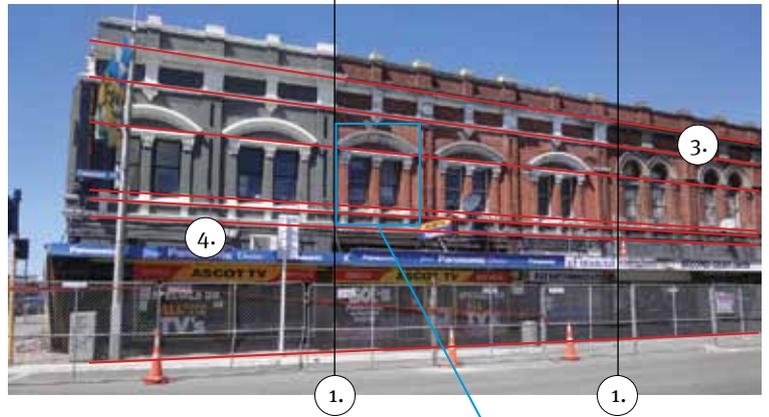
Design guidance

Core design principles

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

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

Demonstrating design elements on the Victorian Beverley Building



1. The long façade is broken into multiple bays
2. Vertical detailing and proportioned windows. Decorative detailing to add interest
3. Strong emphasis on horizontal elements (line of parapet, minor moulding detail, window heads, sills, middle band course, base)
4. Continuous verandas for weather protection which complements the style of building



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

5. Implementation

Ensuring effective Master Plan delivery and transition support.

Implementation tools and methods

- The spectrum of master plan actions

Implementation Plan

- Detailing the priority, scale, cost timeframe and delivery roles of the actions

The process from here

- Approved master plan and the next implementation steps



SYDM.

5.1 Implementation tools and methods

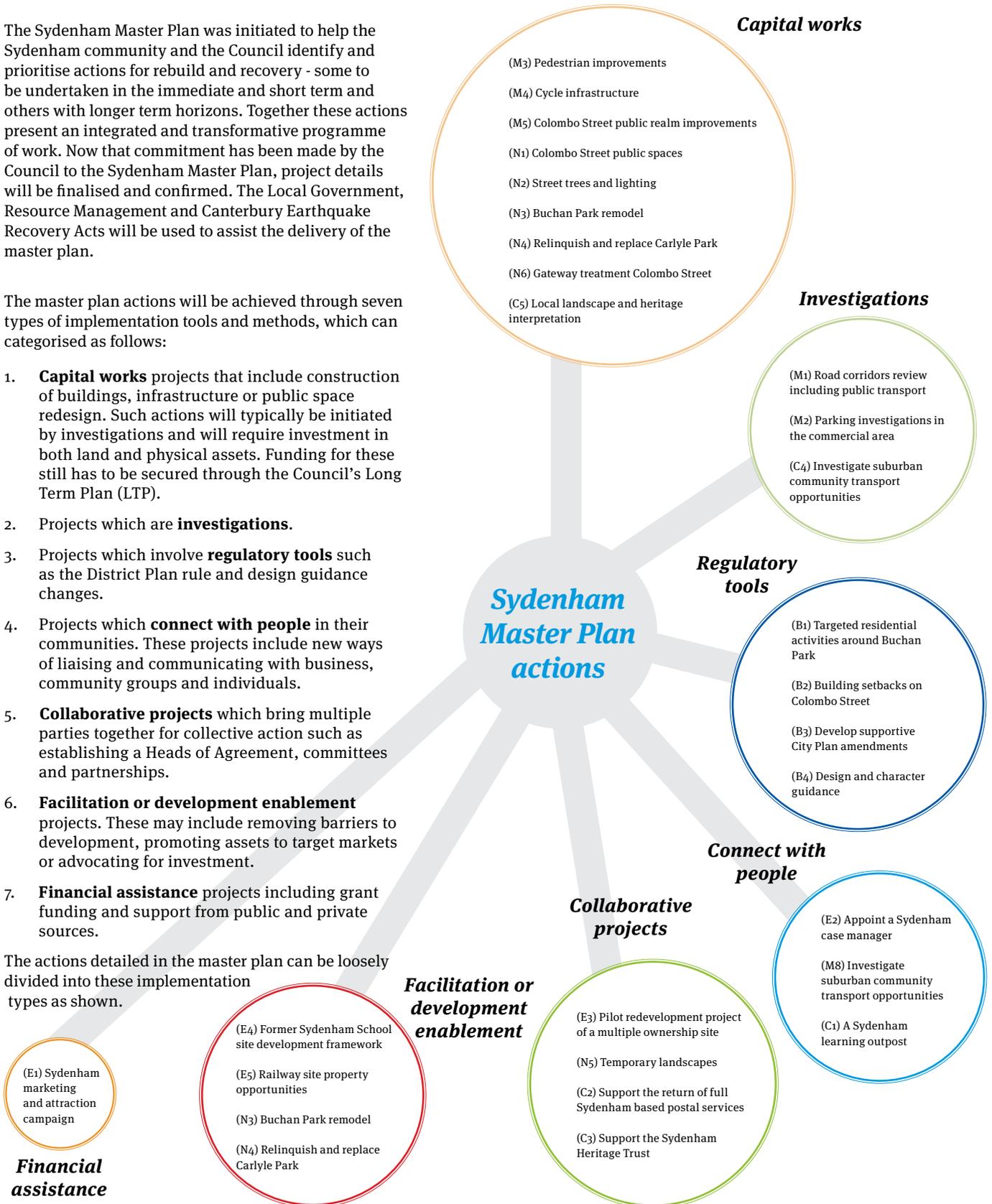
The spectrum of master plan actions

The Sydenham Master Plan was initiated to help the Sydenham community and the Council identify and prioritise actions for rebuild and recovery - some to be undertaken in the immediate and short term and others with longer term horizons. Together these actions present an integrated and transformative programme of work. Now that commitment has been made by the Council to the Sydenham Master Plan, project details will be finalised and confirmed. The Local Government, Resource Management and Canterbury Earthquake Recovery Acts will be used to assist the delivery of the master plan.

The master plan actions will be achieved through seven types of implementation tools and methods, which can be categorised as follows:

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

The actions detailed in the master plan can be loosely divided into these implementation types as shown.



5.2 Implementation plan

Detailing the priority, scale, cost, timeframe and delivery roles of the actions

The implementation of the Sydenham Master Plan will take time and careful planning. While some of the project actions will be relatively straightforward to get started (especially those with allocated resources or processes), others are complex and require investigations, enabling policies, new relationships to be forged or funding to make things happen.

The implementation plan follows a staged approach towards the future:

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

Each of the individual projects listed on the implementation table will help Sydenham move towards the overall vision for a durable, prosperous and inclusive centre. While the actions listed in this master plan are now confirmed they need to be understood in the context of a bigger decision-making loop (across the sub-region, city, Central City and other individual suburbs). Project details and sequencing of work may be subject to changing priorities in the future as a result of completion of other plans and strategies such as the Recovery Strategy for Greater Christchurch.

A description of each category found in the implementation table on the next page is provided below.

The likely primary agency/organisation to champion an action and be responsible for its delivery. In some instances actions cross into multiple Council groups or involve a collaboration between two or more agencies or organisations.

This category defines likely partner agencies/ organisations required to take the action forward. The Council will be involved in facilitating, developing and monitoring most actions in some way, but others will require partnerships or need to be led by other stakeholders and user/interest groups. Some actions will require significant involvement from other parties, e.g. actions which relate to actions on land owned by others.

Some initiatives are relatively low cost ideas which can be implemented simply and without a large requirement for funding, while others may have high associated costs. Likewise, some initiatives are purely operational in nature, some incur one-off costs only and others have on-going operational costs over many years. Costs presented are an estimate only under three categories - low, medium, and high

Low	Medium	High
\$0-100,000	\$100,000-\$1 million	>\$1 million
Generally smaller actions which can be implemented quickly and easily without much cost burden.	Actions that will result in physical changes which directly correlate to money spent.	Actions which involve significant investment from Council or its partners requiring funds to be set aside. Often relates to major new physical built outcomes.

The category of implementation action as defined in Section 5.1:

Capital works; Investigations; Regulatory tools; Connect with people; Collaborative; Facilitation or development enablement; Financial assistance.

Timeframes are based on a likely implementation period after the adoption of the master plan – immediate, short term, medium term and long term. The time period selected is the start date of an action, but the actual implementation period may extend over several years. The category assesses the ease with which the action is likely to be implemented and the estimated time to complete investigation, approval and construction phases.

Immediate	Short term	Medium term	Long term
High priority or prerequisite actions which should be started as soon as possible to help with Sydenham’s immediate rebuild and recovery.	Actions to be started quickly because of: a) the immediate benefits which they can offer, or b) the action is a first stage which will inform longer term actions or physical works.	Actions which are necessary to facilitate the vision and should be implemented as soon as possible. They may be dependant on the completion of early scoping phases, detailed designs and negotiations.	Actions which should be started when possible. These actions may be complex in terms of their funding, consenting and need for agreement from multiple stakeholders, or they may be less important in the bigger scheme of earthquake rebuild and recovery.

An assessment of its estimated complexity, cost and length of time to implement. An action is either a small, medium or large scale project.

Small	Medium	Large
Small actions which can be carried out relatively quickly and easily with minimal cost.	Mid-range actions with some complexity, moderate costs and time scales.	Major actions with a significant degree of complexity. These tend to have associated higher costs and longer timeframes.

The page of the master plan where the action is described in detail.

The action number, e.g. E2, N1, etc.

The name of the action.

Page	No	Action	Action type	Scale	Lead	Partners	Timeframe	Scale of cost
				Small Medium Large	Council Group, Agency or Organisation		Immediate Short term Medium term Long term	Low Medium High

Implementation

Pg	No	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
Economy and business								
30	E1	Sydenham marketing and attraction campaign.	Financial assistance	Medium	Sydenham Quarter Inc Recover Canterbury Christchurch Economic Development Corporation The Council-Strategy and Planning	The Council - Communications Christchurch and Canterbury Tourism Community Board Local businesses	Immediate	Medium
33	E2	Appoint a Sydenham case manager.	Connecting with people	Small	The Council - Strategy and Planning	The Council - City Environment (consents planning, heritage, urban design, legal divisions) CERA	Immediate	Low
34	E3	Pilot redevelopment project of a multiple ownership site.	Collaborative	Medium	The Council - Strategy and Planning	Land owners The Council - City Environment (greenspace, regulatory and property divisions) Financial institutions Insurance companies	Immediate	Medium
37	E4	Former Sydenham School site development framework.	Facilitation or development enablement	Small	The Council - Strategy and Planning / Property	Future purchaser and developer	Immediate	Low
38	E5	Railway site property opportunities.	Facilitation or development enablement	Medium	KiwiRail The Council - Strategy and Planning / Property	Business investors Real estate agents	Medium	Low
39	E6	Funding options and non-financial support.	Investigation	Small	The Council - Strategy and Planning	Sydenham Quarter Inc Local Businesses	Immediate	Low
Movement								
41	M1	Road corridors review including public transport, walking and cycling.	Investigation	Medium	The Council - Asset and Network Planning	The Council - City Environment, Transport Operations Environment Canterbury NZTA	Immediate	Low <i>Note: this project is underway with funding in existing Council budgets</i>
43	M2	Parking investigations in the commercial area.	Investigation	Small	The Council - City Environment Transport and Greenspace, Traffic Operations	Local retailers Spreydon/Heathcote Community Board	Short	Low
45	M3	Pedestrian improvements.	Capital works	Small	The Council - City Environment, Traffic Operations	NZTA Living Streets Aotearoa Disability Action Group Environment Canterbury Landowners (where applicable)	Short	Medium
47	M4	Cycle Infrastructure.	Capital Works	Small	The Council - City Environment, Traffic Operations	Spreydon/Heathcote Community Board Cycles Groups/Spokes Living Streets Aotearoa	Short	Medium

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Pg	No	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
Movement (continued)								
48	M5	Colombo Street - public realm improvements.	Capital works	Large	The Council - Capital Programmes Group	The Council - Transport and Greenspace, Traffic Operations, Asset and Network Planning, Strategy and Planning Sydenham Quarter Inc Environment Canterbury Spreydon/Heathcote Community Board Community Te Ngāi Tūāhuriri Rūnanga	Medium	Medium
Natural environment								
51	N1	Colombo Street public spaces.	Capital works	Medium	The Council - Capital Programmes	The Council - Strategy and Planning / City Environment Local businesses Community Spreydon/Heathcote Community Board Te Ngāi Tūāhuriri Rūnanga	Short	High
53	N2	Street trees and lighting.	Capital works	Medium	The Council - Capital Programmes	The Council - City Environment Community Spreydon/Heathcote Community Board Tree nurseries Te Ngāi Tūāhuriri Rūnanga	Short	Medium
55	N3	Buchan Park remodel.	Capital works	Large	The Council - City Environment	Community Board Property owners Te Ngāi Tūāhuriri Rūnanga	Short	Medium
57	N4	Relinquish and replace Carlyle Park.	Facilitation or development enablement	Medium	The Council - City Environment	The Council - Property	Short	Low
58	N5	Temporary landscapes.	Collaborative	Small	Greening the Rubble Gap Filler	The Council - Capital Programmes Property owners Local design community Business sponsors Community Te Ngāi Tūāhuriri Rūnanga	Immediate	Low
60	N6	Gateway treatment Colombo Street.	Capital works	Medium	The Council - Capital Programmes Sydenham Quarter Inc	Business and local community Local artists Te Ngāi Tūāhuriri Rūnanga	Short Immediate - Temporary gateways	Medium
Community well-being/culture and heritage								
62	C1	A Sydenham learning outpost.	Connecting with people	Small	The Council - Community Services Sydenham Quarter Inc	Sydenham Heritage Trust Spreydon/Heathcote Community Board Adult Reading Assistance Scheme Recovery Canterbury Te Ngāi Tūāhuriri Rūnanga	Short	Low
64	C2	Support the return of full Sydenham based postal services.	Collaborative	Small	New Zealand Post Recover Canterbury	Sydenham Quarter Inc Spreydon/Heathcote Community Board / elected members	Immediate	Low

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Implementation

Pg	No	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
Community well-being/culture and heritage (continued)								
65	C3	Support the Sydenham Heritage Trust.	Collaborative	Small	The Council - Strategy and Planning Sydenham Heritage Trust	Sydenham Quarter Inc Central and local government community and social service providers Community based service providers (non governmental) Te Ngāi Tūāhuriri Rūnanga	Immediate	Low
67	C4	Investigate suburban community transport opportunities.	Investigation	Small	Community (interested organisations and individuals)	Spreydon/Heathcote Community Board The Council - Strategy and Planning NZTA	Medium	Low
68	C5	Local landscape and heritage interpretation.	Capital works	Medium	The Council - City Environment Spreydon/Heathcote Community Board	Te Ngāi Tūāhuriri Rūnanga Local artists and industries Local community	Short	Medium
Built environment								
71	B1	Targeted residential activities around Buchan Park.	Regulatory change	Small	The Council - Strategy and Planning	The Council - City Environment / Property Private developers	Short	Low
73	B2	Building setbacks on Colombo Street.	Regulatory change	Small	The Council - Strategy and Planning, Transport Operations	Private developers CERA Urban Design Panel Spreydon/Heathcote Community Board	Immediate	Low
76	B3	Develop supportive City Plan amendments.	Regulatory change	Medium	The Council - Strategy and Planning	CERA Te Ngāi Tūāhuriri Rūnanga	Immediate	Medium
	B4	Design and character guidance.	Regulatory change	Medium	The Council - Strategy and Planning Spreydon/Heathcote Community Board	Urban Design Panel New Zealand Historic Places Trust Design community (architects, urban designers) Te Ngāi Tūāhuriri Rūnanga	Immediate	Medium

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

5.3 The process from here

Approved Sydenham Master Plan and the next implementation steps

To ensure this master plan is implemented, there are three key implementation steps that are essential to effective delivery.

Management Structure

The Council will maintain a Sydenham specific project leader to take responsibility for advocacy, auditing and strategic oversight of the master plan's vision and actions as it progresses, irrespective of the action leads. This role will be particularly important in leading discussions with CERA and other Government agencies, as well as maintaining a liaison role with local stakeholders.

Complete costing of actions and establish funding streams

The master plan is an enabling document, it establishes a vision and outlines an implementation programme to guide decision making. However, it does not in itself generate the funding for implementation. The Council now needs to complete detailed costings for the individual actions it is responsible for, so these can be included in its financial planning processes. The funding, timing and scope of actions are subject to the Council's approval through the Long Term Plan and Annual Plan processes. The master plan provides an agreed framework for private sector and community initiatives. These private sector and community initiatives will now need to secure funding and resources to enable implementation to proceed.

Monitor and adapt the master plan as necessary

The dynamic nature of change (which is intensified within a post earthquake environment) means that over time specific actions may become out of date or need to be revisited. There may also be new proposals that come along that need to be evaluated against the high level vision for Sydenham.

A monitoring programme will be established for the Sydenham Master Plan that will enable:

- The progress of implementation to be measured and assessed;
- Data collection to assist project planning and delivery, including co-ordination with other agencies, such as Stronger Christchurch Infrastructure Rebuild Team (SCIRT);
- Testing of the plan's ongoing relevance and effectiveness; and
- Analysis of information to guide decisions on reviewing the plan.

This monitoring programme will identify the tools and techniques that will be used to gather and analyse data. Where possible this will link into the Council's corporate monitoring systems, providing alignment with Community Outcomes monitoring this will help to evaluate how well the Vision and Goals are being achieved, and utilising established performance reporting tools to track progress at the project level.

Key considerations for the monitoring programme include:

- Quantity – how much has been done?
- Quality – how good was the delivery at meeting the goals and vision for the centre?
- Milestones – have targets been met?
- Finance – what budget has been secured, and how is expenditure tracking against budget?

In some instances it may be necessary to establish baseline data against which performance can be monitored.

It is anticipated that an annual monitoring report will be prepared to track progress. However, some aspects of the plan, for instance overall achievement of the vision, may be more meaningfully assessed over a longer timeframe such as every three to five years.

Bibliography

General

- Canterbury District Health Board, June 2011, *Integrated Recovery Planning Guide Version 2*
- Christchurch City Council, *Greater Christchurch Urban Development Strategy*
- Christchurch City Council, *Regional Policy Statement Proposed Change 1*
- Christchurch City Council, *Centres Policy (in development)*
- Christchurch City Council, *Long Term Council Community Plan*
- Ministry for the Environment, March 2002, *People+Places+Spaces: A Design Guide for Urban New Zealand*
- Ministry for the Environment, March 2005, *New Zealand Urban Design Protocol*
- New Zealand Legislation, *Canterbury Earthquake Recovery Act 2011*
- New Zealand Legislation, *Local Government Act 2002*
- New Zealand Legislation, *Resource Management Act 1991*
- Statistics New Zealand, *2006 Census data*

Contact Details

Christchurch City Council

Tel: (03) 941 8999 or 0800 800 169

Email: suburbancentres@ccc.govt.nz

www.ccc.govt.nz

visit: www.ccc.govt.nz/suburbancentres

Sydenham-specific

Business and economy

Other information

- Christchurch City Council, June 2011, *Economic Indicators by Shelley Andreassend*
- Christchurch City Council, 2010, *Business and Employee count*
- Sydenham Square consent plans

Movement

Other information

- Christchurch City Council, 2008, *Bus Priority Parking Study: Papanui Road and Colombo Street Corridors* by Abley Transportation Engineers
- Christchurch City Council, 2009, *Parking Strategy*

Natural environment

Other information

- Christchurch City Council, February 2001, *Sydenham Town Enhancement Strategy*
- Christchurch City Council, June 2011, *Natural Hazards and Geotechnical briefing: Sydenham and Lyttelton*
- Christchurch City Council Asset and Network Planning, June 2011, *Suburban Centres Sydenham and Lyttelton Masterplans: Water and Wastewater Infrastructure*

Social and community

Key strategies

- Christchurch City Council, 2010, *Physical Amenity and Social Wellbeing Strategy*

Other information

- Brown, H (NZHPT), June 2008, *Tangata Whenua Input – Te Ngāi Tūāhuriri*

Built environment

Key strategies

- Christchurch City Council, *City Plan, B2 and B3 Zones*
- Christchurch City Council, 2001, *Sydenham Town Enhancement Strategy*

Other information

- Christchurch City Council, *Christchurch Residential Character Study Survey*
- Christchurch City Council, 2010-2011, *Visual Tools for Analysis: Sydenham Regeneration Plan*

