



8. SELWYN STREET SHOPS MASTER PLAN – ADDINGTON

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**PURPOSE OF REPORT**

1. The purpose of the report is to seek the adoption of the Suburban Centre Master Plan for Selwyn Street Shops (Addington).

**EXECUTIVE SUMMARY**

2. In June 2011 the Council approved the Suburban Centres Programme to address the extensive damage caused to commercial centres outside the central city by the Canterbury earthquakes. Due to the scale of damage in the Selwyn Street Shops, this centre was identified for a master plan to assist in the centre’s rebuild and recovery.
3. In order to promote community participation in the development of the plans, a variety of engagement and consultation exercises took place for the centre throughout 2011 and 2012. These included stakeholder and community workshops and public meetings. The Council approved a draft master plan in December 2011, and this was published for formal public consultation, which took place from December 2011 until February 2012. Analysis of the submissions received was reported to the Spreydon / Heathcote Community Board and then to the Council on 17 May 2012, at which time it was resolved not to hear submissions but to endorse the Community Board resolution to hold an additional workshop with those members of the public who had made a submission to the draft Master Plan. This workshop took place on 22 May 2012 and was attended by eleven of the people who made a submission on the draft Master Plan. The workshop was a forum for respondents to discuss any aspect of their submission, with the emphasis being on those areas of the draft Master Plan that attracted the majority of the comments received (that is to say, transport and the Selwyn Street Reserve). A number of actions arose from that workshop which have been used to inform the amendments to the draft Plan.
4. Staff have now made the amendments to the draft Master Plan in accordance with the direction agreed by Council. A schedule of the changes are set out in **Attachment 1**. In order to finalise the Master Plan, and to enable implementation of the identified actions to progress, it is now presented to Council for adoption. A complete version of the Master Plan is set out in **Attachment 2**. This document will require further design work (layout, formatting and typographical adjustments) to meet the Council’s standards for publication. This will be done once the content has been approved.

**FINANCIAL IMPLICATIONS**

5. Preparation of the Master Plan within the Strategy and Planning Group’s budget was confirmed through the 2011/12 Annual Plan process. Funding for implementation of the Plan will be considered through the 2012/13 Annual Plan process and Long Term Plan review.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

6. Yes, funding for preparation of the master plans has been provided within the Strategy and Planning Group’s 2011/12 budget.

**LEGAL CONSIDERATIONS**

7. There are no immediate legal considerations. Officers have met with officials from CERA and will continue to do so to ensure that the work is consistent with, and will inform, the development of the Recovery Strategy.

**Have you considered the legal implications of the issue under consideration?**

8. Yes, as above.

8 Cont'd

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

9. Yes, completion of the master plan is provided for within Activity Management Plan *1.0 City and Community Long-Term Policy and Planning* updated as at 1 July 2011.

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

9. Yes, these master plan assist in delivery of the LTP level of service: "The recovery of suburban centres is supported by urban design and planning initiatives."

**ALIGNMENT WITH STRATEGIES**

10. The Master Plan is consistent with relevant strategies, including the Urban Development Strategy, and the Recovery Strategy for Greater Christchurch that was approved by the Minister for Canterbury Earthquake Recovery on 31 May 2012. The Recovery Strategy's goals and priorities include reference to suburban centres. The Canterbury Earthquake Recovery Act requires that certain plans and documents should not be inconsistent with a Recovery Strategy. Whilst the Act does not specifically refer to suburban centre master plans, the Selwyn Street Shops Master Plan is consistent with the Recovery Strategy. Staff have met with officials from the Canterbury Earthquake Recovery Authority (CERA) and will continue to do so to ensure that the work on the Plan is informed by and consistent with the Recovery Strategy.

**Do the recommendations align with the Council's strategies?**

11. Yes.

**CONSULTATION FULFILMENT**

12. The Selwyn Street Shops Master Plan has been subject to significant levels of public consultation and community engagement. There have been four main phases: Project Foundation, involving stakeholder and community workshops (August 2011); Draft Master Plan, formal submissions (December 2011 to February 2012, including public drop-in days); reports to Community Board and Council on findings from the submission process (May 2012); and a further workshop attended by the members of the community who made submissions to the plan, the Community Board members and Council staff (May 2012). The Community Boards have been briefed on the final version of the Plan.

**STAFF RECOMMENDATION**

It is recommended that the Council adopt the Selwyn Street Shops Master Plan.

Attachment 1 to the report to Council on the final version of the Selwyn Street Shops Master Plan. 26 July 2012.

## Schedule of amendments to the Selwyn Street Shops Master Plan

**Cover Page** – Updated.

**Forewords** – Updated Mayor’s and Community Board forewords.

**Consultation information** – removed.

**Contents** – updated to reflect changes.

**Introduction** – text has been amended to remove reference to the draft Plan and the details of the consultation phase (now complete, so no longer of relevance).

**Vision** – Updated Artist’s Impression (text remains the same as appeared in the draft).

**Place** – Minor changes have been made to the text to improve readability, reduce length and also to reflect updates in the status of the remaining buildings within the centre and demolitions since the publication of the draft Plan. The context maps have been redesigned to show the version that will appear in the final published plan. Some updates have also been made to the transport section to reflect progress with construction of the Southern Motorway and the impacts relevant to Selwyn Street.

**Brief History** – Minor amendments have been made to improve readability and reduce the length of the section. Pre-earthquake character is now shown visually (the text has been deleted).

**Process** – The process flow diagram has been updated to reflect the completion of the consultation phase, analysis of submissions and Council decisions.

### **Master Plan Project Areas:**

B1 – The artist’s impression has been redrawn to the final publication standard.

B2 – The concept has been updated to reflect consultation outcomes and also the outcome of pre-application discussion with the owner of the site. The amended concept shows an alternative site layout that responds to some of the concerns raised by the community during consultation. Text and images have been amended to reflect the removal of the residential component and restriction of the building height to two storey only across the site. The access point off Selwyn Street has been removed from the concept. Reference is made to the alternative scheme proposed by the site’s owner and submitted during the consultation phase (although this is not

shown in plan form in order to avoid any pre-determination of separate planning processes).

B3 – The artist's impression has been redrawn to final publication standard. The concept has been amended to reflect the land owners desire to retain the existing shared access arrangements and consequential adjustments to building layout on the sites. The single storey building at 288a Selwyn Street is now shown as retained. The text has also been amended to reflect these changes.

S1 – This section has been substantially redrafted to reflect the outcome of the consultation process. The compromise design shown is that that arose from the consultation outcomes, the May 2012 workshop and further investigations. A new indicative plan and a sample cross section show the approach to providing cycle lanes through the centre.

S2 – The text has been amended to acknowledge community concerns around landscaping on the corner of a busy road intersection. The artist's impressions have been updated and refreshed.

R1 and R2 – Minor changes to the images used these sections in response to community feedback.

N1 – The text has been amended to reflect the outcome of the consultation response with regard to the Selwyn Street Reserve. Specifically the plan now includes more detail around the different options for vegetation, Jackson's Creek and the landscaping barrier/fencing buffering the heart of the reserve from Brougham Street. The artist's impressions have been updated and refreshed.

### **Implementation Plan:**

Updated to reflect impact of changes to projects within the Master Plan.

### **Appendices:**

These have been removed from the final version of Plan to reduce the overall length. These will be available as separate documents on the Council website and in hard copy on demand.

*Suburban Centres Programme  
Selwyn Street Shops  
Master Plan  
July 2012*

*A plan for rebuild and regeneration*

## *Mayor's foreword*

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

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

The community rose to the challenge when they turned out to community meetings to discuss a master planning process for the Selwyn Street Shopping area. They have been a very important part of the planning and discussion that formed the draft Master Plan; and their feedback on that plan has seen the further development and refining of the plan's vision, goals and actions.

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

**Bob Parker**  
**Mayor of Christchurch**



## *Spreydon/Heathcote Community Board foreword*



**Figure 1. Part of the Selwyn Street shops in 2005**

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

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

Through the Selwyn Street Shops Master Plan the community has the opportunity to put their stamp on their centre – creating liveable, enjoyable and safe spaces that work for the community, and give expression to their sense of community.

Local residents and business people have provided valuable information that has helped form the initial draft Master Plan; and their comments on that plan has seen the further development and refining of the plan's vision, goals and actions.

We, the Spreydon/Heathcote Community Board believe we now have a robust, useable plan; and it will be the community who realise the future benefits of the work they have contributed to.

**Phil Clearwater**  
**Chairperson, Spreydon/Heathcote Community Board**

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## 1. Introduction

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

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

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

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

## ***1.1 Explanation of the Suburban Centres Programme***

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

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

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

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



The Selwyn Street shops suffered considerable damage as a result of the 2010 and 2011 earthquakes. Approximately sixty percent of buildings were lost or rendered unusable. These provided the majority of the retail floor space of the centre that served a strong local residential community. While other centres are nearby the remains a need to provide some retail and commercial facilities within easy access to people's homes.

Looking to the future, the centre is located within a residential area of the city which is zoned Living 3 (that is to say, suitable for medium density) and it is anticipated that over time there will be an increase in the number of households for which the Selwyn Street shops is the local convenience centre. Retaining the Selwyn Street shops a vibrant community focal point is consistent with the long-term growth strategy for Christchurch and for the recovery of the city following the earthquakes.

## ***1.3 Why do a Master Plan?***

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

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



The Master Plan will guide decision-making around:

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

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

### ***1.4 Explanation of the nature of the Master Plan actions***

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

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

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

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

### ***1.5 The Master Plan development framework***

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

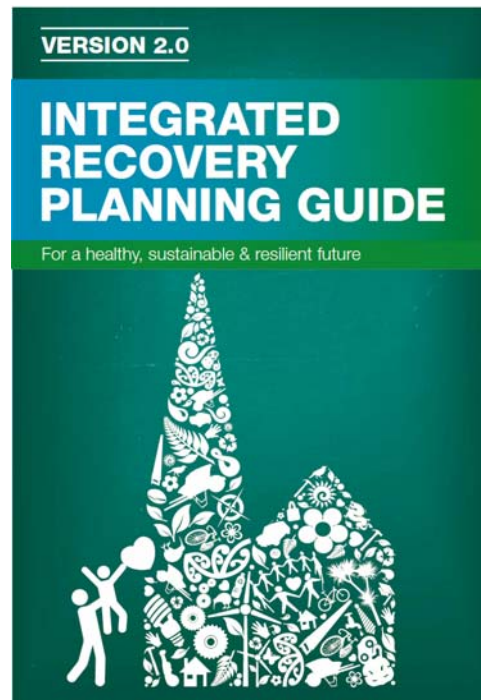
- Economy and business.
- Movement.
- Natural environment.
- Community well-being/culture and heritage.
- Built environment.

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

### 1.6 Integrated Recovery Planning

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

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



## 2. Vision

### 2.1 Vision for the Selwyn Street shops

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



## 2.2 Goals

The goals of the Master Plan that will help to realise the community vision for the Selwyn Street shops. These align with the five themes of recovery.

### **Successful economy and business**

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

### **Good access to and movement through the centre**

- Selwyn Street will remain an important link in the road transport network, but will also offer a welcoming pedestrian and cycling environment.
- On-street and off-street parking will allow convenient access to shops for car users.
- The centre will be easily accessible using public transport.

### **A good natural environment**

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

### **A centre that supports community well-being**

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

### **An attractive built environment**

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



### 2.3 Master Plan concept



Figure 2. Artist's impression of the Selwyn Street shops following redevelopment. The view is looking south from Brougham Street



Figure 3. Overall concept plan for the redevelopment of Selwyn Street shops



### 3. The Place

#### 3.1 The Selwyn Street shops' place in the context of Christchurch

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

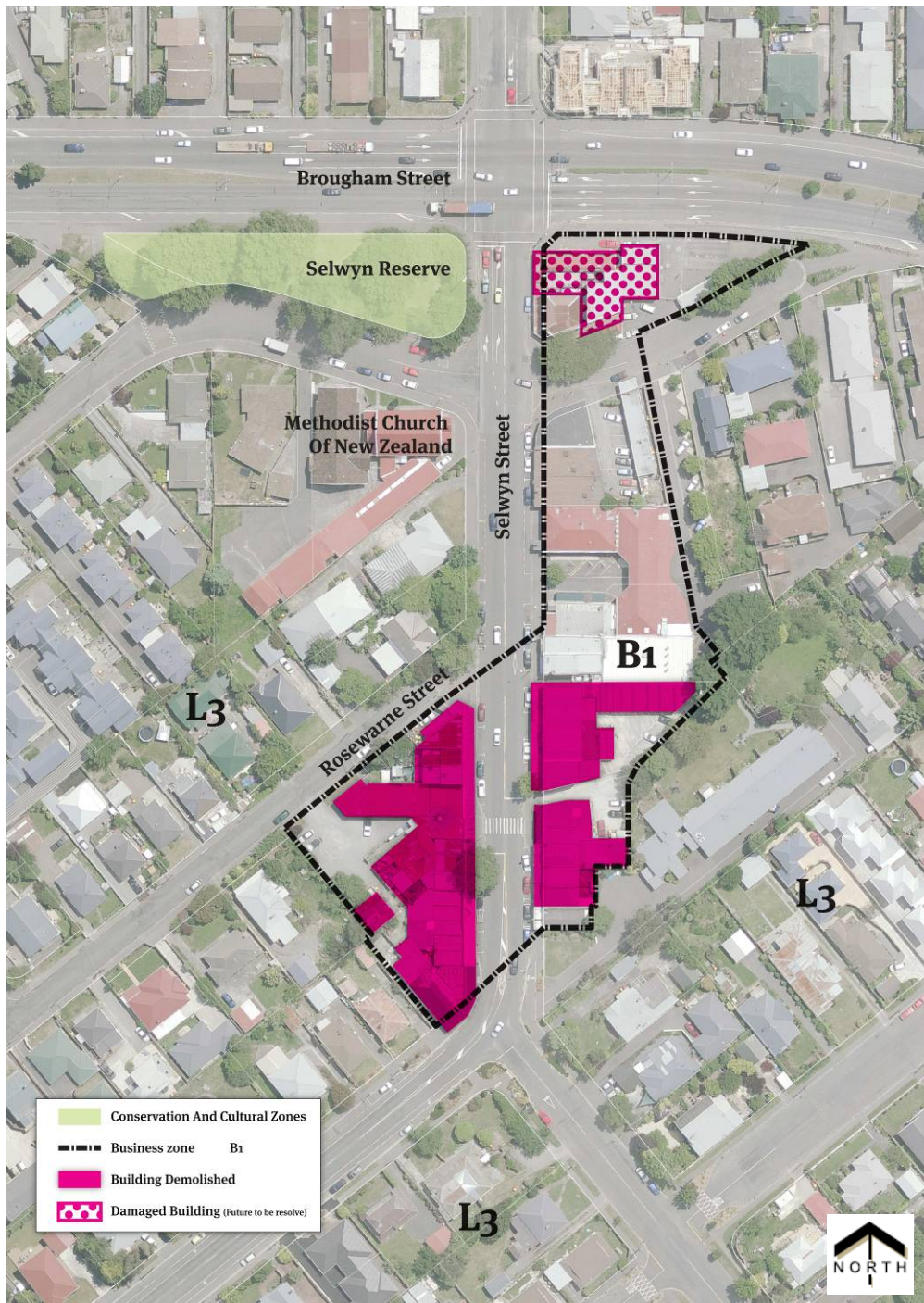


Figure 4. Map of the Selwyn Street shops showing extent and type of zoning and the impact of the earthquakes



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

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

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

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

### 3.2 Earthquake effects

Following the series of earthquakes in Christchurch between 2010 and 2012 approximately sixty percent of the commercial floor space of the centre has been lost or is unusable. The buildings located between numbers 285 to 301 Selwyn Street (the "299 block") have been demolished and cleared, as have those between numbers 288 to 304 Selwyn Street (with a single building comprising 288a Selwyn Street remaining). The buildings that occupy 320 Selwyn Street and 55 to 57 Somerset Crescent have had work completed since the earthquake to 'make safe' damage. The future of the buildings remains uncertain, although at least one building to the rear of the site has been put back into use. The church buildings on the corner of Selwyn Street and Somerset Crescent remained open for a time after the earthquakes but have since been closed for repairs.



Figure 5. March 2011, damage to 299 Selwyn Street block

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

Street Diary was closed following the earthquakes, but has since re-established in a building on the 320 Selwyn Street site.

The buildings occupying numbers 306 to 318 Selwyn Street did not suffer significant damage in the earthquakes. The businesses located in them have continued to operate largely uninterrupted. These include the pharmacy, hairdressers and medical centre.

### 3.3 Study area

The focus of the draft Master Plan for the Selwyn Street shops is on the part of Selwyn Street that is zoned Business 1 in the Christchurch City Plan and the adjacent areas zoned open space (the Selwyn Street Reserve) and Living 3 zoned residential lots which front Selwyn Street (including the church land which is zoned as Living 3).

### 3.4 Commercial context – local and city wide

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

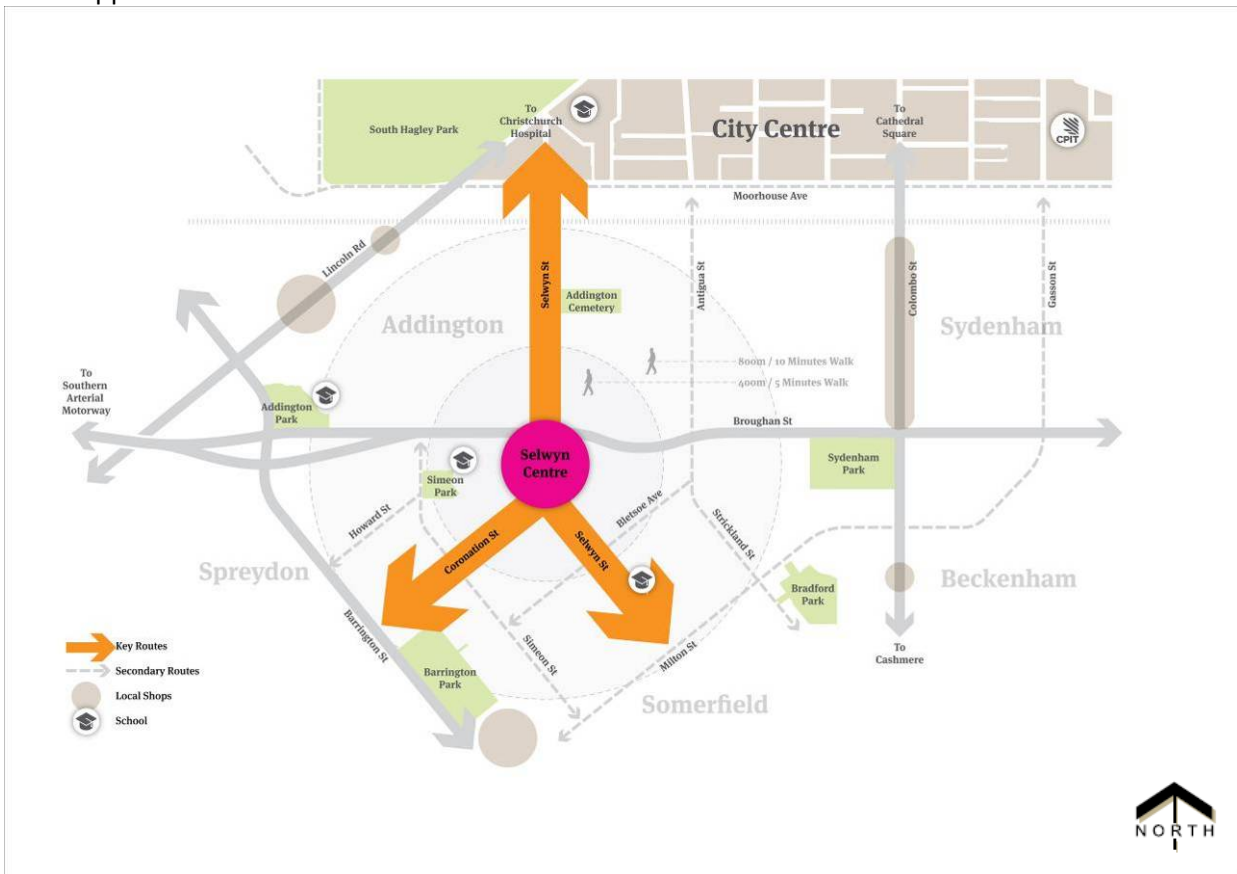




Figure 6. Location of Selwyn Street Shops in south Christchurch and key features.

The Selwyn Street shops are located close to a number of other centres that potentially can fulfil some of the everyday retail and service needs of the local population. Barrington Mall is approximately one kilometre to the south-west, and Addington one kilometre to the north-west. Further away are the commercial areas of Tower Junction and Sydenham. The Central City is to the north-east.



The breadth of commercial activity within a relatively short distance from Selwyn Street provides a competitive commercial environment, albeit beyond a convenient walking distance. The focus for Selwyn Street should continue to be on providing for the readily accessible convenience shopping and service needs of the local population. In addition, there remains scope for businesses that provide niche goods and services that have a more city wide appeal but who wish to avoid the higher costs associated with City Centre or mall based locations. Some of these types of shops and services were located in the centre prior to the earthquake but have since moved to similar size centres elsewhere following the loss of their premises.

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

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

Despite the changes in the wider commercial market there will be a continuing role for the Selwyn Street shops in providing for the convenience needs of the local residential population, and in this respect an anticipated rise in the local population in relation to more intensive local residential development should provide a good basis for the centre to recover and prosper in the future.

### **3.5 Social context**

The residential area surrounding the Selwyn Street shops is a neighbourhood with a range of housing types and income groups. Census data for 2006 (the most current available) indicates a range of between five and ten (a rating of ten is higher) in the adjoining census 'mesh' blocks on the *New Zealand Deprivation Index*, the statistical measure used by Statistics New Zealand to measure the relative differences between areas over a range of different factors.

The neighbourhood's population age structure reveals a mix of young people, working families and with a significant number of older residents. People over 65 years of age account for 11 percent of the population, and are the largest age group, followed by the 25

to 29 and 20 to 24 years of age groups. Overall, 45 percent of the population are under 30 years of age.



**Figure 7. Lively corner shops and spaces within walking distance that are accessible to the community**

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

### **3.6 Transport and Movement**

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

Car parking for the centre is mainly provided on-street in Selwyn Street and in the adjoining Somerset Crescent, Rosewarne Street and (to a lesser degree) Coronation Street. Overall car parking supply is sufficient for the centre (including that available on side streets and off-



road), but there is more demand and greater value placed on the on-street parking directly outside shops. There is dedicated off-street parking for the Medical Centre and Med-Lab. The Methodist Church site also has a small off-street parking areas, but most of the commercial buildings on Selwyn Street were built before there was a requirement to provide off-street parking. Some parking was available to the rear of some of the now demolished commercial buildings but this was limited and used mainly for employee parking and business servicing.

The Selwyn Street shops are on two bus routes. Route 20 (Barrington to Burnside service) currently connects the centre to Barrington Street and Sparks Road in south-west, and north to the Temporary Bus Interchange in the Central City. Route 22 (Spreydon service) also links Selwyn Street to Barrington and the Bus Interchange. Both services have thirty minute intervals between buses during the day<sup>1</sup>.





Figure 8. 288 to 292 Selwyn Street (pictured in 2009).

There are at present no marked cycle lanes on Selwyn Street. Cycle lanes are marked on Coronation Street (completed as part of the 2003 street renewal of that street). These lanes start and finish at the intersection with Selwyn Street. Selwyn Street to the north of Brougham Street has been identified for street renewal (separate from this Master Plan project)<sup>2</sup>. Cycle lanes are currently not marked but likely to be included as part of that renewal.

<sup>1</sup> The draft Environment Canterbury Regional Passenger Transport Plan (2012) proposes the replacement of the 20 and 22 bus routes with two new routes; 60 and 120. Both these new routes will continue to connect Selwyn Street to Barrington. The 60 route will also connect the centre to the Central City Bus Exchange. The 60 route will run at 20 minute intervals at peak times (30 minute at off-peak times) and the 120 route at 30 minute intervals (60 minute off-peak time).

<sup>2</sup> The scope for the Selwyn Street renewal (north of Brougham) covers the Brougham Street intersection and includes, for the purposes of alignment, the portion of Selwyn Street between Brougham Street and Somerset Crescent. This project is on hold and a likely date for commencement of the project is not currently available (as of July 2012).



The number of vehicles using Selwyn Street is projected to increase over time. This is partially as a result of the anticipated urban growth related increase in traffic. However, the greater impact, at least for the short-term, will be from increased traffic demands on adjoining roads brought about by the construction and completion of the Southern Motorway Stage 1 (SMS1). As part of this work the planned closure of Simeon Street to through and right turning traffic onto Brougham Street has now been implemented. Selwyn Street is the next road to the east of Simeon Street where a right turn or through route is possible and as a consequence more traffic will use Selwyn Street (and anecdotal feedback suggests this is the case). The greatest impact of this change is likely to be felt during the morning peak (north bound traffic) as it will still be possible to make a left turn onto Simeon Street when west bound (evening traffic).

The Southern Motorway upgrades and more development in general in the south-west of the City and in neighbouring Selwyn District is projected to increase the number of vehicles using Brougham Street from 30,000 per day to 50,000 per day by 2041. Brougham Street will also continue to be a key route for freight to and from Lyttelton, which effects both the volume a type of traffic likely along this route.

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

## 4. A Brief History of Selwyn Street settlement

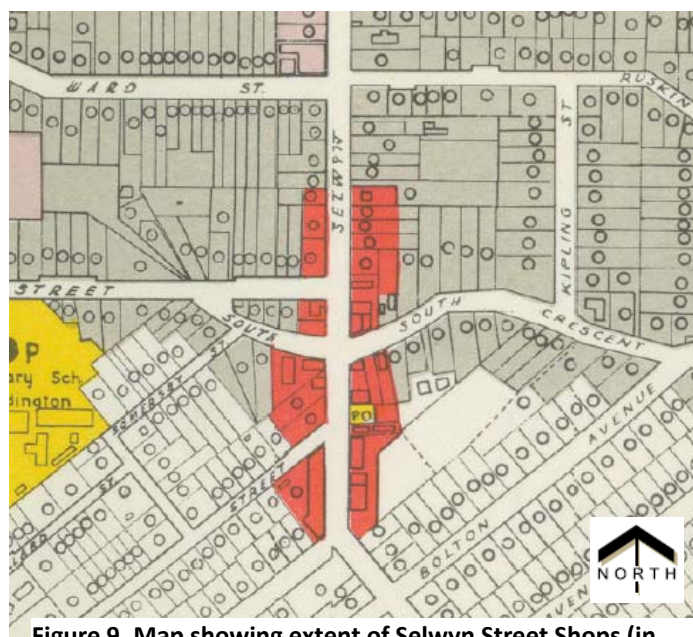
### 4.1 Pre-European and Māori settlement

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

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

### 4.2 Early and recent European settlement

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



**Figure 9. Map showing extent of Selwyn Street Shops (in red) and the road network as it was before the Brougham Street extension (source: 1962 Planning Scheme)**

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

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

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

commercial buildings are located on Selwyn Street to the north of Brougham Street, but these are no longer within a business zoned area.

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

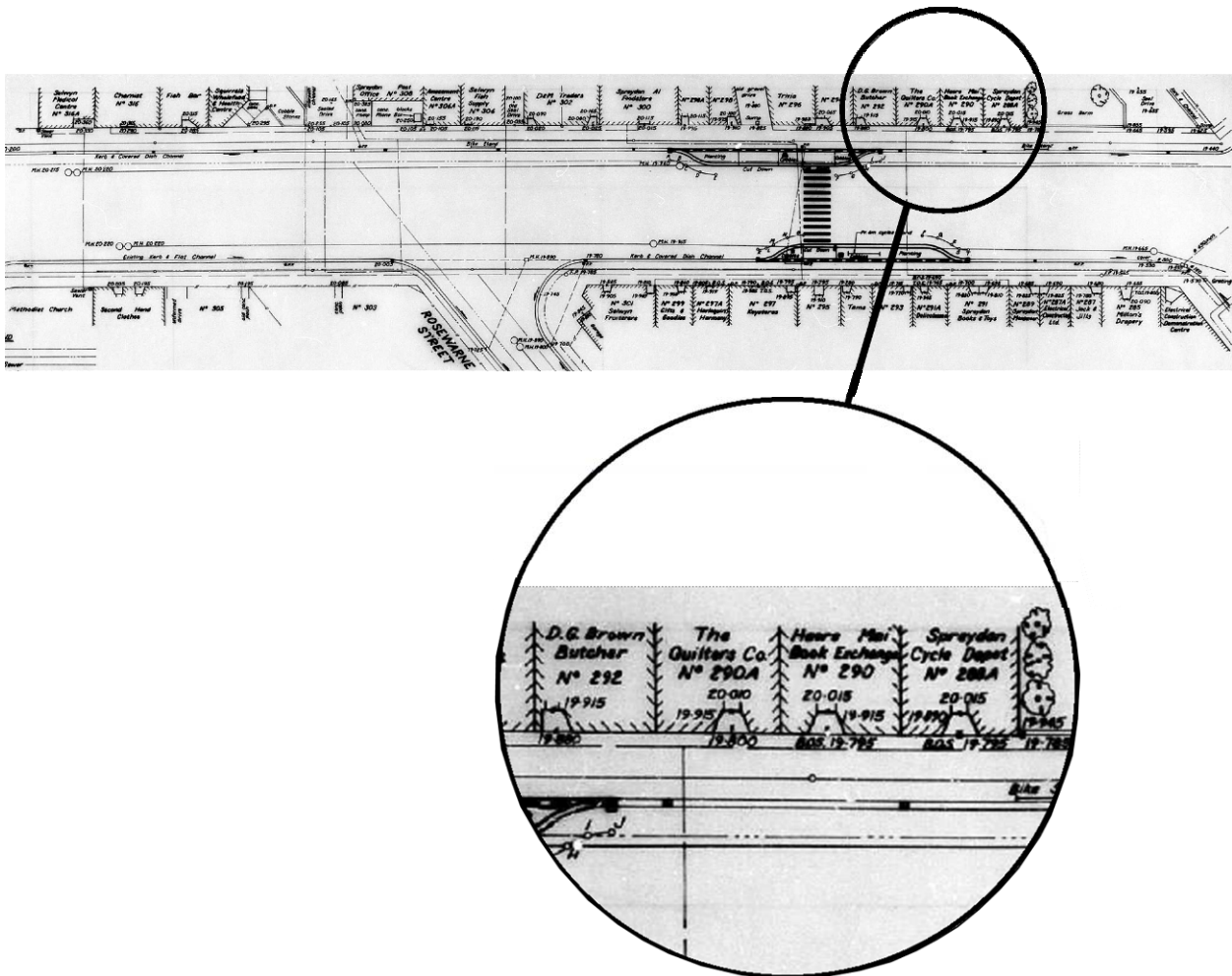


Figure 10. The Selwyn Street shops in a 1985 survey plan showing the diversity of shops and services

### 4.3 Pre-earthquake character



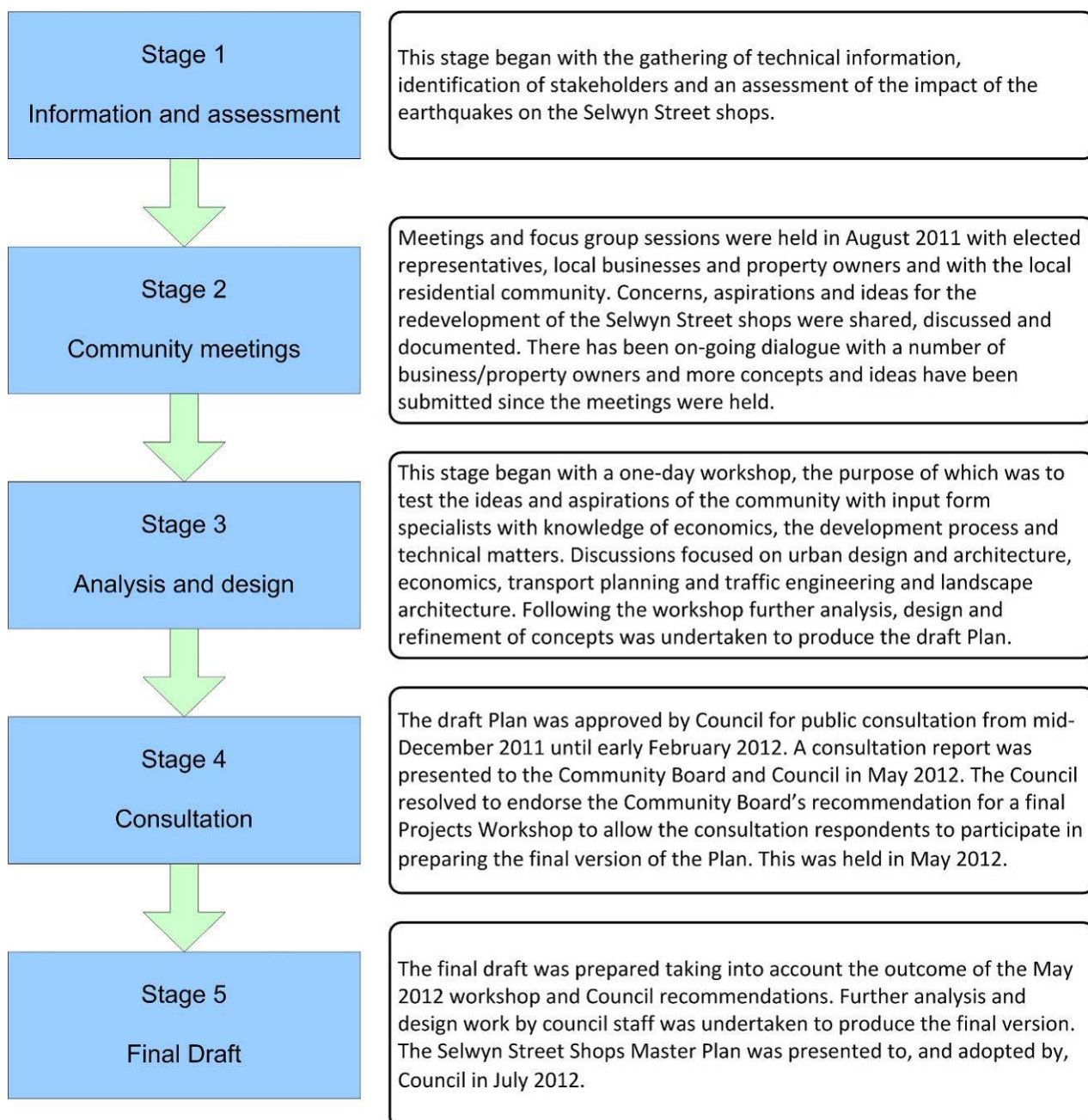
Figure 11. Pre-earthquake street frontage (from 2009)



## 5. The Process

### 5.1 The process that has informed the draft Master Plan

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



## 5.2 Consultation and engagement outcomes

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



**Figure 12. Local residents and other stake holders discuss plans at the community meeting held in August 2011 in the Selwyn Street shops.**

At the workshops in August 2011, members of the community said that they appreciated the following aspects of the Selwyn Street shops as it was before the earthquake:

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

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

The proximity to Brougham Street was also considered an asset due to the good connections it provided to the rest of the city and the potential to bring customers to the centre from further away. In particular some of the business owners highlighted that the position of the centre at the end of the Southern Motorway was ideal for customers travelling in from the

west. However, there was concern about the level of traffic that goes past and through the centre both along Brougham Street and along Selwyn Street, and in particular the increase in traffic expected as a result of road alterations nearby.





Figure 13. A concept sketch drawn at the community meeting in August 2011

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



Figure 14. Early concept sketch developing the community's ideas for the "299 block" on Selwyn Street



The formal consultation phase attracted a good response from a wide cross section of local residents, business owners, land owners and community stake holders. Overall there was strong endorsement for the draft Plan and the concepts contained within it. A number of concerns were raised and changes requested.

A separate consultation report was produced and has been updated to report on the discussion that took place at the submitters workshop (May 2012) and the staff response to the points raised.



## 6. Master plan project areas

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



Figure 15. Project areas map for spatially orientated projects

## 6.1 The Built Environment

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

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

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

### 320 Selwyn Street and 57 Somerset Crescent (project reference B1)

#### *Description of the project*

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

#### *Site descriptions and assessment*

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

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

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





**Figure 16. Artist's impression of the concept development for 320 Selwyn Street looking east from the Selwyn Street Reserve**

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



*Concept Rationale*

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



**Figure 17. 320 Selwyn Street, April 2011.**

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



The orientation of the buildings and spaces on the site is to ensure that activity fronts Selwyn Street and Somerset Crescent, while addressing the adverse effects of being adjacent to Brougham Street.

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

#### *Next steps*

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

### ***299 Precinct (project reference B2)***

#### *Description of the project*

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

This project is for a comprehensive two storey mixed use (retail and commercial) redevelopment of what is the largest commercial block in the southern half of the Selwyn Street shops. The redevelopment provides for a commercial frontage onto Selwyn Street, with off-street parking in behind, accessible from Coronation Street and Rosewarne Street, with additional pedestrian connections through to the centre.

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

The concept shown makes use of the land zoned Business 1 only. During the consultation for the Master Plan a proposal was submitted by the owner of the site. This concept was similar in many respects in that it proposed a building frontage along Selwyn Street and parking behind the building to the rear. The concept did however, propose expanding the business area of the development to include a component the adjoining residential plots to allow greater flexibility in site layout, accommodate more parking and improve the vehicle access arrangements (including pulling the southern access point further west along Coronation Street). The expansion of business activity raises a number of other issues that remain to be addressed though separate planning processes, the outcome of which can not be pre-determined. For this reason the concept is not shown in the final Plan.





**Figure 18. Artists impression of 299 Selwyn Street looking east from the rear of the site**

#### *Description and assessment of the site*

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

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

#### *Concept rationale*

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



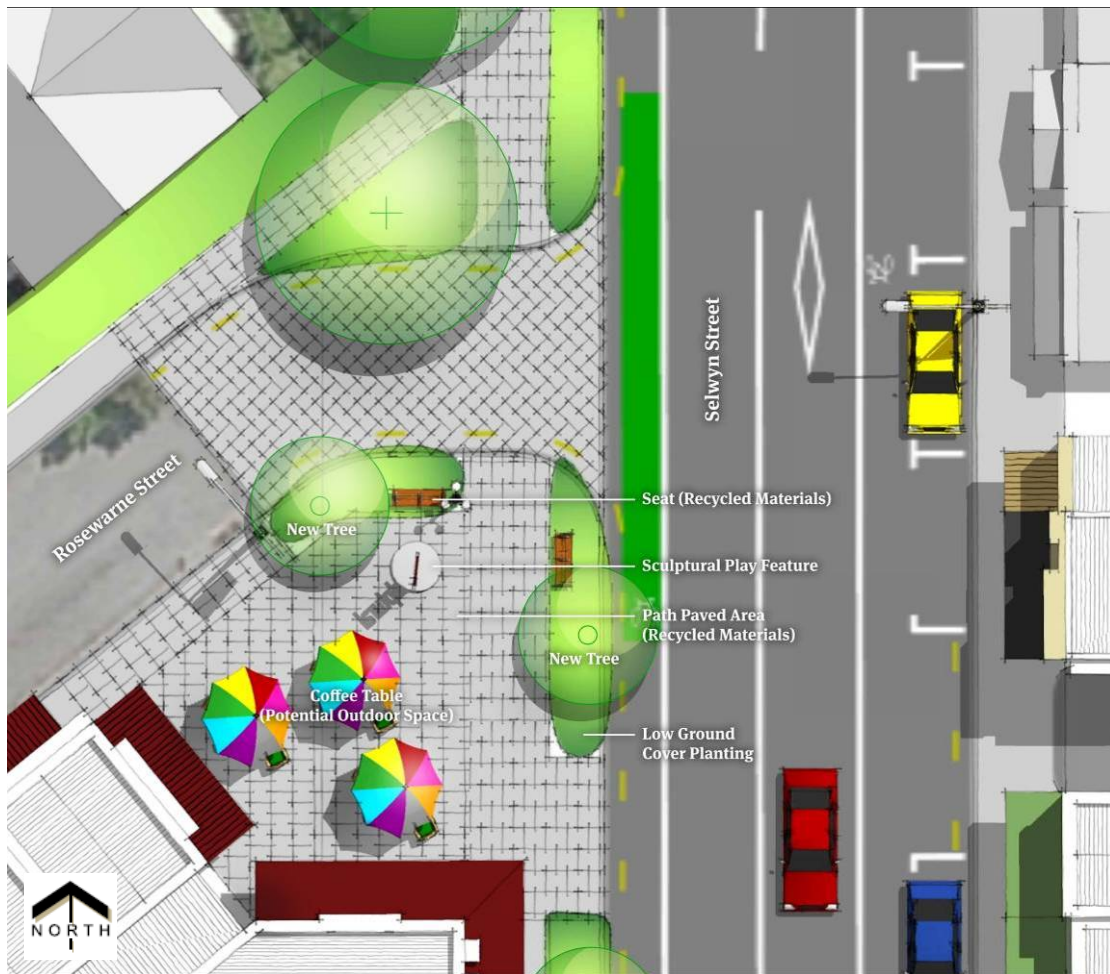
**Figure 19. Café activity from within the building spilling into the shared outdoor space**

The community expressed a wish for a range of shops in the centre and for mixed retail, commercial and residential use, and for open spaces in which they could meet. This design flexibility of buildings and open space will help the development respond to future changes in the commercial market. The community wanted to see a building of the similar bulk and scale to the former buildings on site and to do this the concept building is shown to a maximum of two storey in height. Design elements could be incorporated to show variance in height across the building frontage (for example through the use a parapets and mezzanine floors).

The size and position of the 299 Selwyn Street block allows some flexibility in site layout and design and affords opportunities to create the informal public open space and meeting points that the community said they wanted.

One approach to meet this objective is to create an open space on the junction of Rosewarne Street and Selwyn Street. This corner is centrally located Selwyn Street. It provides an opportunity to combine a wide area of public on the corner and private space to create an interesting and lively focal point and meeting place in the centre. In conjunction with the design of the buildings on this corner, the provision of an outdoor plaza provides a setting for a café/restaurant with outdoor seating on the northern side of the building. This option is that shown in Figures 20 and 21.





**Figure 20. A concept drawing of what a public and private space on the corner of Selwyn Street and Rosewarne Street could feature.**

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

Alternatively, a space could be created further to the south, to align with the existing kerb-build-out and zebra crossing. A gap between buildings on the site would open a space for use by a café or restaurant and provide space for an open area.



**Figure 21. Artist's impression of the Rosewarne and Selwyn Street intersection, including the neighbourhood plaza**

The proposed building forms are flexible to allow for the range of commercial and retail use. Residential use is not proposed as a component of the concept shown but could be considered in the future. It is possible that the buildings on the site may be designed so as to allow the flexibility to incorporate a residential component within the development in the future.

#### *Next steps*

- Continue to work with the site owner/developer to refine development concepts, plans and the development process.
- Work through regulatory issues and process with the site owner.
- Detailed design of the public space.

## Selwyn Street Eastern Side (project reference B3)

### Description of the project

This project comprises the block of Business 1 zoned commercial sites on the eastern side of Selwyn Street, from Somerset Crescent in the north, to the residentially zoned land to the south. The project focuses on the redevelopment of the cleared sites to provide a mix of one and two storey buildings in keeping with the existing scale of the block, improved site access and improved use of private open space.

### Description and assessment of site

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

The buildings from 288 to 292 were single storey buildings (now demolished) The site here is shallow which limits the amount of space available for parking and servicing to the rear of buildings on the site. The building at 288a Selwyn Street remains. The adjacent block comprising 304 Selwyn Street is a deeper site (extending further to the rear). The two storey building to the front of the site has been demolished. A number of garage structures remain on the rear of the site and these are still in use. Access to the rear is via the same access lane shared with the block to the south. An additional access could be created at the northern end of the block to improve overall access to the site and provide the 304 Selwyn Street block with an unshared vehicle access point.



Figure 22. Artist's impression of the eastern side of Selwyn Street, looking towards north-east

### Concept rationale

The design of any new development in the centre should fulfil two primary aims: to create an attractive and pleasant built and open space environment; and to provide building



typologies that are flexible and resilient, suitable to a wide range of uses and businesses that are likely to be attracted to the Selwyn Street shops, and that will serve local needs.

The community expressed a wish for a diverse range of shops in the centre and for some mixed use (residential and commercial). Buildings should offer space that is adaptable and can be used by different types of businesses. The rebuild did offer an opportunity to re-examine the access arrangements to the sites, however consultation with the land owners confirmed the desire to retain the existing access point as this was functional and the agreement was in place for shared use between site owners. On this basis it is now recommended that the existing access is retained in its current location, although the potential to add a new access point further north along the frontage is retained.

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

In addition to opportunities provided through the rebuilding of some sites, open space, including adjacent to the Celtic Arms Inn and the residential land frontage adjacent to 288a Selwyn Street should be considered for minor improvements. These spaces could be better utilised in conjunction with the adjacent business activities, or simply as pleasant spots to take time out (the community said they would like a small park at the southern end of Selwyn Street). They have the potential to further enhance the identity and character of the Selwyn Street shops through seating, planting and art installations.



**Figure 23. Small courtyard areas for afternoon and evening seating**

Over the longer term, following the rebuilding of the southern end of the block, consideration should also be given to redeveloping the northern end of the block to Somerset Street to a greater commercial density, with a potential increase the scale of building to match that proposed for much of the remainder of the Selwyn Street shops. As well as increasing the opportunity for businesses (and potentially residents) to occupy this

area, the redevelopment of these sites could also build on the visibility and identity of the centre, particularly in relation to Brougham Street.



**Figure 24. Concept plan of a seating area adjacent to 288a Selwyn Street, better utilising the space for the community on the frontage of the adjacent housing units**

#### *Next steps*

- Work with property owners to refine the development concepts and development process.
- Work through regulatory issues and process.
- Finalise design and build.

## 6.2 Street and movement

### *(Project reference S1)*

This project area looks at options to upgrade and enhance the street environment. The community told us that they would like the focus to be on the following areas:

- Options for calming traffic along Selwyn Street and addressing the increase in traffic.
- The pedestrian environment, providing more crossing points and improving existing crossing points and ensuring a safe environment for all.
- Address some safety concerns around intersections on Selwyn Street (Brougham Street and Coronation Street).
- Catering for all road users, including making the centre attractive for cycling.

### *Description and assessment of the existing street environment*

Selwyn Street is classified as a collector road in the city's traffic hierarchy. Between Coronation Street and Brougham Street there are two intersections, with Rosewarne Street (west side) and Somerset Crescent (both sides). Selwyn Street is single lane traffic either way through the centre but splits into two separate lanes for turning and straight through traffic at the north bound intersection with Brougham Street. There are currently no marked cycle lanes through this section of Selwyn Street. The surface treatment at this intersection is raised to footpath height.

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

The existing pedestrian environment is generally good with reasonably wide footpaths and some pedestrian priority features. Before the 2010 and 2011 earthquakes much of the pavement would have also been under the cover of a building verandah, which still exist on most of the remaining buildings. The intersection of Brougham Street and Selwyn Street has signal controlled pedestrian crossings for all crossing points. There is also one pedestrian refuge (central island) crossing located at the southern end of the Selwyn Street Shops, close to the intersection with Coronation Street.

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

The intersection with Coronation Street was last modified in 2003 as part of the street renewal of Coronation Street. This modification gave priority to vehicles travelling to and from Coronation Street. Changes to the intersection in 2003 included a number of kerb build-outs and planting. Accident statistics for the intersection do not show it to have a high rate of accidents. However, the community has raised particular concern over near misses at the intersection and the high speed at which traffic passes through it.

There are two bus stops on Selwyn Street, one of either side. These are well placed to serve the centre, being centrally located in the street. The north bound stop features a small bus





shelter and is located adjacent to the physiotherapist and the church. The south bound bus stop does not have a shelter and is located adjacent to the Medical Centre building, which lacks a verandah.

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

#### *Concept elements*

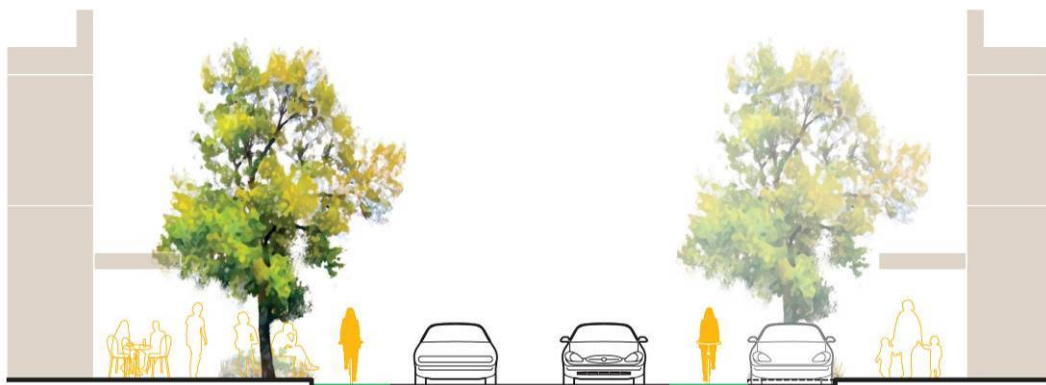
The Street and Movement section of the draft Plan generated a number of responses during the consultation phase for the draft Plan. The main area of discussion was around the provision of and the form of cycle lanes through Selwyn Street. Other respondents to the plan focused on the creation of an attractive and safe pedestrian environment. The concept from the draft Plan has been subject to further investigation and has been amended to reflect and respond to the submissions and the discussions that took place at the submitters workshop in May 2012.

#### *Cycles Lanes*

Figure 25. shows, in indicative plan form, the design for cycle lane facilities along Selwyn Street. On the east side of Selwyn Street this is a on-street marked cycle lane to be positioned on the outside of parked cars. This is the standard cycle lane treatment found across much of the City but with the parts of the lane marked with solid green paint where vehicle and pedestrian interactions are more likely (the Brougham Street, Somerset Crescent and Coronation Street intersections and on the approach to the pedestrian crossing). The cycle lane for the west side of the street follows the same format but the parking on this side of the street is removed in favour a wider kerb build-outs and additional green spaces.

Ten of the existing parking spaces on the west side of the street would need to be removed in order to accommodate this design. Seven of these spaces would be outside the 299 Selwyn Street block, with the other three being outside the physiotherapist on the corner of Selwyn Street and Rosewarne Street.

**Figure 25. Proposed Street modifications (indicative drawing; solid green marking will not be continuous the length of the cycle lanes but will be used through and on the approaches to intersections and crossing points)**



**Figure 26. Cycle lane cross section**

*a. Coronation Street/Selwyn Street intersection*

A number of options were investigated to address the concerns that the community had with this intersection. The focus has been on calming traffic as it passes through the intersection (particularly on the Coronation Street/Selwyn Street route) and better convey to road users that Coronation Street/Selwyn Street traffic has priority at the intersection. The option for a solid roundabout was investigated but it was found that there was not sufficient road space to accommodate a roundabout that could cater for all vehicle sizes.

The option shown in figure 26. retains the existing physical intersection arrangement but with some additional elements. The cycling lanes are marked with solid colour through the intersection to draw road users attention to the presence of the cycle lanes and also act to visually narrow the vehicle lanes, encouraging slower speeds. The solid marking of the cycle lane also helps to reinforce for vehicles coming north along Selwyn Street that traffic travelling east from Coronation Street has priority.

A further option (not shown) is to place an additional traffic island on Coronation Street on the approach to the Selwyn Street/Coronation Street intersection. A decision on this option will be dependent on the outcome of the design and planning processes for the 299 Selwyn Street block and in particular the removal of the existing access point in the south-west corner of that site further to the south-west along Coronation Street.

*b. Selwyn Street footpath and traffic calming*

Through the public consultation phases of the draft Plan the community expressed a concern about the increase in traffic through the centre and the speed of traffic. In tackling these issues there is a balance to be struck between preserving the function of the road (and wider road network) and calming traffic. One approach is to make the vehicle lanes narrower to encourage vehicles to travel at lower speed while preserving the capacity of the road to handle large amounts of traffic during peak periods. This can be achieved through a combination of additional kerb build-outs and the provision of cycle lanes along the street (in effect visually narrowing the vehicle carriageway).

*c. Pedestrian environment and street furniture*

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

The removal of parking from the west side of the street will allow for a wider pedestrian area providing opportunities for street trees, landscaping and seating.

#### *d. Selwyn Street, Brougham Street and Somerset Crescent*

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



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



**Figure 27. Artist's impression of the intersection of Selwyn Street and Somerset Crescent, looking south from the Selwyn Street Reserve**

#### *Concepts rationale*

Through the public engagement process and the consultation there emerged a desire for a more pedestrian friendly environment for the Selwyn Street shops, with emphasis on more sustainable transport options. There was a general view that the street was becoming increasingly dominated by through traffic and there was concern that the changes to Brougham Street intersections further west have increased traffic flows through Selwyn Street. However, at the same time passing traffic is considered by many to be a valuable source of customers for businesses and changes to the layout of the street should retain sufficient parking opportunities for customers of the businesses that front Selwyn Street that are not able to provide sufficient off-street parking options, particularly those on the east side of Selwyn Street.



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

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

The draft Plan showed two concepts for cycle lanes; on-street and separated. Through the consultation phase a preference emerged for the separated option, although a number of concerns with this approach were also voiced. The road width of Selwyn Street through the shops is not sufficiently wide to allow for a separated cycle lane on both sides of the street without a significant compromise of road space for other road users (pedestrians included) and there are also a significant number of intersections, vehicle access points and bus stops in a relatively short stretch of road that a fully separated cycle lane would need to be designed around. There drawbacks of fully separated lanes on balance outweighed the advantages it offered. A compromise solution of on-street lanes with reduced car parking was pursued; removing all parking from the west side of the street and reducing the number of parks on the east side of the street. For the west side of the street this significantly reduces the conflict between cars parking and cycle lane users (the 'door zone'). On-street car parking remains on the east side of the street for the reasons outlined elsewhere in the Plan.

The intersection of Selwyn Street and Coronation Street was highlighted during the community meetings and through the consultation process as a particular area of concern for local residents and business/property owners. Many considered the intersection to be a safety risk because of the speed at which traffic passes through the intersection, the number of junctions and potential for confusion over vehicle priority. The option shown in figure 26 represents the best fit solution given the limited width of the road space at the intersection and the option for additional traffic island remains pending the development outcomes for the adjoining 299 Selwyn Street site.

For pedestrians, the options for changes at the Brougham Street intersection are limited due to the nature and classification of the road. Any changes to the pedestrian crossing arrangements at this point will need consideration of the northern side of Brougham Street as well. Selwyn Street to the north of Brougham Street is programmed for street renewal and is proposed that this issue be revisited at that point.

The issue of storm water related flooding on Selwyn Street was raised at the community meetings. The Council was investigating the cause of the problems prior to the earthquakes.



Further investigations should be completed prior to any street enhancement or renewal, and remedial actions sought to resolve the issue as part of the wider redesign of the street.

Next steps:

- Detailed design including details of street furniture, cycle lane design and seating.
- Investigation of options for additional traffic island once the design of the 299 Selwyn Street block is confirmed.
- Investigate and resolve storm water issues.
- Secure funding through the Council's Long Term Plan.
- Coordinate staging of development with the rebuilding on private land and provision of open space.
- Construction.

### *Church hall (Selwyn Street frontage)*

*(project reference S2)*

#### *Description of the project*


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

#### *Site description and assessment*

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



**Figure 28. Artist's impression of the kerb extension and planting on the Corner of Selwyn Street and Somerset Crescent in front of the church hall**



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

#### *Concept rationale*

The community were keen to see a series of interesting spaces along Selwyn Street to make it a more attractive and pedestrian friendly environment. This underutilised space in front of the church hall is on a prominent corner on Selwyn Street, and would benefit from some landscaping and planting. The proposed kerb build-out on the corner of Selwyn Street and Somerset Crescent creates more space for this. Planting here would need to be kept to a low height (and/or a thin trunk, high canopy tree) in order to avoid compromising traffic safety at the intersection.

### **6.3 Recovery together**

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

#### **Case management (project reference R1)**

##### *Description of the project*

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

##### *Rationale*

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

##### Next Steps:

- The Council to appoint case manager for Selwyn Street.

#### **Local business association (project reference R2)**

##### *Description of the project*

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

##### *Rationale*

Better communication between business owners and between property owners in the Selwyn Street shops was highlighted as a potential benefit for the centre. A business

association could provide the forum for this and help to coordinate business activities and marketing in the centre for the mutual benefit of all.

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

*Next steps:*

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

## **6.4 Natural environment**

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

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

### ***Selwyn Street Reserve (project reference N1)***

*Description of the project*

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



**Figure 29. Artist's impression of the Selwyn Street Reserve, looking south.**

*Site description and assessment*

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

#### *Options and concept plans*

The preferred option for upgrading Selwyn Street Reserve is for the partial exposure to daylight a section of Jackson's Creek. This would add interest to the reserve and create a link to the natural heritage of the area. A new path through the park would provide an alternative east-west route away from Brougham Street that would be separated from Brougham Street by an area of new low planting and a low chain link fence. An additional cross path from the Brougham/Selwyn Street corner would provide access through to the church on Somerset Crescent.

As an alternative, the reserve could be reconfigured as above but without daylighting the Jackson's Creek, instead using rockwork and planting to represent the line of the water course.

#### *Concept rationale*

Selwyn Street Reserve is the only area of public open space in the Selwyn Street shops. Consultation feedback suggests that the park is underutilised at present but there is a strong local desire to make better use of the space and make the park a more attractive environment.



**Figure 30. Artist's impression on Selwyn Street Reserve after upgrading**



The Reserve is located next to the very busy Brougham Street which creates noise and disturbance. The community felt that this was a major obstacle to enjoyment of the Reserve and that Brougham Street is also a safety concern for young children playing in the Reserve. The Reserve's location does, however, provide an attractive northern gateway into the Selwyn Street shops and is a landmark to traffic passing along Brougham Street. Vegetation and fencing along the northern edge of the reserve will help to mitigate some of the effects of the adjacent road and also address some of the safety issues. An east-west path through the reserve will provide a more direct and sheltered route for children travelling to Addington School than the Brougham Street footpath.

Jackson's Creek has both natural and historical heritage value, but there is no physical reference to the creek within the Reserve. Jackson's Creek has been naturalised (i.e. a more natural environment rather than flowing through a box drain) at other points along its course: at Addington Park, Barrington Street and Huxley Street in Sydenham. Overall the idea of opening the Creek in Selwyn Street was welcomed but the community had a number of concerns regarding safety for children and ongoing maintenance. These issues are not insurmountable and the more detailed design process can address them.

#### *Constraints*

The depth of the Jackson's Creek, at two metres, would necessitate a wide treatment area in order to naturalise the creek. The level of the water flow in Jackson's Creek is variable and the flow has been known to cease on occasion. Recent changes to the discharge of water into the creek further upstream have further compromised the reliability of the water level. This will have to be investigated and solutions sought prior to a final design for the Reserve (the alternative approach, that does not involve daylighting the Creek, is the fall back option).

#### *Next Steps:*

- Investigation (stream flow issues) and detailed project design for Jackson's Creek.
- Investigation of appropriate tree species for the reserve (including fruit trees and to act a barrier along the northern edge of the reserve).
- Secure funding through Long Term Plan or existing parks budgets
- Construction





**Figure 31. Artist's impression of a cross section of the Selwyn Street Reserve**

## 6.5 Progressive street scene

Figures 34 and 35 show the progression of redevelopment of Selwyn Street from the pre-earthquake street scene to a street scene incorporating the concepts of each of the project areas.



Figure 32. Progression from pre-earthquake to the concept for a redeveloped west side of Selwyn Street



Figure 33. Progression from pre-earthquake to the concept for a redeveloped east side of Selwyn Street

## 6.6 Future development concepts

### *The Church Precinct (project reference F1)*

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



**Figure 34. Shared central space within the comprehensive development**

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

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



**Figure 35. A concept for future development of the 'Church Precinct'**





Figure 36. Overview of the draft Selwyn Street Shops Master Plan

## 7. Implementation plan

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

### *Timeframe*

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

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

Some of the actions outlined in the table will require funding to be secured (private and/or public). Some will require further investigation and more cooperation between stakeholders, and some actions may require the physical staging of development to be coordinated with the completion of other actions. For some Council actions more detailed design work will be required and additional consultation undertaken with directly effected parties.

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

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

### *Lead and partner*

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

### *Council cost*

There is a division between different types of costs associated with the Council work. Operational costs (indicated as (opex) in the table) are generally for staff time. This is funded through operational budgets. Capital costs (indicated as (capex) in the table) relate to

physical works such as street upgrades or open space enhancements. Capital funding must be secured through the Annual Plan process or, for minor works, sourced from existing and funded budgets already allocated through the Council’s Long Term Plans (LTP, previously LTCCP).

## 7.1 Implementation plan table

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

Recovery Theme/ Goal <sup>3</sup>	Project	Action	Timeframe	Lead	Partner	Council Cost? <sup>4</sup>
B, E	<b>(B1) 320 Selwyn Street/57 Somerset Crescent</b>	Building design	Short/medium	Property owner	The Council	Yes (opex)
N		Street landscaping – Somerset Street	Short/medium	The Council		Yes (opex)
B	<b>(B3) Selwyn Street eastern side</b>	Building design and build, 288 – 304 Selwyn Street	Short/Medium	Property owner	The Council	Yes (opex)
B, E	<b>(B2) 299 Selwyn Street</b>	Building design	Short	Property owner	The Council	Yes (opex)
B, E, C		Public Space – detailed design	Short	Property owner/ The Council		Yes (opex)
M	<b>(S1) Selwyn Street – street environment and movement</b>	Selwyn Street/Coronation Street Intersection changes	Medium	The Council		Yes (opex + capex)
M, C		Selwyn Street/Brougham Street Cycle, Pedestrian interface upgrade	Medium	The Council	NZTA,	Yes (opex + capex)
M, C, N		Selwyn Street (shopping area) upgrade – build outs/Cycle lanes <sup>5</sup>	Medium	The Council	Property owners. Business Owners	Yes (opex + capex)

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

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

<sup>5</sup> As a general rule, to avoid damage to new street surfaces, new buildings must usually be complete prior to street works commencing.



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



## *Acknowledgements*

### **Voluntary Participants:**

The Community  
Business and property owners

### **Elected Members:**

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

### **Stakeholders:**

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

### **Consultant:**

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Capital Programme Group  
City Environment Group  
Regulatory Services  
Community Services