

Edgware Village Master Plan

December 2013

A PLAN FOR REBUILD AND RECOVERY



Shirley/Papanui Community Board foreword



The Edgware Village Master Plan has provided an exciting opportunity for local residents, businesses and community groups to help shape the future of this vibrant suburb.

The willingness of those involved in its development to share information and ideas at the public drop-in sessions, together with informal chats and stakeholder meetings, means that this Plan is relevant, timely and grounded, especially for local people.

The Board acknowledges the work of those involved in the preparation of this Plan for their vision and hard work – particularly those residents who have so actively engaged in 'community conversations' in St Albans; or have contributed their thoughts and ideas in other ways.

This Plan has the goal of ensuring the successful rebuild and recovery of Edgware Village, following the 22 February 2011 earthquake and subsequent aftershocks. It proposes a series of actions to create a safer, more vibrant centre in Edgware Village, which will build investor and community confidence.

This Plan belongs to the St Albans community. The Shirley/Papanui Community Board congratulates everyone who has participated in creating this Plan, which will be a key driver for the rebuild and recovery of a very special area of Christchurch.

Mike Davidson

Chairperson, Shirley/Papanui Community Board

Christchurch City Council acknowledges input into the Edgware Village Master Plan by Councillors, Shirley/Papanui Community Board members, Council staff and consultants. Development of the Edgware Village Master Plan would not have been possible without the involvement and contribution from the Edgware community, iwi and other stakeholders.

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Glossary and abbreviations

CCRP	Christchurch Central Recovery Plan
CDHB	Canterbury District Health Board
CERA	Canterbury Earthquake Recovery Authority
CTSP	Christchurch Transport Strategic Plan
DPR	District Plan Review
Gateway	The design of a building, site and/or landscape to symbolise an entrance or arrival to a special place (i.e. a commercial centre). Gateway features can help to welcome people and slow approaching traffic
GFA	Gross Floor Area
H&T	Hardie & Thomson
IMP	Iwi Management Plan
KAC	Key Activity Centre
LFR	Large Format Retail
LTP	Long Term Plan
LURP	Land Use Recovery Plan
mana whenua	Power from the land, associated with possession and occupation of tribal land
Major Cycleway	Identified as priority routes for cyclists catering for adults and children (aged 10 years and over). Designed to provide safe links to popular destinations and offer a high level of service to cyclists, suitable for a range of users and abilities
NZTA	New Zealand Transport Agency
Operative Christchurch City Plan	The Christchurch City Plan sets out the statutory framework for the management of land and subdivision in the city. The Plan became operative in 2005
RPS	Regional Policy Statement
SCIRT	Stronger Christchurch Infrastructure Rebuild Team
Streetscape	The visual and publicly accessible extent of a street environment
TYP	Three Year Plan
tangata whenua	Local Māori people
Universal Design Principles	Universal design refers to the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaption or specialised design. There are 7 principles of Universal Design. These include promoting equity in use, flexibility in use and appropriate size and space for use

Executive summary

This Master Plan presents a future vision and goals for the redevelopment of Edgware Village. It has been prepared in response to damage caused to the centre in the 2010 and 2011 Canterbury Earthquakes. It forms part of the Council's Suburban Centres Programme.

The purpose of the Edgware Village Master Plan is to guide decision-making for the rebuild and recovery of Edgware's commercial centre. This will help align private investment with public expenditure, particularly relating to the development of land, buildings and transport infrastructure. The implementation of the Master Plan's goals and actions will help Edgware Village become stronger and more resilient in the face of future uncertainties.

Numerous meetings and public drop-in sessions took place over 18 months, with a large and diverse number of people and community groups. The community requested that the Master Plan address:

- The disconnect between the different areas of shops.
- Buildings and a streetscape that are 'tired' and in need of refurbishment.
- The speed of traffic and safety for pedestrians.
- Cycle parking.
- Landscaping and outdoor seating areas.

The centre is described in the Christchurch Transport Strategic Plan (CTSP) as a 'walkable centre'. It is also situated on a proposed Major Cycleway along Colombo and Trafalgar streets. The proposals in the CTSP, alongside other technical considerations and the community's ideas have been considered in preparing proposals for the recovery of Edgware Village.

This Master Plan presents a vision and a range of actions in response to the issues, ideas and aspirations that the local community have shared with the Council. The following vision has been developed to reflect these future aspirations for Edgware Village:

Edgware Village is a thriving shopping centre and community hub, at the heart of St Albans.

People enjoy visiting this attractive and compact centre, with its high quality, locally-owned shops and restaurants and its safe, high amenity, pedestrian-focused streets.

Edgware Village is lively and enjoyable, reflecting its past cultural landscape and looking to its future, while caring for people and the environment.

The Master Plan actions, which underpin this vision, include:

- Streetscape and movement improvements.
- Enhancing courtyards, laneways and off-street parking.
- Rebuilding earthquake-damaged sites.
- Supporting future development concepts.
- Addressing long-term commercial demand.
- Supporting business and community initiatives.

Refer to Figure (i) on the following page for an overview of the proposed actions.

An implementation plan is included within this Master Plan to indicate the timing for the range of proposed actions. Implementation of these actions cannot be achieved by the Council alone and earthquake recovery requires participation from all sectors of the community, including tangata whenua, property and business owners, community groups, other government and non-government agencies and residents living in and beyond St Albans.

Disclaimer: The Edgware Village Master Plan as depicted in this document has been approved and adopted by the Council for implementation in conjunction with partner agencies/organisations. There is no binding commitment on the Christchurch City Council to proceed with any actions detailed in this document. The Council's spending priorities are reviewed frequently, including through the Council's Annual and Long Term Plan (LTP) processes. All decisions as to whether or not a Council-funded action will commence remain with the Council.

Executive summary



Figure (i) – Overall concept plan for the redevelopment of Edgeware Village. The table lists all proposed actions. Those actions that can be shown on a map are indicated on the concept plan.

1a to 1f	Streetscape and movement improvements (throughout the village): 1a - Develop a pedestrian priority environment and 'gateways' (entrance points) 1b - Incorporate major cycleway 1c - Reconfigure parking and taxi arrangements 1d - Consolidation of existing bus movements and improved transferability between services 1e - Install amenity planting 1f - Install street furniture, cycle stands and lighting
2	Access and wayfinding improvements 2a - Improve crossing points (Sherborne Street and Springfield Road) 2b - Install wayfinding signage
3	1064 Colombo Street building and carpark improvements 3a - Promote north-south internal connections 3b - Encourage outdoor courtyard spaces 3c - Improve layout and landscaping of the 1064 Colombo Street carpark
4	Monitor parking; investigate new off-street carpark if required
5	Edgeware Mall enhancements 5a - Enhance indoor walkway 5b - Redevelop laneway between mall and Domino's building
6	Hardie & Thomson site redevelopment* 6a - Hardie & Thomson redevelopment 6b - Alternative mixed use redevelopment
7	Consider a comprehensive development of the Northern Block
8	Consider a reconfigured Brumby's / Peter Timbs redevelopment
9	Explore future comprehensive development west of Colombo Street
10	Explore future redevelopment and intensification of Edgeware Mall
11	Monitor commercial demand and enable expansion / rezoning if required beyond the business zone
12	Support development of an Edgeware Village market
13	Investigate new Edgeware Village events
14	Develop transitional activities / beautification projects
15	Improve building signage
16	Retain Case Management service

*NB: The overall concept plan (Figure i) shows a scenario under Action 6a where the existing H&T business is retained. Refer to Action 6b for details regarding alternative mixed use redevelopment possible for this site.

1. Introduction

- 1.1 *What is a master plan?*
- 1.2 *Scope of the Edgeware Village Master Plan*
- 1.3 *Master Plan development framework*
- 1.4 *How this Master Plan has been developed*
- 1.5 *How this Master Plan will be implemented*



Introduction

This Master Plan ('the Plan') has been prepared for Edgware Village in response to damage caused by the 2010 and 2011 Canterbury Earthquakes.

The earthquakes have had a devastating impact across the city's commercial centres, most notably affecting the Central City but also damaging many smaller suburban commercial centres.

More than one third of the commercial building stock in the centre of Edgware Village was damaged in some way. At least five commercial buildings have been, or will be demolished, as well as the nearby St Albans Community Centre. A considerable amount of infrastructure was also damaged.

The economic and social wellbeing of the local community continues to be impacted by road closures and ongoing repairs to buildings, which inconvenience local users and have an adverse impact on the viability of some businesses.

Prepared under the Council's Suburban Centres Programme, this Plan is one of nine master plans the Council has prepared for Christchurch's most badly damaged suburban centres.

This Master Plan identifies opportunities to enhance the quality of Edgware Village both in the public spaces of the centre and for the rebuild and repair of damaged properties. It sets out a vision and goals for the short and long-term development of the shopping area and an action plan for achieving these.



Figure 1a - The 'shopping lady bollards' at the Edgware Village pedestrian crossing.

Introduction

1.1 What is a master plan?

A master plan sets out a community's vision for the future of an area and describes how this can be achieved. It provides direction to stakeholders who can implement that vision including tangata whenua, residents, property and business owners, community groups and other agencies, such as the Council, SCIRT, CERA, Environment Canterbury and NZTA.

A master plan can guide decision-making by these stakeholders regarding private and public expenditure, the provision of community services, and the development of land and buildings, public spaces and transport infrastructure.

In developing a master plan, the following attributes of a centre and its context are considered:

- The role played by a centre within the context of the city's overall development.
- Unique characteristics such as historic landmarks or natural features and how these may be protected or enhanced.
- The design and development of land, buildings and the spaces (public/private) between them to promote convenient access, safety for all users and community resilience.
- The facilities, services and infrastructure required to sustain economic and social activity within a centre.
- The way that people and businesses can work together, for mutually beneficial outcomes.
- The expression of community identity and sense of place.

Master plans prepared under the Suburban Centres Programme are adopted as strategies under the Local Government Act and are a material consideration for plan changes and applications for resource consent.

1.2 Scope of the Edgeware Village Master Plan

The focus of this Master Plan is the commercial shopping centre of Edgeware. This is defined by the business zones (Business 1 and Business 2) in the operative Christchurch City Plan (refer to Figure 2j).

The Plan also has regard to the linkages between the Village centre and nearby community facilities and sites, including the former Edgeware Pool site (43a Edgeware Road) and the St Albans Transitional Community Facility (1049 Colombo Street), together with the surrounding residential area.

The scope of the Master Plan is therefore focused on the business zone in Edgeware Village and the connectivity between the Village centre and the surrounding community, as set out by Figure 1b.



Figure 1b - Scope of the Edgeware Village Master Plan.

Introduction

1.3 Master Plan development framework

The framework for the development and implementation of the Master Plan has been developed around five themes:



The themes have been developed from the *Integrated Recovery Planning Guide* prepared by the Canterbury District Health Board and the Christchurch City Council following the earthquakes – Figure 1c. The themes address different components of what makes a great commercial centre and are broadly aligned with the Earthquake Recovery Strategy prepared by CERA – Figure 1d.

The Canterbury Earthquake Recovery Act 2011 does not require the Council to prepare plans for the recovery of Christchurch’s suburban centres. However, any Master Plan adopted by the Council must be consistent with CERA’s Earthquake Recovery Strategy.

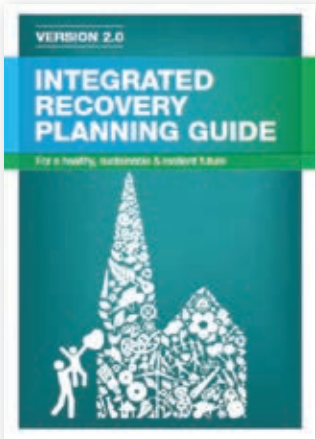


Figure 1c - The Integrated Recovery Planning Guide prepared by the Canterbury District Health Board and Christchurch City Council.



Figure 1d – Components of Recovery from CERA’s Earthquake Recovery Strategy.

Introduction

1.4 How this Master Plan has been developed

The development of the Master Plan began in April 2012 and has followed the process shown in Figure 1e.

The process has been strongly informed by consultation with the local community, including property and business owners, community and business groups and local residents. Further information regarding the consultation process is set out in Section 4: Community input.

1.5 How this Master Plan will be implemented

The Master Plan identifies actions to implement the vision and aspirations of business owners, property owners and the community. These have been prioritised with timeframes attached to them. Funding for Council-led actions in the Master Plan will be sought through the Council's Annual Plan and Long-Term Plan processes.

Recovery is a long-term process. Due to cost and land ownership constraints, some actions may not be implemented for some time. Implementing the Master Plan is a shared task between all stakeholders involved and is not solely a function of the Council.

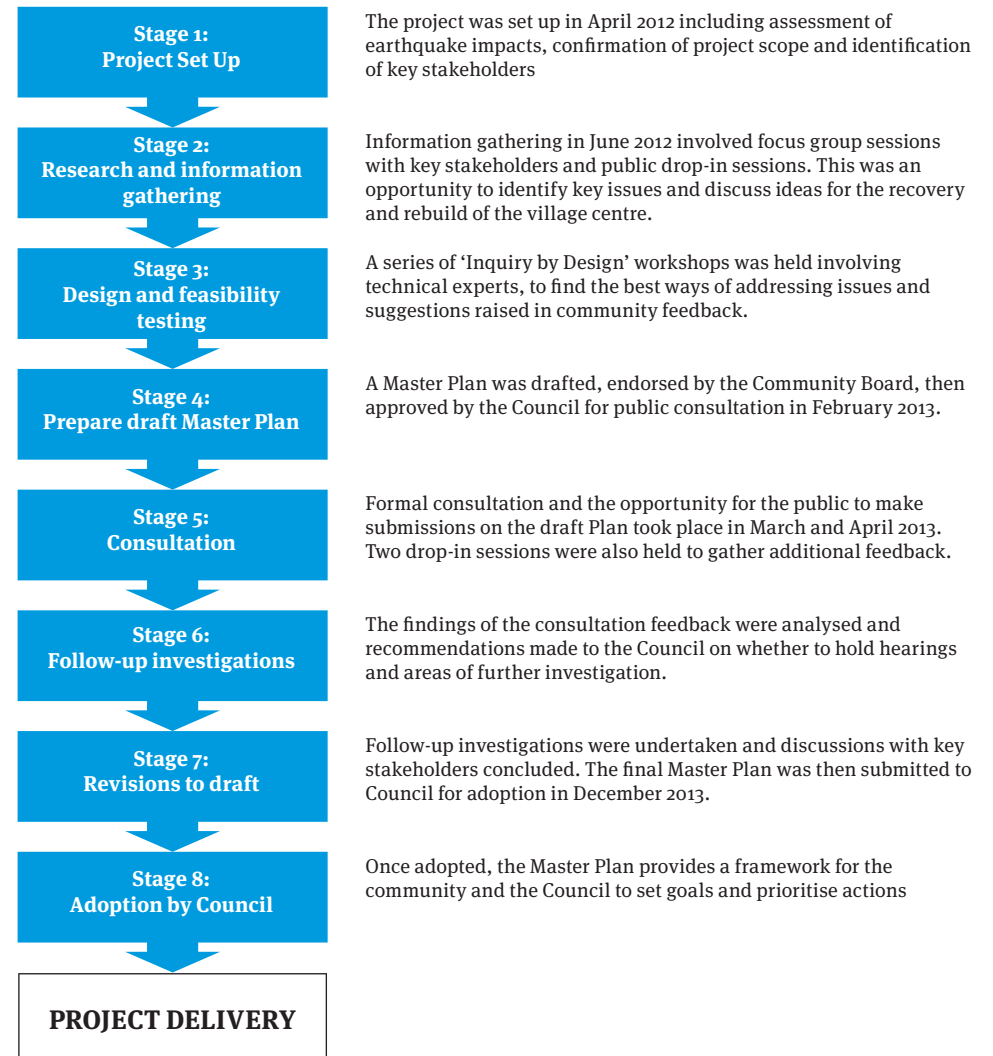


Figure 1e - Key stages of the development of the Edgeware Village Master Plan.

2. The place

- 2.1 *Strategic context*
- 2.2 *Cultural context*
- 2.3 *History of the centre*
- 2.4 *History of community facilities*
- 2.5 *Landscape character and built form*
- 2.6 *Land use context*
- 2.7 *Commercial context*
- 2.8 *Social context and community function*
- 2.9 *Movement network*
- 2.10 *Impact of the earthquakes*



The place

This chapter explores the strategic, cultural, historical and environmental context of Edgeware Village, its community functions, movement networks and the impacts of the earthquakes on the centre.

2.1 Strategic context

Edgeware Village is a small commercial centre located in the suburb of St Albans. It is close to the Central City, located at the northern end of Colombo Street at the intersection with Edgeware Road.

Figure 2a shows Edgeware in its local context. The Village centre services the wider St Albans residential area and it is regarded as the main shopping and community hub of St Albans.



Figure 2a – Edgeware Village context.

The place

2.2 Cultural context

Tangata whenua: Te Ngāi Tūāhuriri Rūnanga

Ngāi Tahu is recognised in statute as the tangata whenua ('the people of the land') and the iwi for all but the northern-most parts of the South Island.

Ngāi Tahu is made up of whānau and hapū groups, who through whakapapa and mana whenua relationships became established in distinct areas of Ngāi Tahu's territory.

Today these groups are recognised in the Te Rūnanga o Ngāi Tahu Act as the Papatipu Rūnanga with takiwā areas over which they continue to hold traditional authority/mana whenua. Ngāi Tūāhuriri is the rūnanga that represents the interests of the whānau and hapū who have mana whenua over the area of the Edgware Village Master Plan.

Ngāi Tūāhuriri Rūnanga has its ancestral marae at Tuahiwi near Kaiapoi in North Canterbury (Figure 2b) but the people have traditional ties over much of Christchurch City through their ancestral and traditional uses of the area.



Figure 2b – Tuahiwi Marae, Kaiapoi.

The place

2.3 History of the centre

Edgware Village is situated in St Albans, one of the oldest suburbs of Christchurch. The history of the area comprises both tangata whenua and European heritage.

Tangata whenua history

Ngāi Tahu, the tangata whenua, have strong historical relationships with Christchurch City, including the St Albans area. That relationship has developed over centuries of close interaction with the land, water and indigenous species.

Ngāi Tahu Rūnanga represents the collective interests of the whānau and hapū groups who are the holders of traditional and tribal knowledge and have ancestral links to the area. The wider Christchurch area was a place of settlement and mahinga kai (food and resource gathering) for Ngāi Tahu and their earlier ancestors, Ngāti Mamoe and Waitaha. Although there was no known kāinga (village) in the current location of Edgware Village, several settlements were located close by at various times in the Ngāi Tahu settlement of Christchurch.

The St Albans area was known for its puna (springs) and, prior to drainage systems being constructed, the area contained meandering tributaries of the Ōtākaro (Avon River). It was predominately a swampy peat, raupo and tussock wetland, as shown in the 'black map' of the area, compiled by Provincial Government surveyors in 1856 and reproduced by the Christchurch Drainage Board (Figure 2c). It is considered that the springs and waterways served as a vital mahinga kai area for the nearby settlement at Puari Pa (in the Avon Loop of the Central City) and later for Ngāi Tahu people travelling through and gathering food and resources from the area.

Today the St Albans area hosts a local Māori community – Rēhua Marae (Figure 2d) – which was established with the support of the Papatipu Marae around Christchurch to host the many young Māori men who came from communities around New Zealand, commencing in 1952, to attend training in Christchurch. For Ngāi Tahu today, these past associations are important to their cultural identity and connections to the city.



Figure 2c - Extract from Christchurch Drainage Board Plan of the Christchurch Area in 1856, showing waterways, swamps and vegetation. Compiled from the 'Black Maps' compiled by Provincial Government Surveyors. Source: 'Swamp to City- A Short History of the Christchurch Drainage Board', John Wilson – 1989.

Approximate location of the current Edgware Village and surrounding area



Figure 2d – Rēhua Marae, Springfield Road.

The place

European history

Following the arrival of the first emigrants from Europe to Christchurch in the 1850s, buildings began to be constructed in the St Albans area in the early 1860s when the first of the rural sections were subdivided for housing. One of the first buildings constructed in the area we now know as Edgeware Village was St Matthews Church, designed by Benjamin Mountfort and built in 1879. It was located near the northern end of Colombo Street and Caledonian Road. The building was demolished in 1960; however, the former Church Hall still exists and is occupied as the present Scottish Society Hall on Caledonian Road. The former manse for this church also exists at 1063 Colombo Street.

In the area surrounding Edgeware Village, concentrations of workers' cottages were built until the early 1900s, followed by villas and bungalows that developed over the next few decades. Early maps reference the name 'Knightstown' to the area generally around the present location of Edgeware Village. The name 'Knightstown' originates from landowner A C Knight, who subdivided his land in the area and the name was widely used through the 19th century. Edgeware Road was reputedly named by William Butler, a Nottingham bricklayer, who settled in the area in the 1860s.

Hardie & Thomson (H&T) started operating in Edgeware in 1908, providing sawmilling, timber and joinery services; the company is still in business today. The original expanse of their operations was much larger than their current footprint, previously using the site of the current BP Connect service station and behind the supermarket for air-drying timber.

The Cranford Street tramline opened in 1910 and operated until 1953, passing through Colombo Street and Edgeware Road before travelling along Cranford Street as far as Westminster Street. A cluster of shops around the Edgeware/Colombo intersection had developed around the time of World War 1 (1914-1918).

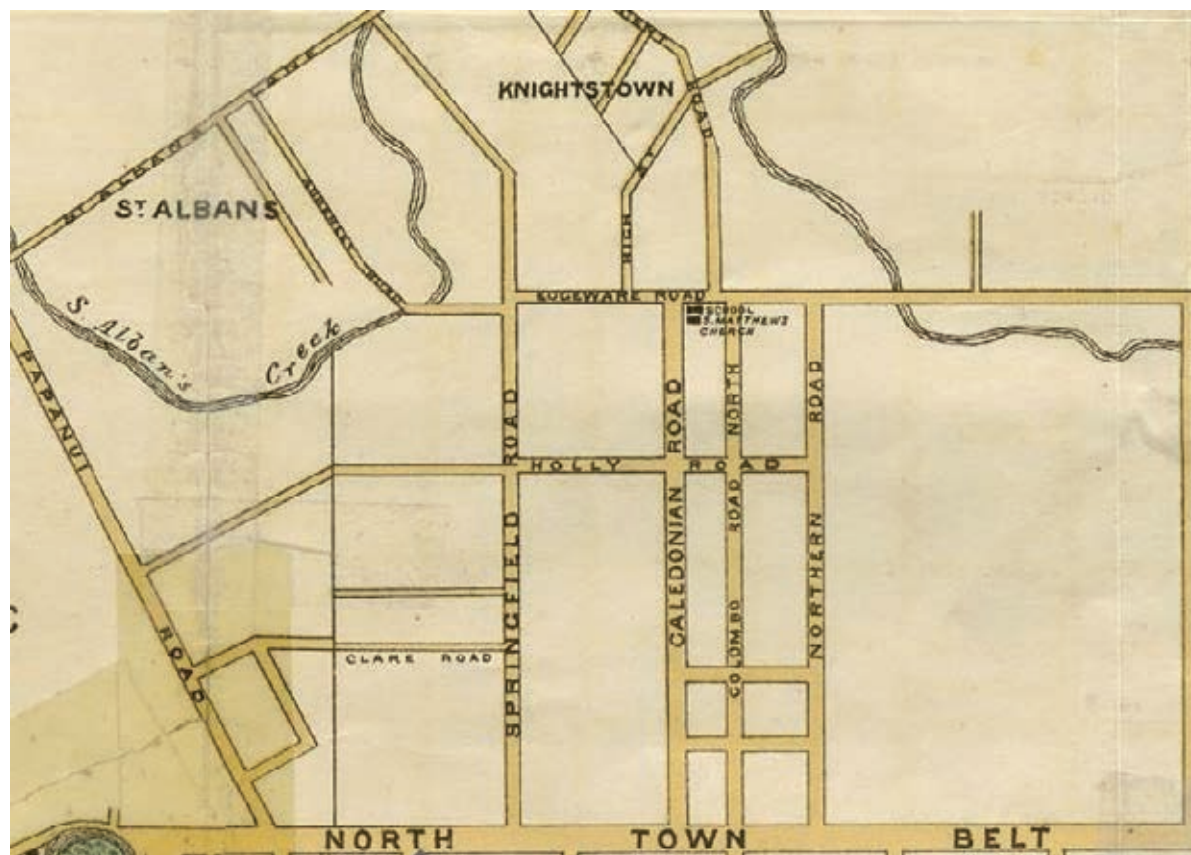


Figure 2e – Extract from an 1879 plan of Christchurch and suburbs (source: Christchurch City Libraries).

The Place

2.4 History of community facilities

Edgware Village has long been a hub of community activity, with the St Albans Library established on the Colombo Street site in 1920 (Figure 2f). The St Albans Public Swimming Pool was constructed soon afterwards in 1934. The former library building was managed as the St Albans Community Centre from 1998 until it was demolished in 2011 due to significant earthquake damage. The pool closed in 2006.

The Century Cinema, an art deco style building designed by Wilford Melville Lawry, was built in Edgware Village in 1940 (Figure 2g). The cinema operated until 1968 when it was converted to a supermarket. The building was demolished in 2011 as a result of earthquake damage. The current SuperValue supermarket building reflects the history of this building through facade design elements (refer to Figure 2i overleaf).

Most of the present shops in Edgware Village were developed in the 1960s and 1970s. It seems that it was during this time the name 'Edgware Village' came into prominent use.



Figure 2f – St Albans Community Centre at 1049 Colombo Street (demolished 2011).



Figure 2g – SuperValue supermarket in the former Century Cinema building (photo taken: 2009).

The place

2.5 Landscape character and built form

The natural environment of Edgeware Village has been highly modified since European settlement. There is little evidence of the old water channels or remnant vegetation because sections of St Albans Creek have been naturalised through residential properties and within English Park to the north of the Village centre.

The suburban streets surrounding the commercial centre are dominated by villas, character homes and workers' cottages with heavily vegetated gardens and mature trees; towards the west end of Edgeware Road a few existing deciduous street trees enhance this suburban street character. With the exception of an existing mature tree on the supermarket site at the corner of Edgeware Road and Cornwall Street, the centre is devoid of large scale vegetation and the built form provides the dominant village character. Several semi-mature Ash trees in Colombo Street have the potential to contribute to a more vegetated village character in the future.

Some streetscape improvements were undertaken in 2007, including pavement upgrades, planting and decorative bollards at the Edgeware Road pedestrian crossing (Figure 2h). Further opportunities exist to enhance the look and feel of the centre.

From the top end of Colombo Street, attention is drawn to the significant view southwards towards the Port Hills. Conversely, the location of the buildings at the north end of Colombo Street highlights the termination point of this street (Figure 2i). Access to Abberley Park to the west and English Park to the north is through the current street layout. Although views of the centre are obtained from the strategic road network, at Sherborne Street, Cranford Street, Colombo Street and Edgeware Road, the gateways/entry points into the Village are not well defined in terms of creating a sense of arrival.



Figure 2h – Previous landscaping improvements, including decorative bollards, completed in 2007.

The place

The built form of the Village is concentrated around the Edgeware Road and Colombo Street intersection (Figure 2i). Buildings are orientated to the street and generally built up to the edge of the footpath. The exceptions are the existing BP Connect service station and the 1064 Colombo Street building (on the south-east corner of the Edgeware/Colombo intersection), which is located away from Edgeware Road with carparking along the street frontage.

Buildings are predominantly one-storey in height and a number have pitched or hipped roof details, providing additional building height. Most of the buildings reflect the character of development evident in the 1960s and 1970s. Shops open directly onto the street and many have large windows, which provide good visual security and amenity for the streets and carparking areas. The centre has some village qualities, including many small-scale buildings and veranda and canopy details. These characteristics contribute to a centre with a pedestrian or human scale of development which is compact and coherent. Mitre 10 and SuperValue, although comprising larger buildings, appear as smaller scale buildings at street level. The Hardie & Thomson site comprises a warehouse-scale building set back from the street.

Limited investment has taken place within the Village centre in recent years and some of the buildings and spaces are tired and dated. The redevelopment of the supermarket and the refurbishment of the existing 1064 Colombo Street building have helped to freshen up the centre and provide a catalyst for further revitalisation.



Figure 2i – Examples of good design: buildings in Edgeware with large windows and built to the street frontage.

The place

2.6 Land use context

In the operative Christchurch City Plan, Edgeware Village is zoned a combination of:

- Business 1 (B1) – Local Centre / District Centre Fringe;
- Business 2 (B2) – District Centre Core.

The B1 and B2 zones are designed to meet the daily convenience shopping needs of the Village centre’s immediate residential catchment. B1 zones are typically characterised by blocks of small commercial buildings, while B2 zones are generally occupied by larger scale buildings, often a supermarket and/or community facilities. The two business zones also enable residential development.

In Edgeware Village, the SuperValue supermarket sits within the B1 zone and about half of the B2 zone is occupied by the Hardie & Thomson timber factory. The latter is a light industrial operation which has historically operated on this site, but is not the type of activity usually anticipated in a B2 zone. Some commercial businesses have also established outside of the defined business zones. These uses have been established by the operators through resource consent, existing use rights, or scheduled activity listing in the City Plan.

The Village is surrounded by a mix of Living 2 (L2) and Living 3 (L3) zoning. The L3 zone provides for medium density residential housing close to the Central City and larger centres. It is anticipated that infill development and townhouse redevelopment will increase the living densities of this zone over time. The L2 zone provides for low-medium housing densities where some infill is possible.

A ‘community footprint’ straddles Colombo Street immediately south of the Village centre. Community footprints overlay living zones and provide for activities such as community, health, educational and day care facilities.

A site zoned as open space for district recreational uses (O2), is located just outside the Village centre and formerly comprised the Edgeware Pool.

Figure 2j shows the distribution of these existing zones.

The operative City Plan is currently being reviewed. The zoning designations and associated policies, objectives and underlying rules are therefore subject to change. Refer to the Technical considerations section for further information.

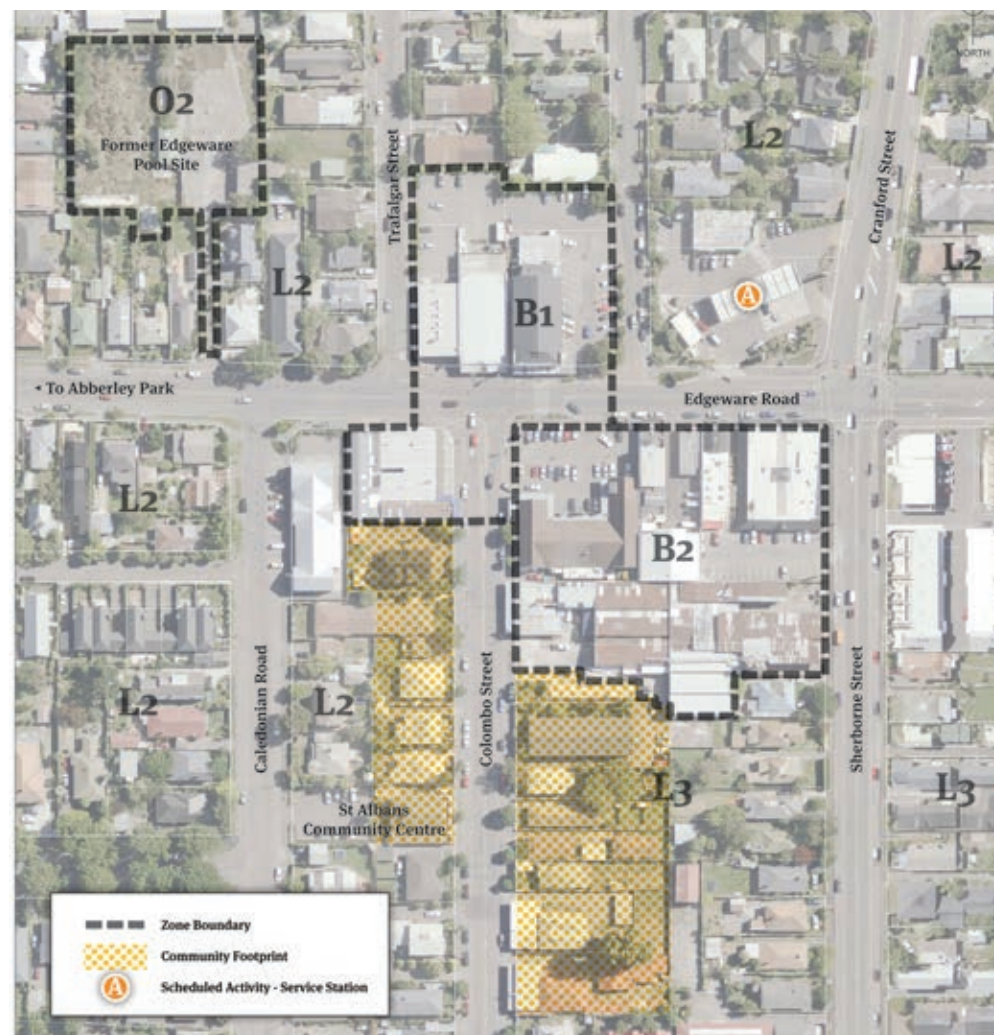


Figure 2j – Map of City Plan zoning, community footprint and scheduled activity.

The place

2.7 Commercial context

In 2012, the Village had an estimated residential catchment of around 12,250 people, or 5,800 households. The majority of retail on offer in Edgeware is 'convenience retailing', providing for quick and easy shopping close to the customer (examples are shown in Figure 2k). About a third of the retail activity in the centre is either 'food and beverage services' or 'food retail'.

In the evenings, the Village attracts visitors to the restaurants and takeaway outlets. The BP Connect service station, which faces both Edgeware Road and Cranford Street, serves local residents as well as passing traffic. The Edgeware SuperValue is a small, high-quality supermarket that caters for the local community's top-up shopping requirements.

A detailed economic assessment for Edgeware Village has been prepared to inform the development of this Master Plan. A summary of this document is provided in Appendix One and its implications for the Master Plan are discussed in Section 3 Technical considerations.

Figure 2k – Examples of retail activity in Edgeware Village.



The place

2.8 Social context and community function

Compared to the wider city, Edgware's catchment population is predominantly aged between 20 and 40 years, living in small households (renting or flatting) with higher qualifications and lower than average household incomes. This suggests the area attracts young professionals starting out in their careers. There are fewer children, youth and elderly compared to the wider city and residents are more transient – only 27 per cent of local residents have lived in one place for more than five years.

The catchment population is forecast to grow at a modest rate of about 105 people per year, or 16 per cent total increase by 2031. This translates to an additional 1500 households by 2031. It is anticipated that this population and household growth will predominantly be accommodated through the redevelopment of sites in the L3 zone.

The Village is identified by the wider community as a local hub or focal point, with a range of community-based activities held there by a variety of users. The Scottish Society Hall (Figure 2l) adjoins the Village centre on Caledonian Road. The St Albans Community Centre (now demolished and replaced with a transitional facility) is located a short distance away on Colombo Street (refer to Figure 2o). Just north of the Village is the Sunbeam Kindergarten and further to the north, St Albans School, which can be accessed via Trafalgar Street. The regional centre for the Royal New Zealand Blind Foundation, located on Bristol Street, is also located within the vicinity of the Village. A number of Blind Foundation members live in the local area and rely on the Village for their daily living needs.

The St Albans Pool at 43a Edgware Road provided another community space prior to its demolition in 2006. The pool formerly occupied the western portion of the site, while the eastern part contains a number of wells and a Council-operated water pumping station (Figure 2m), which provides critical water infrastructure for the city. Vehicle access through and around this infrastructure is necessary for maintenance reasons and will inform how the wider site can develop. Refer to the Technical considerations section for further information relating to 43a Edgware Road.

The Community Centre and former pool site are located just outside the business zoned area of the Village. The planning for these sites is beyond the scope of this Master Plan. It is important however, to recognise the function that these sites serve and to ensure that there are adequate pedestrian linkages between these sites and the Village centre.



Figure 2l – Scottish Society Hall, corner of Edgware and Caledonian Roads.



Figure 2m – Site used by Edgware Village Green showing a number of site constraints – the substation, wellheads and pump station.

The place

2.9 Movement network

Sherborne Street and Cranford Street define the eastern limit of the Village centre and are classified as minor arterial roads in the City Plan. Both streets form an important connection into the city from the north.

Edgeware Road is a collector route that provides an important east-west link through St Albans, from Springfield Road to Hills Road. Colombo Street, also a collector route, is a direct link into the Central City.

Parking within the centre, both on-street and off-street, is generally well-distributed and convenient. Parking in most areas has a high turnover rate but some areas can become congested in the evenings when the restaurants are at their busiest.

A visitors survey, undertaken by Council staff in April 2013, identified the current modes of transport being used by customers and, when arriving by car, where vehicle users parked in the centre. The purpose of the survey was to explore visitors' movement and parking behaviours when frequenting the village. This was to inform the movement initiatives set out in the Master Plan, specifically the configuration of parking in the commercial centre (Action 1c). The results provide a baseline for monitoring future parking demand (Action 4). Refer to Appendix Three for further information.

Edgeware Village is well serviced by public transport. The Village functions as an interchange allowing passengers to transfer between services and make onward connections to other parts of the city and the Central City. Figure 2n outlines the bus routes and the location of bus stops in the village.

A taxi rank, located to the west of the village on Edgeware Road, provides capacity for three waiting vehicles and is a popular pick-up/drop-off spot.

At present there are no marked cycleways through the Village although cycle stands are provided to the north and west of the Colombo/Edgeware intersection.



Figure 2n – Existing bus routes and bus stops servicing Edgeware Village centre.

The place

2.10 Impact of the earthquakes

The closure, demolition, rebuild and repair of buildings in Edgware Village has been ongoing following the initial September 2010 earthquake. The February and June 2011 earthquakes gave rise to a number of closures and demolition. The status of buildings continues to change as further assessments are undertaken.

Buildings on six properties, encompassing 11 businesses, were directly affected by building damage (refer to Figure 2q and 2r). Most of the businesses affected by this damage or closure have remained operational, either on-site or relocating elsewhere, both within and beyond Edgware Village. Many of the remaining businesses have been indirectly affected by earthquake damage due to poor road conditions, infrastructure repairs and the derelict nature of damaged buildings which have reduced the overall appeal of the centre to customers.

The St Albans Community Centre (also known as the St Albans Community Resource Centre) which hosted a number of community groups and classes, was demolished in 2011 as a consequence of earthquake damage. A Lions International-sponsored transitional community facility installed on the same site has helped to meet community need in this area (Figure 2o). However, the earthquakes have taken — and continue to take — a toll on the wellbeing of many residents, businesses and property owners.

Businesses and the community have responded to the challenge of the earthquakes in a number of ways. The Edgware Business Association was formed with the assistance of Recover Canterbury and has actively worked on marketing and promotional activities for the centre, including the development of an 'Edgware' brand (Figure 2p). Community groups such as the St Albans Residents Association also promote community resilience and continue to provide an important source of information for residents.



Figure 2o – The transitional community facility on Colombo Street.



Figure 2p – Banner signage on Edgware Road with the 'Edgware Village' brand.

The place

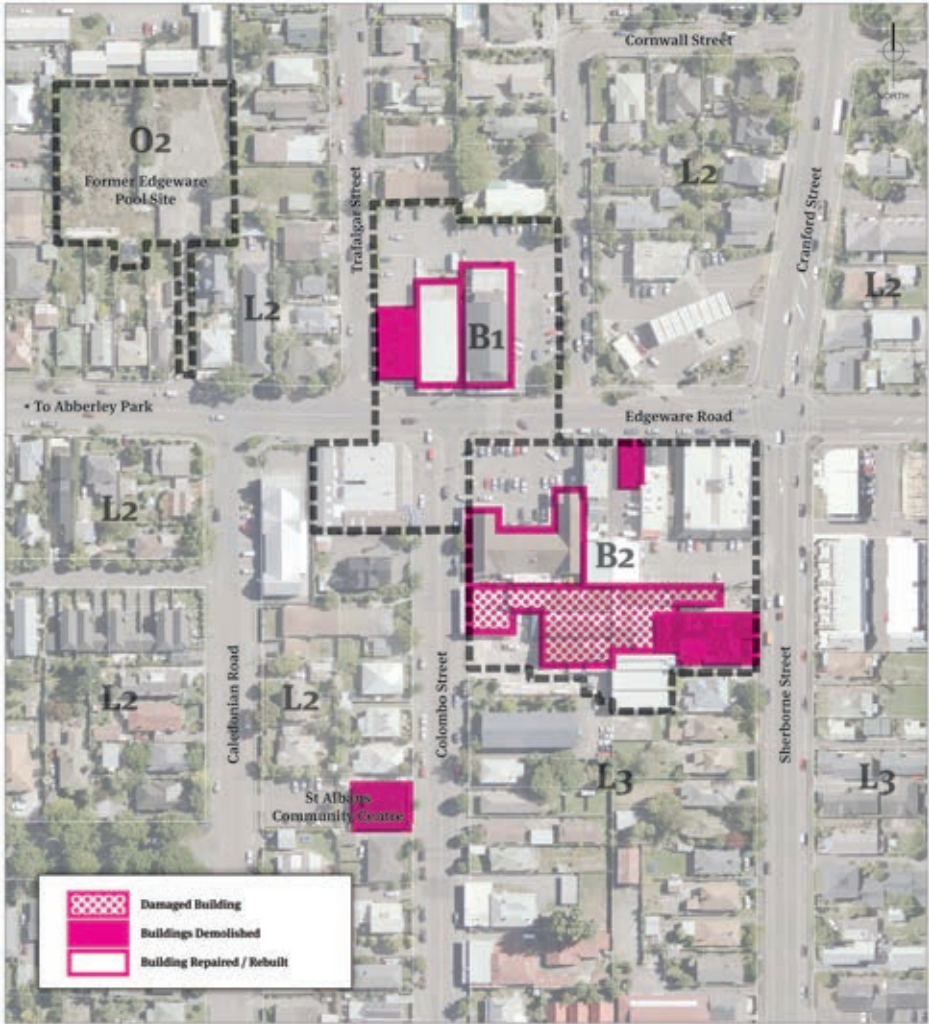


Figure 2q – Map of building damage in Edgeware.



Figure 2r – Images of earthquake damage to buildings.



3. Technical considerations

- 3.1 *Strategic policy context*
- 3.2 *Other plans and policies*
- 3.3 *Previous master planning and streetscape work*
- 3.4 *The economic potential of Edgware Village*
- 3.5 *Community facilities rebuild*
- 3.6 *Infrastructure considerations*
- 3.7 *Information constraints*

Technical considerations

A range of strategic policy, technical information, assumptions and uncertainties have been factored into the development of this Master Plan. In particular, there are further investigations that are required and decisions yet to be made regarding infrastructure, property and facilities that go beyond the scope of this Master Plan. These considerations are discussed in more detail below.

3.1 Strategic policy context

This Master Plan supports the delivery of objectives in existing and proposed strategic policy documents. The policies and plans that have most directly informed the Master Plan's issues and actions include:



Figure 3a - Christchurch District Plan Review.

Christchurch District Plan Review

District plans set out the provisions governing the use of land within a district including, but not restricted to, residential and business zoning, transport, natural hazards, future development areas and heritage.

In April 2013 the Council resolved to proceed with a full review of the District Plan to address immediate and long-term planning needs. As part of the review, the Council will focus on streamlining the plan, simplifying its provisions and making it easier to use.

Urban Design

The Council has also been investigating urban design and amenity in the Business 1 and 2 zones.

Research and consultation conducted in 2008 found significant urban design issues with new buildings in the suburban centres.

The principal aims of likely new provisions are:

- Requirements for buildings to be built to the street.
- Requirements for urban design assessment.
- Requirements for visually transparent frontages, pedestrian access and verandas along the street frontage.

These provisions are being considered through the District Plan Review.

Technical considerations

Christchurch Transport Strategic Plan

The Christchurch Transport Strategic Plan (CTSP), adopted in 2012, presents an overarching framework for the development of transport networks across Christchurch for the next 30 years. A number of the projects identified in the CTSP have informed the development of the Edgeware Village Master Plan:

- **Walkable centres**

Edgeware Village is identified as a ‘walkable centre’ where the priority for the movement network are pedestrians. Streetscapes should have attractive footpaths, traffic will be slowed and pedestrians encouraged to linger and relax. Improvements to the pedestrian network surrounding the Village centre are supported.

- **Major cycleway – Colombo Street / Trafalgar Street**

Major cycleways are proposed along key routes for cyclists to link residential areas with commercial centres. The objective is to provide cycling routes that people feel safe, comfortable and relaxed using, making cycling in Christchurch an enjoyable experience for a range of users with varying degrees of confidence/experience.

Thirteen major cycleway routes have been allocated Council funding. The Grassmere route will include a major cycleway along the length of Colombo Street, connecting with Trafalgar Street in Edgeware Village (refer to Figures 3bi and 3bii).

The detailed design of the major cycleways, including the alignment, materials and extent, is being prepared. However, it is envisaged that the treatment of major cycleways (such as shared paths, separated cyclepaths, neighbourhood greenways or slow streets) will change along the route as the cycleways pass through different environments.

The major cycleway, as presented in this Master Plan (Action 1b), is based upon the concepts in the CTSP. The detailed design, in terms of the alignment, materials and extent of the major cycleways, is subject to confirmation and a thorough review process. The major cycleway is therefore presented as an indicative concept in this Plan.

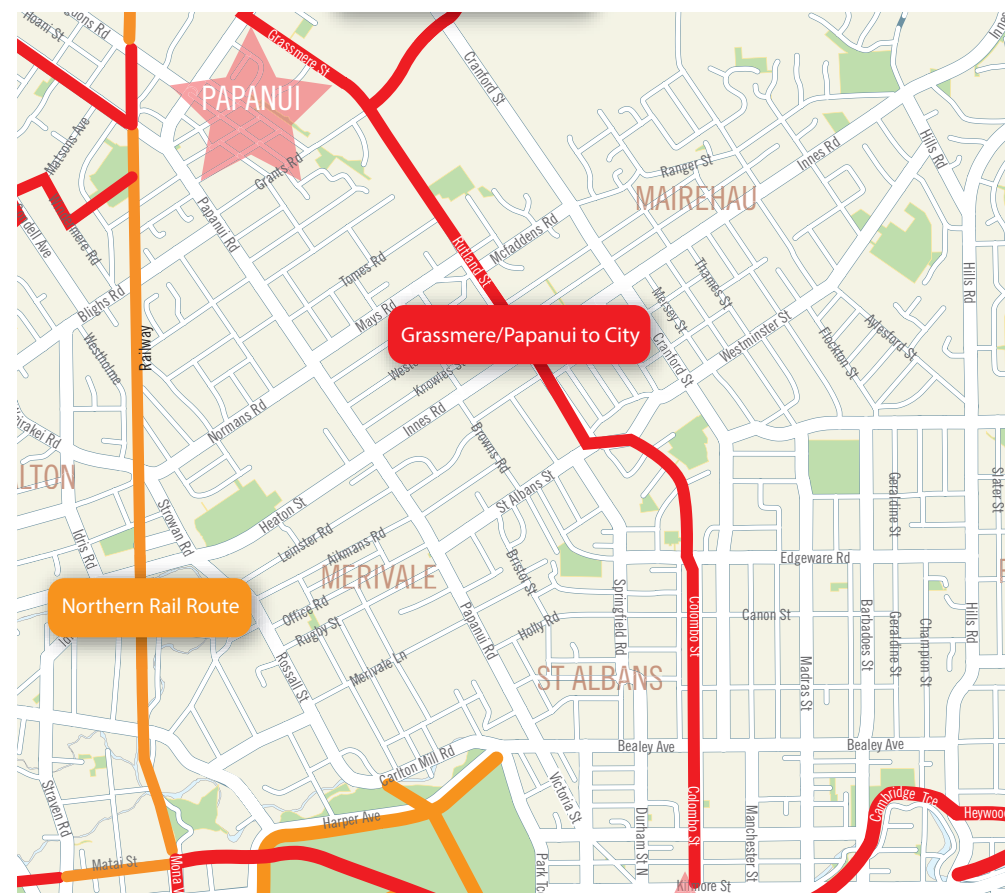


Figure 3bi – Proposed Grassmere/Papanui Major Cycleway. Extract from ‘Key Cycleway Projects’ Plan approved by Council 28/02/2013.

Technical considerations



Figure 3bii – Major Cycleway routes (CTSP).

- **Public transport framework**

Edgeware Village is identified as being located within a future potential core public transport route. The CTSP also emphasises good pedestrian connections between services at interchange locations to enhance passenger transferability. These concepts have been incorporated within the Master Plan, under Action 1d.

- **Strategic road network**

The development of the Northern Arterial, as part of the Government’s Roads of National Significance programme, is being finalised by NZTA in conjunction with the Council. The development of this route is likely to generate additional traffic volumes on Cranford and Sherborne streets over time. This will have an impact on how the eastern edge of the Village centre develops and functions in the future.

- **Parking management**

The CTSP recognises that on-street parking plays an important role in the economic vitality of the city’s commercial centres, but that it needs to be better managed with respect to road corridor space.

CTSP application to the Master Plan

The direction provided in the CTSP has been incorporated into this Master Plan by:

- Prioritising pedestrian needs in streetscape and roading improvements.
- Identifying opportunities to enhance walking links between the Village centre and surrounding residential areas.
- Providing for a separated cycleway along Colombo Street and Trafalgar Street, with a safe crossing point on Edgeware Road.
- Supporting bus stops that enable passengers to easily transfer between services.
- Limiting the spread of commercial development and access points along Sherborne and Cranford Streets.
- Reconfiguring the parking layout in the centre with a view to accommodating other transport modes in the road corridor.

3.2 Other plans and policies

The Master Plan needs to be consistent with the **Central City Recovery Plan (CCRP)**, the **Land Use Recovery Plan (LURP)** and the **District Plan**. These plans include policies regarding the distribution of commercial activity and expansion of suburban centres with an aim to promote a concentration of business activity in the Central City and Key Activity Centres (KACs). The nearest KAC to Edgeware Centre is Shirley (The Palms).

The Master Plan also has regard to the **Mahaanui Iwi Management Plan (2013)**. This Iwi Management Plan (IMP) is a mandated statement from the six rūnanga around Christchurch and Canterbury. It is an expression of kaitiakitanga (guardianship) and rangatiratanga (chieftanship). The plan provides a values-based policy framework for the protection and enhancement of Ngāi Tahu values and relationship with natural resources.

The Ngāi Tahu Subdivision and Development Guidelines in the IMP document show how Ngāi Tahu cultural values can be reflected in urban design and planning. These guidelines will assist Council and private developers with the implementation of actions outlined in this Master Plan.

Technical considerations

3.3 Previous master planning and streetscape work

A document titled 'Giving Edgeware the Edge' was prepared for the Council by Lucas Associates and Hugh Briggs in 1997. Concept plans were prepared as part of that document (Figure 3c) and these were reviewed and considered in the preparation of this Master Plan.

According to the 1997 survey undertaken for the 'Giving Edgeware the Edge' document, a third of all visitors to the centre arrive by foot rather than by car. The Village centre, focused around the Colombo/Edgeware intersection, is compact and relatively easy to walk around, with marked crossing points on Edgeware Road and Colombo Street. However, the 1997 document proposed that the centre needs traffic calming and greater emphasis on people rather than cars to create a village hub and encourage visitors to spend time in the Village.

The St Albans Neighbourhood Plan was produced by the Council in 2000 and recommended a number of streetscape improvements in the residential areas of the suburb. There were no specific actions for Edgeware Village but the Neighbourhood Plan introduced the concept of a 'golden suburb' – creating neighbourhoods that are distinctive from the surrounding area by planting predominately golden foliated and flowered plants.



Figure 3c – Concept Plan from 'Giving Edgeware the Edge', 1997.

Technical considerations

3.4 *The economic potential of Edgeware Village*

In preparing this Plan, an assessment of Edgeware Village's current and future potential as a commercial centre was undertaken for the Council by Property Economics Ltd in 2012. A summary of this assessment is provided in Appendix One.

The key conclusions of this assessment are as follows:

- a. Edgeware Village functions best as a supermarket and convenience-orientated centre.
- b. Improving the quality and range of goods on offer, accessibility, parking and the physical environment will improve the overall performance of the Village centre.
- c. There is potential to develop a larger supermarket (3500-4000 square metres gross floor area) within the Village centre's catchment. By comparison, the current SuperValue supermarket has a GFA of just over 1000 square metres.
- d. The existing business zone is sufficiently large to provide for the current and future commercial needs of people in the Village centre's catchment. Any further development would create an inefficient outcome and weaken the Village centre as a whole.
- e. Rezoning of additional land to support an expansion of the Village centre is unnecessary over the foreseeable future, unless the Hardie & Thomson site does not become available for commercial development, or a larger supermarket or community facility is developed within the Village centre.

These conclusions have been factored into the Master Plan by:

- Identifying actions to improve the streetscape and movement networks.
- Providing for a larger supermarket in the future.
- Supporting a compact Village centre form.

Some future expansion of the Village centre may be appropriate but would be a relatively small area and would be dependent upon:

- a. The degree to which the supermarket can expand within the current business zone; or
- b. The degree to which the Hardie & Thomson site continues being used for industrial-type activity.

Any future expansion of the business area would need to occur formally through resource consent or a change to the City Plan.

Growth within the existing business zones is permitted and encouraged, in accordance with the relevant planning provisions.

Technical considerations

3.5 Community facilities rebuild

Former St Albans Pool Site

There has been considerable community debate and interest in the redevelopment of 43a Edgeware Road, following the closure of the St Albans Pool and associated buildings in 2006.

The Council owns the whole site. The western section is available for purchase subject to satisfying requirements regarding the future use of the site and the relationship with the adjoining critical water infrastructure.

Discussions between the Council and the St Albans Pavilion and Pool group regarding the sale and development of the land are ongoing as the pool group has plans to build, maintain and operate a new community pool on the site. Interest has also been expressed by other parties to redevelop the site for alternative residential uses.

This site is outside the commercial centre of Edgeware and beyond the scope of the Master Plan. The Plan does not therefore, form a position on how the site will be developed in the future. However, it is expected that development will occur at this site in the future and the Master Plan recognises this by enhancing linkages between the site and the Village centre.

St Albans Community Centre

The St Albans Community Centre sustained considerable damage during the 2010-11 earthquake events and subsequent aftershocks, resulting in its demolition. Following the earthquakes, the Council has embarked on a Facilities Rebuild Programme to look at the future of the 1600 buildings it owns across the city. A decision regarding the future of the Community Centre will be made as part of this programme.

The Master Plan has been prepared on the assumption that any future replacement facility is not yet known. In the meantime, the Community Centre site is currently occupied by a transitional facility available for community use, sponsored by Lions International and managed by the Council.

Technical considerations

3.6 Infrastructure considerations

Stronger Christchurch Infrastructure Rebuild Team

The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) has initiated a large-scale work programme for repairing and rebuilding infrastructure damaged by the earthquake, including roads and Council-owned assets. SCIRT's role is to replace damaged infrastructure, including wastewater, stormwater and water pipes and roads, generally on a like-for-like basis, with the Council adding value to that work where possible.

The extent of earthquake damage caused to Edgware Road has made it necessary for several emergency, as well as permanent, repairs to be undertaken for the wastewater and stormwater systems.

The actions presented in this Master Plan have been developed on the basis that SCIRT works will be substantially complete prior to the implementation of the streetscape improvement works (Actions 1a-1f).



Flood risk

Edgware Village has historically been subject to periodic surface flooding. The centre is a known flood risk area. The Building Code contains requirements for minimum floor levels in this area to address issues of flood risk.

Flood events in the Village have become notably evident in recent years. The flood event in June 2013 was particularly severe, where floodwater was displaced from the road corridor and flooded pedestrian areas and low lying properties in the commercial centre, causing damage to businesses.

The increased frequency and severity of flooding can be partly attributed to earthquake damage caused to stormwater systems, which is being addressed by SCIRT works. Comprehensive modelling is also being undertaken to identify possible future flood mitigation measures. These may not necessarily eliminate all the risk.

The concepts presented in the Master Plan (in particular the streetscape works - actions 1a-1f) have been designed with these considerations in mind, so as to not exacerbate existing flood risk in the centre. The concepts presented in this Master Plan are however, indicative and the proposed design will need to be tested from a stormwater modelling perspective prior to the implementation of the Master Plan actions.



Figure 3d – Flooding in Colombo Street, Edgware Village.

Technical considerations

3.7 Information constraints

Implementation of this Master Plan will be further informed by any new information relating to:

- The major cycleway.
- Facilities rebuild.
- Outcomes of the District Plan Review process and Land Use Recovery Plan.
- Stormwater modelling.
- Medium and long-term population movement.
- Ongoing demolition/repair of commercial buildings.
- Applications for and decisions on consents.
- Bus route changes.
- Rate of Central City recovery.
- Natural hazard risks and impacts.

In response to this level of uncertainty, where possible, actions in the Master Plan have focused on building resilience in the business community, supporting capacity to adapt to changing conditions both now and in the future.

4. Community input

Built Environment

Thinking about:

- Areas that feel safe or unsafe
- Connections between shops and buildings
- Amenity - how the area looks
- Views
- Character of the centre
- Shelter
- Places to stop and rest
- Entrances
- Fragmentation/coherence
- Signage
- Street furniture and lighting
- Multi-use buildings
- Meeting places

What are the:

Strengths of Edgeware Village



Issues for Edgeware Village



Write your thoughts about the strengths and issues for Edgeware on the Post-it notes provided.
One issue or strength per note please.
Place your notes up on the posters provided.
If you agree with another note on the wall, show a thumbs up.



Edgeware Village Master Plan

Business & Economy

Thinking about:

- Mix of shops and businesses
- Size of the centre - too big or small
- Who owns the centre
- Services and amenities
- Streets and footpaths
- Accessibility to centre area
- Services spaces and buildings
- Streets and footpaths

What are the:

Strengths of Edgeware Village



Issues for Edgeware Village



Write your thoughts about the strengths and issues for Edgeware on the Post-it notes provided.
One issue or strength per note please.
Place your notes up on the posters provided.
If you agree with another note on the wall, show a thumbs up.



Community input

The development of this Master Plan and its vision, goals and actions, has been strongly influenced through community engagement with a range of stakeholders.

There have been three distinct phases of community input for the development of this Master Plan:

- 1 Research and information gathering.
- 2 Formal consultation on the Draft Master Plan.
- 3 Additional stakeholder engagement.

The initial phase of consultation was held in June 2012, where the Council held stakeholder workshops and public drop-in sessions to identify the concerns, aspirations and priorities for the Village. The sessions were attended by property and business owners, community groups, residents, Community Board members and agency representatives. More than 80 people participated (Figure 4a).

A summary of the feedback obtained is below. This input, along with various technical considerations, helped inform the preparation of the vision, goals and actions for the Master Plan. For further information on thoughts and ideas from the community, including a summary of the formal consultation results from March-April 2013, refer to Appendix Two.

Strengths

People told us they value Edgeware Village because:

- It has a strong pedestrian customer base and lots of foot traffic.
- Businesses are friendly and 'local'.
- It has a diverse range of shops.
- It is convenient and easy to access – easy to get to and easy to park.

Weaknesses

Common concerns that people raised about Edgeware Village included:

- A disconnect between the different areas of shops.
- The loss of community facilities and services, including the Community Centre and medical centre.
- Buildings and streetscape that are 'tired' and in need of refurbishment.
- The speed of traffic along Edgeware Road and the safety of the pedestrian crossing.
- Lack of recognition of tangata whenua and the many cultures of St Albans.

Opportunities

Stakeholders identified a number of things that could be improved, including:

- More public spaces and seating.
- More trees and planting and, where appropriate, inclusion of native species.
- A stronger pedestrian focus – a pedestrian core and good links between shopping areas.
- More cycle parking.
- A café and/or outdoor seating area.
- Improving the appearance of the 1064 Colombo Street carpark.



Figure 4a – Community drop-in session.

5. Vision and goals



Vision

Based on feedback from the community and key stakeholders and relevant technical considerations and expertise, the following vision has been developed to reflect the future aspirations for Edgeware Village.

Edgeware Village is a thriving shopping centre and community hub, at the heart of St Albans.

People enjoy visiting this attractive and compact centre, with its high quality, locally-owned shops and restaurants and its safe, high amenity, pedestrian-focused streets.

Edgeware Village is lively and enjoyable, reflecting its past cultural landscape and looking to its future, while caring for people and the environment.



Figure 5a – A vision for the future of Edgeware Village.

Goals

To achieve this vision, the following goals have been prepared. Each goal aligns with the five themes of integrated recovery planning.

Thriving businesses and a high-performing Village centre

Recovery theme: Economy and business

- A revitalised Village centre that supports convenience shopping in a high quality retail environment.
- A strong day and night, weekday and weekend economy.
- Successful businesses, trading on their 'friendly, local' attributes.
- A proactive and organised business group.
- A centre that has flexibility to accommodate a larger, full-service supermarket.
- A compact Village centre that reflects its 'neighbourhood' centre function; any commercial expansion occurs primarily within existing business zones.

Convenient, safe and accessible

Recovery theme: Movement

- A safe and accessible centre, with increased priority given to pedestrians and cyclists.
- A people-focused village heart that includes attractive public spaces and facilities for users to sit and rest.
- Carparking areas that are attractive, safe and well-distributed around the Village.
- Improving the accessibility of the Village to all users through increased walkability and use of design features.

High quality landscaped public space

Recovery theme: Natural environment

- A Village characterised by quality landscaping, incorporating indigenous planting and design elements that reflect past and present cultural relationships.
- Street trees, planting and street furniture that create a cohesive Village centre linking both public and private space.
- Appropriate low-impact design treatments for stormwater where possible.

Community heart

Recovery theme: Community wellbeing, culture and heritage

- The Village centre is a hub for social interaction and community development – there are places for people to meet and socialise.
- Community pride and ownership in the Village centre is evident.
- There is sufficient space and support for occasional markets and events.
- Strong connections are provided to nearby parks, places of education and worship, and the Central City.
- Village centre users can find information on community and business activities in the local area.

An attractive built environment

Recovery theme: Built environment

- Active frontages and pedestrian-scale buildings support a highly sociable street environment.
- Elements of the Village centre's European and Māori history are reflected in the buildings and streetscape.
- The Village centre develops a unique and distinct identity, appropriately reflecting the cultural landscape and community.

6. Actions



Actions

A range of actions has been identified to implement the vision and goals of this Master Plan.

These actions have been developed from community feedback, from the concept plans in 'Giving Edgeware the Edge' and following discussions with key landholders and technical experts.

These actions are explained in this section and are shown spatially in Figure (i) (Overall Concept Plan) of the Executive Summary. In brief, they comprise the following:

Improving the public realm

Recovery themes: Movement; Natural environment

- **Action 1** Streetscape and movement improvements
- **Action 2** Access and wayfinding improvements

Enhancing courtyards, laneways and off-street parking

Recovery themes: Movement; Economy and business; Built environment

- **Action 3** 1064 Colombo Street building and carpark improvements
- **Action 4** Monitor parking; investigate new off-street carpark, if required
- **Action 5** Edgeware Mall enhancements

Rebuilding earthquake-damaged sites

Recovery themes: Built environment; Economy and business

- **Action 6** Hardie & Thomson site redevelopment
- **Action 7** Consider a comprehensive development of the Northern Block
- **Action 8** Consider a reconfigured Brumby's/Peter Timbs development

Supporting future development concepts

Recovery themes: Built environment; Economy and business

- **Action 9** Explore future comprehensive development west of Colombo Street
- **Action 10** Explore future redevelopment and intensification of Edgeware Mall

Addressing long-term commercial demand

Recovery themes: Built Environment; Economy and business

- **Action 11** Monitor commercial demand and enable expansion/rezoning if required

Supporting business and community initiatives

Recovery themes: Economy and business; Community wellbeing; Built environment

- **Action 12** Support development of an Edgeware Village market
- **Action 13** Investigate new Edgeware Village events
- **Action 14** Develop transitional activities/beautification projects
- **Action 15** Improve building signage
- **Action 16** Retain Case Management service

Actions

Improving the public realm

The 'public realm' incorporates all areas held in public ownership through the Council; roads, footpaths and open space. Improvements to these areas can greatly improve the look and feel of the Village centre. The Council is primarily responsible for implementing actions in these areas. Funding has been secured through the current Three Year Plan for the implementation of Actions 1a-1f in 2015-2016 (refer to Implementation section for further information).

Action 1: Streetscape and movement improvements

This action responds to community aspirations for improved safety, accessibility and use of the streets. A high quality streetscape and movement network will be created to achieve a pedestrian-focused main street environment, without restricting vehicle access.

The key elements of the streetscape and movement plan for Edgeware Village are discussed on the following pages. Refer to Figure 6a for an overview of the proposed changes.



Figure 6a – Overview of streetscape changes for Edgeware Village.

Actions

1a: Develop a pedestrian priority environment and 'gateways' (entrance points)

In order to promote pedestrian priority and slow traffic, footpaths will be widened in the Village particularly along the south side of Edgeware Road. This will create shorter crossing distances for pedestrians and provide space for landscaping, seating and cycle parking.

Universal Design Principles (refer to glossary) will be incorporated, where relevant, as part of the implementation of this action, to create a pedestrian environment that is accessible and navigable for all users. The existing pedestrian crossing points in the centre will be retained and additional formal crossing points proposed. Scope for an additional crossing point to align with the major cycleway, as provisionally shown on the overall concept plan (Figure i) and Figure 6e, will also be considered. This will assist children crossing the road en route to school.



Figure 6b – View along Edgeware Road looking west, showing widened footpath and shorter crossing distances for pedestrians.

To slow traffic entering the Village centre, clear entrance points are proposed. A raised platform will be provided on Cornwall Street (Figure 6b), Colombo Street (Figure 6c) and Trafalgar Street (Figure 5a) on the approach to the Village. Landscaping and paving treatment will be provided on other approaches, to define 'gateways' (entrance points) into the Village.

The combination of these measures will create a slower environment for all users, while also defining areas where people can relax, linger and spend time.



Figure 6c – View north up Colombo Street showing the raised platform and landscaped 'gateway' to the Village.

Actions

1b: Incorporate major cycleway

A proposed major cycleway along Colombo Street and Trafalgar Street passes through the Village at the Colombo Street/Edgeware Road intersection (Figure 6d). The indicative route of the major cycleway is shown on the overall concept plan (Figure i) and Figure 6e.

Cycle signage will direct cyclists through the Village. This will indicate to cyclists that they are entering the Village and a pedestrian-focused space, where cyclists are requested to respect pedestrian priority.

The treatment of the cycleway, its alignment, materials and extent, will be determined through a detailed design process, prior to implementation. Illustrative examples of cycleway treatment are shown in Figure 6f.



Figure 6d – View west from the Edgeware Road/Colombo Street junction showing a route for cyclists across Edgeware Road and north along Trafalgar Street.



Figure 6f – Examples of cycleway treatment in Munich, Germany (top image) and Vancouver, Canada (bottom image).



Figure 6e – Indicative route of the major cycleway through Edgeware Village.

Actions

1c: Reconfigure parking and taxi arrangements

On-street parking will be reconfigured to enable footpath widening, the major cycleway and outdoor seating. There will be fewer spaces on parts of Edgeware Road and Colombo Street, offset by:

- Additional spaces on Colombo Street would be provided through the consolidation of existing bus stops (refer Action 1d).
- Potential future new spaces for off-street parking on private land (refer Actions 3, 6, 9 and 10).

The taxi stand will remain, slightly to the west of its current location on Edgeware Road, to support passenger transferability between buses and taxi services (Figure 6g).



Figure 6g – Proposed taxi rank on Edgeware Road. View looking east along Edgeware Road at the junction with Springfield Road.

1d: Consolidation of existing bus movements and improved transferability between services

Edgeware will retain its function as an interchange between bus routes to ensure that public transport remains accessible for all users.

Modifications will be sought to existing bus routes to reduce the number of large vehicles passing along the narrowed road corridor, particularly at the intersection of Colombo Street-Edgeware Road. The proposed changes will redirect buses via alternative roads in the north-south direction compared with the existing scenario.

Existing bus stops will be consolidated and better aligned, to provide for improved transferability between bus services in the centre and other transport modes.

Any decision regarding the alteration of existing bus routes and services will be the responsibility of Environment Canterbury. The City Council is responsible for bus stop placement.

A decision will be made between these parties prior to the implementation of the streetscape works under Actions 1a-1f of this Master Plan.



Figure 6h – Consolidation of existing bus stops and improved passenger transferability between services. View taken at Edgeware Road looking north-east towards Trafalgar Street and Northern Block.

Actions

1e: Install amenity planting

Street trees and ground cover planting in low planters will enhance the Edgware Village character (Figure 6i).

The criteria for selected plant species is:

- To provide interest and colour throughout the year.
- Be appropriate in size and scale for the Village.
- Allow clear unobstructed views for pedestrians, cyclists and motorists using the footpaths and roads.
- For trees to be deciduous, with a clear stem and well formed tree canopy.

An indicative palette of trees and groundcover, incorporating a mix of native and exotic species, is set out in Figure 6j.



Figure 6i – View east along Edgware Road, showing potential new landscaping.



Figure 6j – Indicative street tree and ground cover planting for Edgware Village.

Actions

1f: Install street furniture, cycle stands and lighting

Cycle stands and outdoor seating is proposed, creating interest and character and providing opportunities for people to stop and rest (Figure 6k).

The street furniture will build on existing features, such as the decorative bollards and reflect the 'timber' heritage of the Village (Figure 6l).

A sculpture or decorative element is also proposed, to provide interest and interactive elements for children to play (Figure 6m).

The existing community notice board will remain and space will be provided for an additional business/community information panel (Figure 6m). The amount and style of lighting will be enhanced to improve night-time safety and visibility.



Figure 6k – Potential new outdoor seating and cycle stands.



Figure 6l – Impressions of potential new street furniture, building on themes of timber and the existing 'shopping lady' bollards.

Actions



Figure 6m – Impressions of potential new street furniture (left), including community information panel, and potential sculpture (above), using the concept of the existing ‘shopping lady’ bollards and providing a fun, interactive element for children to play.

Actions

Improving the public realm

Action 2: Access and wayfinding improvements

This action seeks to provide strong links between the Village centre and the surrounding residential areas and community amenities, such as schools, parks and churches. It will help to develop the Village centre into a hub of community activity and encourage local users to walk or cycle to the Village centre.

There are two specific actions:

- Improve crossing points; and
- Install wayfinding signage.

2a: Access and wayfinding improvements (Sherborne Street and Springfield Road)

The Village is classed as a 'walkable centre' in the Christchurch Transport Strategic Plan. Pedestrian refuges will be investigated in the wider area for Sherborne Street (either mid-block or at the Canon Street intersection) and Springfield Road (south of the Springfield/Abberley/Edgware intersection) to assist pedestrians in walking safely to and from the Village centre.

2b: Install wayfinding signage

Although the Village centre is the community hub, there are other facilities in close proximity. Improvements to signage and wayfinding will help direct people to local amenities and will also reinforce the village atmosphere (Figure 6n).

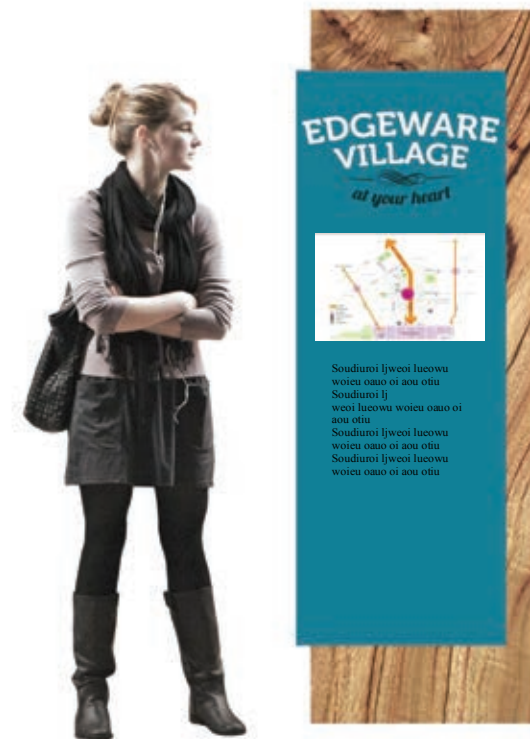


Figure 6n – Example of potential wayfinding signage.

Actions

Enhancing courtyards, laneways and off-street parking

These actions will encourage improved connections, support pedestrian movement and promote interesting and versatile spaces for people to enjoy, both day and night. Edgware is already well supported by takeaway and restaurant businesses, and there are opportunities to better serve customers and owners through reinforcing the amenity and access to these establishments.

These improvements occur on private property and will require landowner support and funding. The incentives for business and landowners include increased foot traffic and the potential creation of new or improved leasable spaces. The concepts presented have been developed by Council staff to provide property and business owners with ideas and a starting point for discussion. These actions are not requirements and there is no imperative to develop the sites as shown in the images presented on the following pages.

On-street parking areas in the core of the Village centre are proposed to be reduced and the current parking at the 1064 Colombo Street site is also proposed to have fewer parking spaces. Instead, there is an emphasis on greater provision of off-street parking in new developments.

All off-street parking areas should be safe for all users and have high quality surfacing, landscaping and lighting. These areas should be laid out efficiently and provide good access to shops, preferably from the rear of the site. Pockets of on-street parking provide for short-stay visits, while servicing and loading vehicles are encouraged to use off-street parking areas, where possible.

These actions also support business and community initiatives and events by providing spaces for landscaping for customers to pause and rest in sheltered areas and flexibility for markets and events (see Actions 12 and 13).

Action 3: 1064 Colombo Street building and carpark improvements

The 1064 Colombo Street carpark is currently dominated by pavement, with no landscaping to buffer the site from the street. There is no clear path from the street to the shops and, with two vehicle entry points, it is an unattractive area for pedestrians.

The 1064 Colombo Street carpark was highlighted during community workshops as having potential to become a focal point for the Village centre, with a 'town square' type market or green space area. This was also a key concept within the 'Giving Edgware the Edge' document. Better connections between this site and the redevelopment of the Hardie & Thomson site were also identified.

There are three components to this action:

- a. Promoting a connection through the 1064 Colombo Street building;
- b. Encouraging courtyard spaces; and
- c. Improving the layout and landscaping of the 1064 Colombo Street carpark.

Actions

3a: Promote north-south internal connections

The creation of an internal connection through the 1064 Colombo Street building (Figure 6o) will provide a link to a potential Hardie & Thomson site carpark (see Action 6). This could be a new laneway or utilise an existing rear exit point.



Figure 6o – An internal link through the 1064 Colombo Street building would improve integration between different parts of the Village centre and may encourage additional custom.

Actions

3b: Encourage outdoor courtyard spaces

A potential outdoor courtyard space has been identified on the 1064 Colombo Street site adjacent to the Peter Timbs site (Figure 6p). This sunny, sheltered corner could accommodate a 'kiosk'-type vendor. An active edge to this site could be achieved through the future redevelopment of the Peter Timbs shop. A further courtyard space in front of the 1064 Colombo Street shops would create opportunities for spill-out activity/outdoor dining (Figure 6q).



Figure 6p – Potential enlarged seating and pedestrian area on the northern side of the 1064 Colombo Street building.



Figure 6q – Potential new courtyard space between United Video and Peter Timbs.

Actions

3c: Improve layout and landscaping of the 1064 Colombo Street carpark

Landscaping is suggested between the carpark and the footpath, complementing the existing and proposed streetscape improvements. Parking is proposed to be reduced. This parking shortfall is proposed to be accommodated by creating new off-street parking areas elsewhere (see Actions 6a, 6b, 9 and 10).

Removing the vehicle access from the carpark onto Colombo Street will support the creation of an additional courtyard/spill-out space from the new corner bar, activating the Colombo Street frontage.



Figure 6r – View north-east of the carpark for the building at 1064 Colombo Street and possible new courtyard/spillout space.

Actions

Action 4: Monitor parking; investigate new off-street carpark, if required

Actions 3(a), (b) and (c) show how medium and longer-term site redevelopment can achieve more efficient use of land. Over time, it is expected that more carparking will be provided off-street as sites are redeveloped (refer to Actions 6a, 6b, 9 and 10). This would balance the proposed reduction in on-street parking to provide for additional pavement space, landscaping and cycle corridors required as part of the streetscape and movement improvements (Action 1c).

It is anticipated that by promoting pedestrian priority (refer Action 1) more people will be encouraged to walk, cycle and bus to the Village centre. Parking requirements in the operative (existing) City Plan may change as part of the District Plan Review process (refer to Section 3 - Technical considerations) to reflect a shift towards promoting alternative transport modes and reducing the dominance of parking areas.

However, this situation will be monitored. If necessary, the Council will investigate purchasing private property to off-set the loss of parking in the Village centre due to streetscape and private property enhancements. Such a property would need to be close to the Village centre and in a visible location. As identified in the Implementation Table (section 7), this is a medium-longer term action (0-10 years). No Council funding has been allocated for purchasing property for parking at this stage.

The visitor survey, undertaken by staff in April 2013 (set out in Appendix Three), provides a baseline for monitoring change to modal behaviours and parking demand in the Village centre over time.

Action 5: Edgware Mall enhancements

This action relates to the buildings known as Edgware Mall. These buildings have potential for improvement and updating. The pedestrian mall area could be rejuvenated to become an indoor dining/entertainment area and laneway. This would improve access between the rear carpark and Edgware Road and create some flexible spaces that could be used for markets or dining. There is potential to reinforce the gateway to the Village centre by enhancing the design of the corner to make it more inviting. This would involve relocating the Post Office boxes further along the building frontage.

There are two components to this action:

- a: Enhancing the existing indoor walkway through the mall; and
- b: Opening up the laneway between the mall and the Domino's building.

The combination of Actions 5a and 5b will greatly enhance the pedestrian connections between the mall carpark and Edgware Road and the overall Village centre. It will make the carpark area easier to find and improve its integration with the Village centre.



Figure 6s – A more creative design approach to the corner would reinforce the eastern gateway to the Village centre.

Actions

5a: Enhance indoor walkway

Rejuvenating the indoor walkway area through Edgware Mall would make the most of the existing day-lighting and create a new night-time spill-out space for the restaurants within this building, providing an enhanced linkage for pedestrians moving between the different parts of the centre.

The promotion of Universal Design Principles (accessibility for all users) will be encouraged in any future redesign of the mall.



Figure 6t – Edgware Mall – enhancement of the indoor walkway.
Top – Edgware Mall as existing.
Bottom – Ideas for rejuvenating the mall.

Actions

5b: Redevelop laneway between Mall and Domino's building

Opening up the laneway at 74 Edgeware Road (between the Edgeware Mall building and Domino's), provides an additional direct accessway for pedestrians moving between Edgeware Road and the Mall carpark to the south. It would provide an additional public space which could provide for spill-out space, outdoor dining and market stalls within a sheltered environment, adding greater vitality and interest to the Village centre. High quality paving and lighting of the space along the laneway will promote a safe route (Figures 6u, 6v and 6w).

The bins that are currently stored in this area would be relocated to an alternative storage area within the rear carpark.



Figure 6u – View north from the carpark to the rear of Edgeware Mall, looking towards the BP Connect service station.



Figure 6v and 6w – View south from Edgeware Road down a redeveloped laneway between Edgeware Mall and the Domino's building – daytime and night-time images.



Actions

Rebuilding earthquake-damaged sites

Making improvements through the rebuild of damaged structures presents the best opportunities for implementing the vision of this Master Plan.

The plans and drawings presented in this section of the Plan (Actions 6-10) are concepts only and have been developed to provide property owners with ideas and a starting point for discussion. There is no requirement for sites to be redeveloped in this way.

Action 6: Hardie & Thomson site redevelopment

The site located at 1062/1062A Colombo Street, to the southern extent of the Village centre, is referred to as the 'Hardie & Thomson site' (H&T site).

The H&T site is zoned B2 (Business 2), in the operative City Plan, to encourage uses which will support the compact commercial expansion and economic viability of the Village centre (refer also to Action 11).

Despite this zoning the site has been occupied for industrial activity, as a timber manufacturing business (Hardie & Thomson), for the past 100 years and it is likely that they would have existing use rights to continue with this use.

While the H&T business continues to operate from the site, most of the timber manufacturing has been relocated off-site, partly due to earthquake damage. The buildings at the H&T site suffered considerable damage; with some requiring demolition and others subject to possible repairs/rebuilding (refer Figure 2q).

The H&T site is also subject to complex ownership arrangements. This, together with the earthquake damage sustained, has caused there to be some uncertainty regarding the future redevelopment of the H&T site. No decision has been reached by the site owners as to whether, and how, the site may be redeveloped.

In view of these uncertainties, this Master Plan has been developed to show two possible redevelopment scenarios for the H&T site:

Action 6a - Hardie & Thomson redevelopment (retain the H&T business at the site).

Action 6b - Alternative mixed use redevelopment (redevelop the site for alternative uses aligned with its B2 zoning).

These scenarios are dependent upon whether the site is redeveloped in accordance with existing use rights (for industrial use) or for alternative uses. The second scenario shows a potential site layout for non-industrial uses, should a change occur in H&T's business aspirations or leasing arrangements.

These two scenarios are set out on the following pages.

Actions

6a – Hardie & Thomson redevelopment

Under this scenario the H&T business would be retained at the site.

The following initiatives would be sought for the site's redevelopment to facilitate improved design outcomes:

6a (i) Redevelop retail and sales buildings fronting Sherborne Street

The retail, storage and sales components of H&T are retained on the site. A one-way drive through from Colombo Street to Sherborne Street is indicated. An office area may be located on the eastern Sherborne Street frontage, where some new parking is identified (Figure 6x).

6a (ii) Integrate parking on Sherborne Street frontage with Edgeware Mall

Additional parking is created along the eastern edge of the Hardie & Thomson site (fronting Sherborne Street) as it is redeveloped. This would primarily service potential new commercial activity in this part of the H&T site. There is also scope to integrate a parking area here with the existing parking behind the Edgeware Mall building to create a more efficient layout. Improved landscaping and vehicle and pedestrian access between these sites is indicated (Figure 6x).



Figure 6x – View looking south-west across Sherborne Street to a Hardie & Thomson redevelopment, including potential integration with Edgeware Mall parking.

6a (iii) Rebuild Colombo Street shops, with parking to the rear

The shops on Colombo Street are rebuilt (Figure 6y). Two-storey development is encouraged along the street frontage, which could provide for a number of new retail units. Off-street parking would be provided to the rear, with a potential link through the 1064 Colombo Street building (refer Action 3a). If this form of development was proposed, small retail units (with windows and doors opening onto the street) are encouraged to create visual interest and activity.



Figure 6y – View north-east across Colombo Street to potential new shops on the Hardie & Thomson site.

Actions

6b: Alternative mixed use redevelopment

Under this scenario the H&T site would be redeveloped in accordance with anticipated B2 (Business 2) zone outcomes.

Commercial development only, or mixed use development (comprising commercial and residential – L3 uses) are permitted under the B2 rules in the operative City Plan.

For either commercial or mixed use activity the site would be redeveloped to respect the context in which it is situated (Figure 6z). Integration with the Village centre and surrounding residential uses is particularly important.

Key principles and opportunities to inform any redevelopment of the site are set out in Figure 6za. Improved integration with adjacent land uses is shown in enhanced pedestrian linkages, the consolidation of existing vehicle access points and the development of appropriately sized buildings on the site.

An indicative site layout plan, showing a possible configuration of buildings at the site and overarching design principles, is set out in Figure 6z. More detailed concept plans are shown in Figures 6za and 6zb.

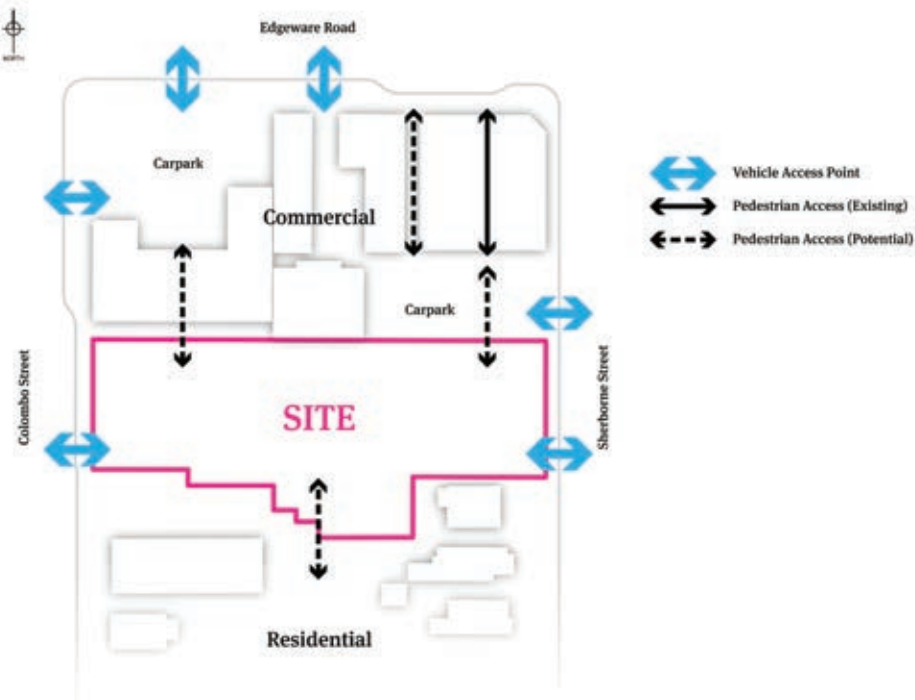


Figure 6z – H&T site redevelopment – site context plan.

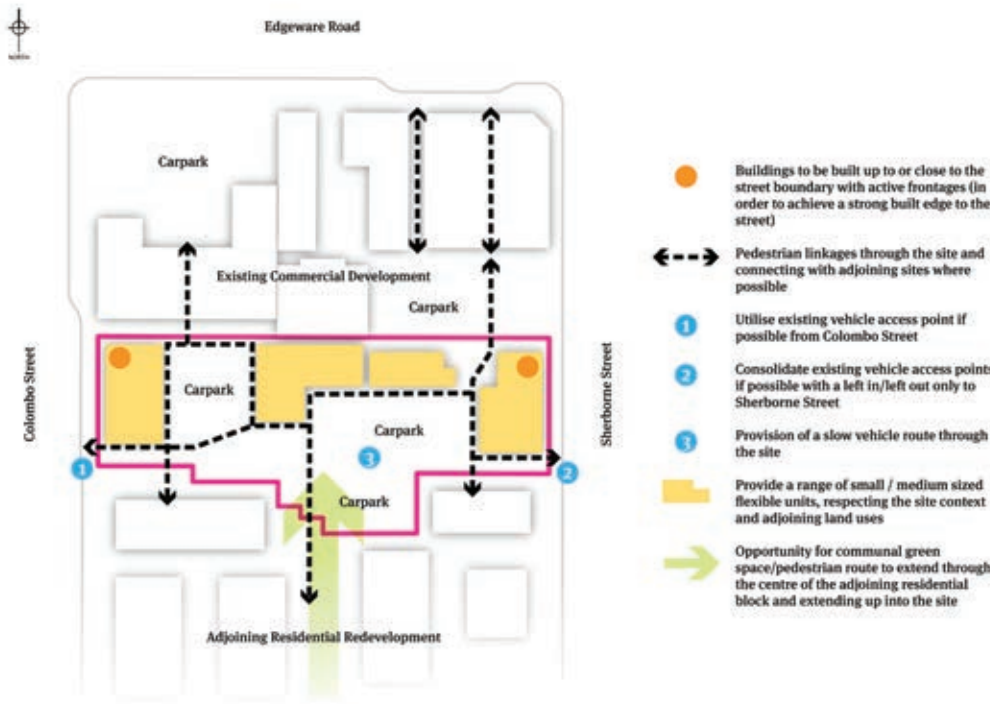
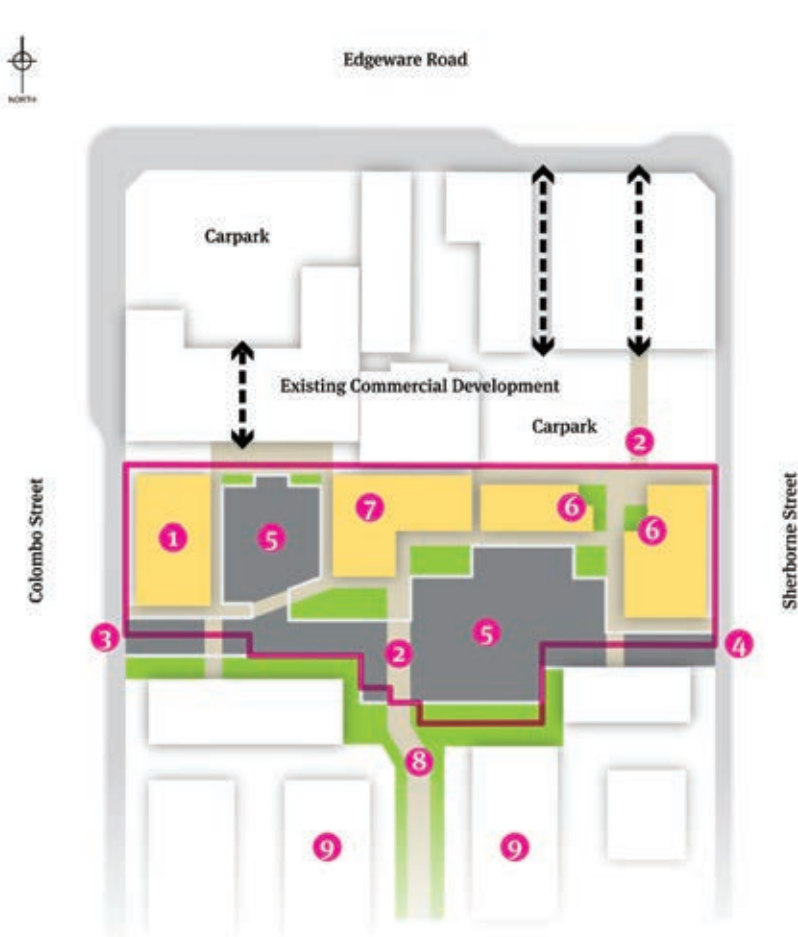


Figure 6za – H&T site redevelopment – site indicative concept plan.

Actions



- 1 Retail development built up to the street boundary, with offices or residential above and active and transparent frontage and front doors onto Colombo Street. The scale of development is to be responsive to the village scale and character.
- 2 Pedestrian/cycle connections between buildings, car parking areas and with adjoining sites to the north and south in promoting integration of development.
- 3 Vehicle access point to slow vehicle route internally through the site between Colombo and Sherborne streets, building on a shared space concept and integrated car parking.
- 4 Rationalised vehicle access points with a left in/left out only to Sherborne Street
- 5 Internalised car parking area as part of a shared space design.
- 6 Retail /commercial development around a courtyard and providing active and transparent frontages to both the street and car park areas. Building aligning with Sherbourne Street to be built up to or close to the street boundary. Scale of development to be responsive to the village scale and character.
- 7 Retail/community/cinema/residential development opportunity that builds on the economic and social vitality and viability of the centre and village character.
- 8 Opportunity for communal green space/pedestrian route to extend through the centre of the adjoining residential block and extending up into the site
- 9 Opportunity for integration of the site with future redevelopment of the adjoining residential area (eg. Medium density housing development with active frontages facing the adjoining commercial development and pedestrian through routes and a central communal green space)



Figure 6zb – Site development principles and examples of similar developments, showing active frontage, corner sites and laneways.

Actions

Action 7: Consider a comprehensive development of the Northern Block

The block to the north of Edgeware Road, encompassing the rebuilt supermarket, the currently vacant former Mitre 10 building and the site of the now demolished ProMed building includes a mix of property ownerships and development options. This is a dominant corner site and the former Mitre 10 building at the north end of Colombo Street can be seen from Bealey Avenue. It is important that buildings on these sites are designed to support these important qualities.

There is potential, theoretically, for the SuperValue to expand and take up much of this block to create a larger supermarket in the Village centre, as recommended in the economic assessment. However, sale and purchase or leasing agreements will be required to enable this to occur. To maintain a village feel, such a development would ideally be 'sleeved' by smaller format stores fronting onto Edgeware Road and Trafalgar Street.



Figure 6zc – View looking north-east across Edgeware Road of a potentially redeveloped Northern Block of shops, incorporating the existing SuperValue. This would allow for an expanded supermarket behind smaller store fronts.

Actions

Action 8: Consider a reconfigured Brumby's / Peter Timbs redevelopment

The site of the former Brumby's Bakery at 72 Edgeware Road is in the same ownership as the Peter Timbs Butchery and Delicatessen (70 Edgeware Road). The former Brumby's building could be replaced, or a permanent kiosk placed on the site to maintain a continuous shop frontage.

Figure 6zd sets out one potential redevelopment option for the site, but it is recognised that other options may be appropriate dependent upon Peter Timbs' business aspirations (i.e. there is potential to expand the Peter Timbs retail building instead). Under Figure 6zd a new building would be located on the site of the former Brumby's Bakery, with the front of the building aligning with the footpath edge and windows overlooking the street. The new building structure would require a modified accessway, together with a reconfigured parking area.



Figure 6zd – View south-east from Edgeware Road, showing a potentially expanded Peter Timbs building.

Actions

Supporting future development concepts

In addition to the identified earthquake-damaged buildings, this Master Plan recognises the potential of other, undamaged buildings/sites where there may be future opportunities for the replacement of building stock. This could occur at any time in the future.

These concepts are visionary and show opportunities to enhance the look and feel of the Village centre as the building stock is replaced.

Action 9: Explore future comprehensive development west of Colombo Street

Any future redevelopment of this block of shops could, potentially, incorporate the adjoining two-storey villa at 1063 Colombo Street and the Scottish Society Hall to create a community/medical or retail/office/cafe precinct. A building of up to two storeys could be accommodated on the corner site, with design elements that acknowledge and reinforce the key Edgware Road / Colombo Street corner, and parking at the rear. A coordinated effort would be required between landowners to develop this concept as these sites are currently in separate ownership.



Figure 6ze – 3D and plan view of a potential future development for the block of shops south-west of the Edgware Road/Colombo Street intersection, once the current building stock requires renewal.

Actions

Action 10: Explore future redevelopment and intensification of Edgware Mall

This site sits on an important corner and has the long-term potential to be developed into a landmark building. This could potentially be done by integrating with buildings on the Peter Timbs site at 70 Edgware Road. A building of up to three storeys would anchor this prominent corner and create a gateway to Edgware Village. This could provide additional space for parking at the rear of the site.



Figure 6zf – 3D and plan view of a potential future development for Edgware Mall once the current building stock requires renewal.



Actions

Addressing long-term commercial demand

Action 11: Monitor commercial demand and enable expansion/ rezoning if required beyond the business zone

To support a compact, successful neighbourhood centre, any commercial expansion should occur primarily within the business zone boundaries.

However, limited expansion of the Village centre may be appropriate, dependent upon whether the supermarket can expand within the current business zone and the degree to which the Hardie & Thomson site continues to be used for industrial-type activity.

If the Hardie & Thomson site becomes fully available for commercial activity this will ease pressure for the commercial expansion of the Village centre. However, given the uncertainty as to whether the Hardie & Thomson business will be retained on the site (refer Action 6 for discussion regarding the future of this site), it is recognised that the site may not come forward for commercial activity in the foreseeable future. In this case, additional zoning for business activity may be required to support the commercial needs of the Village centre.

Additional zoning would take the form of either:

- A larger supermarket on the edge of the current centre, if the existing SuperValue store is unable to expand onto neighbouring properties over time; or
- Small format stores if the SuperValue expands and displaces smaller format commercial activity.

If either scenario was to eventuate then rezoning of the Hardie & Thomson site for industrial activity may be required to avoid an oversupply of commercial zoning in the Village centre.

In principle, new commercial activity should be discouraged from 'leap-frogging' the more industrial Hardie & Thomson site, and the provisions of the operative City Plan support this.

It is preferable that any expansion of the Village centre supports a compact form (focused around the Edgware Road / Colombo Street intersection), rather than a 'spread-out', disconnected centre. A flexible, case-by-case approach to commercial expansion is recommended for any applications to expand the Village centre, whether through rezoning or resource consent.

Actions

Supporting business and community initiatives

A business association has been established in Edgeware, with support from Recover Canterbury. The Edgeware Business Association's initial objectives have been to establish an 'Edgeware Village' brand and to coordinate marketing material. The St Albans Residents Association has also identified the 'Beautification of Edgeware Village' as one of the top 20 priorities for the St Albans suburb. This reflects a willingness of the wider community to be involved in improving the look and feel of the Village centre.

Through public feedback in June 2012 and the subsequent design process, a number of ideas have been put forward to help businesses and residents reconnect with Edgeware Village. These ideas have been identified as individual actions.

Action 12: Support development of an Edgeware Village market

A regular market, held in a central location such as the 1064 Colombo Street carpark, could broaden the Village's appeal to a wider audience. The size and theme of the market can be set by business and community leaders. Ideally, the market would sell products that are complementary to the Edgeware Village brand and would not compete with existing businesses. A regular market may require a resource consent to establish, with the provision of parking space being one of the key matters that may need to be resolved.



Figure 6zg – Colombia Road flower market (London).



Action 13: Investigate new Edgeware Village centre events

A successful 'Christmas@Edgeware' event was held in December 2011 to help promote the Village centre as a local Christmas shopping destination. Similar events could be held on an annual or more regular basis. There is potential, with the appropriate permissions in place, to temporarily close the 1064 Colombo Street carpark, or part of Colombo Street, to create additional spill-out and entertainment space.



Figures 6zh – Poster advertising a Christmas@Edgeware event in 2011.

Actions

Action 14: Develop transitional activities/beautification projects

Temporary or ‘transitional’ development is a way for the Council and the community to reinvigorate vacant space, to explore and test ideas to draw activity and business into Edgware Village. Transitional projects (such as those facilitated by Greening the Rubble or Gap Filler) can be entirely community-led or can involve a collaborative partnership between the community and other agencies, such as the Council.

Beautification projects involve adding interest to existing buildings and sites through, for example, landscaping and planting, lighting or artwork. Such projects can be on private or public property and may be permanent or transitional until construction of the streetscape improvements occurs.

Examples of potential transitional activities and/or beautification projects include:

- Lighting the large ash tree on the SuperValue site.
- Feature lighting – indoor and outdoor.
- Hanging plants or creating planted ‘green walls’ on blank facades.
- Art work or creation of a feature wall along the blank, western boundary of the 1064 Colombo Street building.
- Art works (signage, photographs and/or narratives) that reflect the history of the area.
- Temporary planters, seating and lighting on vacant sites and around carparks.

Other potential projects may be revealed in future discussions. These projects will be most successful when they are driven by a collaborative approach by the community, property and business owners and the Council.



Figure 6zi – Examples of ways to add interest and colour to the centre.

Actions

Action 15: Improve building signage

The cumulative visual and physical clutter created by individual business signboards and banners makes it difficult for pedestrians to move around the Village centre. To support pedestrian priority and improve the amenity of the Village centre, a coordinated approach to business signage is encouraged.

Signs are important to the Village's commercial activity. They communicate information, add vitality and provide a sense of direction. However, poorly designed or inappropriately located signs can detract from the surrounding architecture and undermine the quality of the streetscape and public realm. In addition, too many signs can create visual clutter and this can reduce their effectiveness. Overall, signage should be consistent in scale, form, materials, colour and design with the architectural form of the building and add to the character of the Village.

Key signage principles for Edgware Village are set out in Figure 6zj as follows:

Scale and location of signs

- 1 Signs should be designed in **scale with the building/site** to which they are located, i.e. the dimensions of the building and its façade elements.
- 2 They should **integrate well** and not obscure or visually dominate any architectural features of the building or site.
- 3 When attached to buildings, signs should generally be **aligned with key facade elements** such as verandas, windows, cornice lines etc. This will ensure that the important elements that give the building its character remain the dominant feature of the façade.

Visual obtrusiveness

- 4 If signs are to project out from the face of the building they should **sit as close to the building** as possible in order to avoid obstructing views along the street.

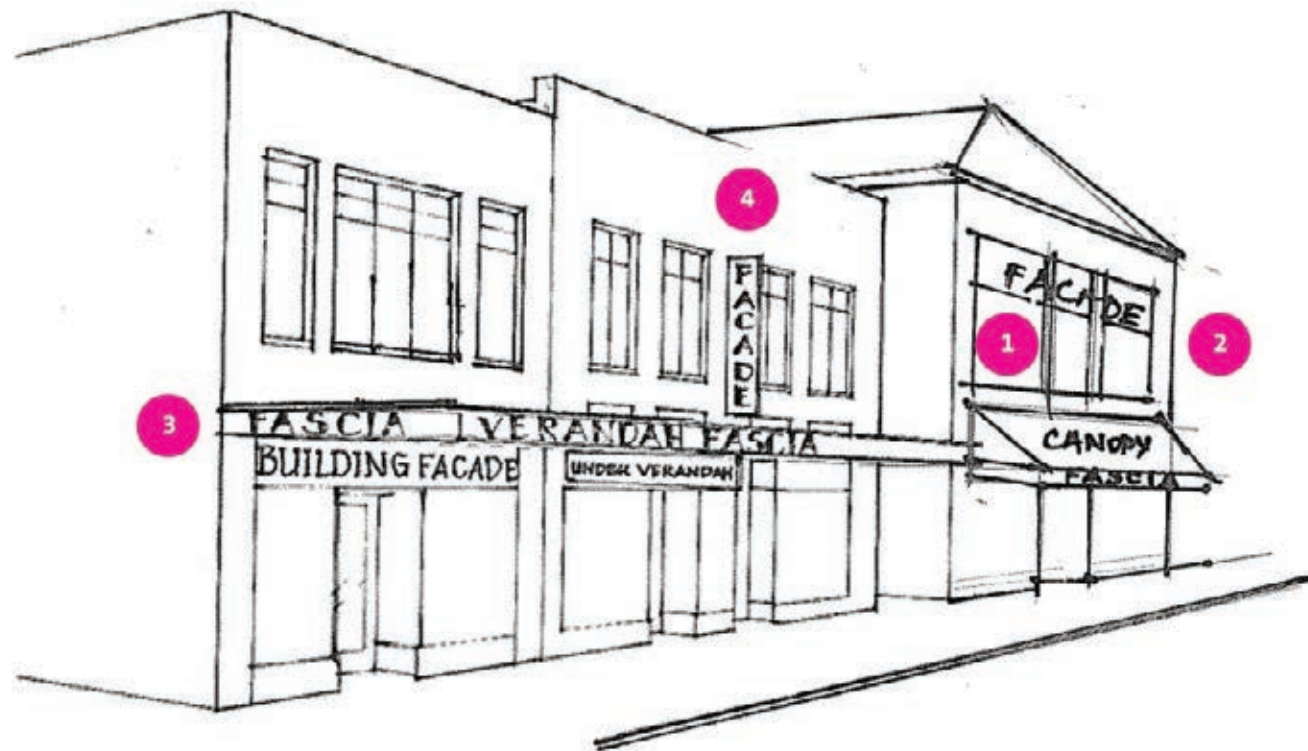


Figure 6zj– Locating signage in a way that is sympathetic to the building design.

Actions

Other key signage principles include:

Relationship to surrounding context

Given the scale and character of the Village, smaller signage will enhance the pedestrian experience. Integrating free-standing signs with their context will help to minimise the disruption or visual dominance they will have on the Village setting and public realm spaces.

Visual clutter

Signage should be considered at the outset when buildings are designed and the number of signs kept to a minimum. Signs for more than one tenancy should be integrated and a uniform design adopted.

Design quality

Signage should be visually interesting and exhibit a high level of design detail and graphic detail (materials, detailing, construction, and lighting).

Illumination

If illumination is required, it should be used sensitively and must not be detrimental to the character of the building or streetscape. Internal illumination or downward pointing lighting is preferred. Avoid using intermittent or flashing lighting because of the potential to distract motorists and to be unjustifiably visually dominant.



Figure 6zk – Example images of quality signage (left and above) that is well integrated with the building design.

Actions

Action 16: Retain Case Management service

The Council provides a Case Management service to help businesses and commercial property owners to work through rebuild options and to navigate through the Council's (resource and building) consent processes. In Edgeware Village, Case Management has also included working with business owners to support the recovery of the Village as a whole, for example through the provision of information and discussions with business owners.

It is proposed that this service will continue after the Master Plan is adopted, to support the range of projects being undertaken in Edgeware Village by the Council, businesses and the community.



Figure 6z1 – Suburban Centres Programme brochure for Case Management services.

7. Implementation



Implementation

‘Implementation’ is the means by which a vision becomes reality. An Implementation Plan has been prepared to set out how the projects identified in this Master Plan will be realised.

Time frames

Implementation of the Edgeware Village Master Plan will take time. The time frames for implementing projects are difficult to predict. 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’ where possible to boost confidence and create a sense of momentum in the recovery of the Village centre.

Some of the proposed actions will require funding to be secured (private and/or public). Some will require further investigation and more cooperation between stakeholders. For Council-led actions, more detailed design work may be required and consultation undertaken with affected parties.

Due to the uncertainty regarding funding and timing, the Implementation Plan should be considered a work in progress, subject to regular review.

Lead and partner

For its recovery and future development, the Village centre relies not just on the Council but on many different parties – residents, community groups, property owners, businesses and other agencies, working together. Responsibilities for lead and partner have been identified in the Implementation Table for each action.

Council cost

Funding has been secured in the Christchurch City Three Year Plan 2013-16 for the capital works set out in Actions 1a-1f (inclusive) of the Master Plan.

The approximate costs to the Council have been identified in the Implementation Table. These costs are preliminary estimates only.

Implementation

Action		Time frame	Lead	Support	Council cost?
Improving the public realm					
1a to 1f	Streetscape and movement improvements	1–3 years	Council	Community	\$2.8 million, Capex and Opex
2a	Improve crossing points (Sherborne Street and Springfield Road)	1–4 years	Council	Community	Capex and Opex
2b	Install wayfinding signage	4–6 years	Council	Community	Capex and Opex
Enhancing courtyards, laneways and off-street parking					
1064 Colombo Street building and carpark					
3a	Promote north-south internal connections	0–10 years	Private landowner	Council	Opex only
3b	Encourage outdoor courtyard spaces				
3c	Improve layout and landscaping of the 1064 Colombo Street carpark				
4	Monitor parking, investigate new off-street carpark if required	0–10 years	Council	Business community	Opex only
Edgware Mall enhancements					
5a	Enhance indoor walkway	0–10 years	Private landowner	Council	Opex only
5b	Redevelop laneway between Mall and Domino's building				
Rebuilding earthquake-damaged sites					
Hardie & Thomson site redevelopment					
6a	Hardie & Thomson redevelopment	0–3 years	Private landowner	Council	Opex only
6b	Alternative mixed use redevelopment				
7	Consider a comprehensive development of the Northern Block	0–3 years	Private landowner	Council	Opex only
8	Consider a reconfigured Brumby's/ Timbs redevelopment	0–3 years	Private landowner	Council	Opex only

Action		Time frame	Lead	Support	Council cost?
Supporting future development concepts					
9	Explore future comprehensive development west of Colombo Street	0–20 years	Private landowner / business community	Council	Opex only
10	Explore future redevelopment and intensification of Edgware Mall	4–6 years	Private landowner / business community	Council	Opex only
Addressing long-term commercial demand					
11	Monitor commercial demand and enable expansion/rezoning if required beyond the business zone	0–10 years	Council	Business community	Opex only
Supporting business and community initiatives					
12	Support development of an Edgware Village market	0–3 years	Business community/ community	Council	Opex only
13	Investigate new Edgware Village events	0–3 years	Business community/ community	Council	Opex only
14	Develop transitional activities / beautification projects	0–3 years	Business community/ community/Council	Community groups	Opex only
15	Improve building signage	0–3 years	Business	Council	Opex only
16	Retain Case Management service	0–3 years	Council		Opex only

For Council costs:

Opex = operational budget (principally staff or consultant time)

Capex = capital budget (e.g. installing new built infrastructure)

NB: Actions 1a-1f (Streetscape and movement improvements) is the only project funded through the Council's 2013-2016 Three Year Plan. The proposed timing for implementation is 2015-2016 and the amount budgeted is \$2.8 million.

All other projects will be considered for funding as part of the Long Term Plan process.

8. Appendices



Appendix One

Edgware Village centre economic assessment (summary)

Property Economics Ltd was engaged by the Christchurch City Council to assess Edgware Village centre from a retail and commercial market perspective. This assessment included considering projected population growth and the long-term outlook for retail and commercial activity.

A summary of this assessment is provided below. Table and figure numbering in this appendix has been taken directly from the Property Economics Report, to enable ease of reference to the full report.

The focus of the economic assessment is the B1/B2 Zone land at Edgware Village centre. This area includes the large Hardie & Thomson timber manufacturing and retail site. While this operation continues in Edgware Village centre it restricts this part of B2-zoned land from being developed for other commercial activities.

Household growth

The Village centre has an estimated residential catchment of around 12,250 people, comprising around 5800 households. This catchment is projected to increase by around 2000 people and 1500 dwellings by 2031. This growth is not considered significant in terms of implications for retail centre demand.¹

Retail expenditure and floorspace projections

The majority of the retail offer in the Village centre is 'convenience retailing'². Edgware Village's role and function does not cater for a significant level of higher order fashion, furniture, appliance and department store retailing. Retail expenditure forecasts, including supermarket retailing, have been based on the population and household growth projections and the Property Economics Retail Expenditure Model.³

Table 2 illustrates the total supermarket and convenience retail expenditure generated in the identified catchment (in 2012 dollars) and the resulting level of sustainable retail floorspace and GFA.⁴

¹ The household and population forecasts factor in earthquake damage, relocations and revised (post-earthquake) growth patterns across the city.

² Convenience retailing can be generally defined as stores used for quick stop and frequently required shopping, used primarily due to their close proximity to the customer.

³ This is the level of floorspace proportional to an area's retainable retail expenditure, that is likely to result in appropriate quality and offer in the retail environment. This does not necessarily mean the 'breakeven' point for retailers but a level of productivity that allows retail stores to trade profitably and provide a good quality retail environment.

Convenience Retailing	2012	2016	2021	2026	2031
Retail Expenditure (\$m)	\$25	\$27	\$29	\$32	\$36
Sustainable Net Floorspace (sqm)	2,773	2,982	3,229	3,582	3,981
Sustainable GFA (sqm)	3,961	4,260	4,613	5,117	5,687

Supermarket Retailing	2012	2016	2021	2026	2031
Retail Expenditure (\$m)	\$46	\$49	\$53	\$58	\$64
Sustainable Net Floorspace (sqm)	3,672	3,930	4,226	4,649	5,118
Sustainable GFA (sqm)	5,245	5,614	6,037	6,641	7,312

Table 2: Retail expenditure and sustainable floorspace projections.

The level of supermarket expenditure indicates that only one large format supermarket can be sustained in Edgware Village and its catchment out to 2031; given that the surrounding supermarket network also attracts some of the supermarket retail spend.

Retail supply

A retail audit of Edgware Village was undertaken in June 2012, which showed that the Village centre was running at about 50 per cent capacity of its pre-earthquake condition (since then, the SuperValue supermarket has re-opened). About a third of the retail stores operate as either 'food retailing' or 'food and beverage services' and cover about half of all retail GFA within Edgware Village centre. The supermarket is not a full department supermarket but a smaller store that caters for the local community's top up shopping requirements.

There is a very limited range of retail activity, with no retail offer in the large format retail (LFR) sectors. This is not unusual for convenience-orientated centres and is in fact desirable for such centres to play their role and function successfully in the market. However, it is the quality of offer, accessibility, parking, environment and range that differentiates convenience centres – the higher the quality, the higher the performance and viability generally.

Post-earthquake reinvestment and redevelopment will improve the quality and amenity of the Village centre.

⁴ Gross Floor Area (GFA) includes space used for storage, staff rooms, offices and toilets etc. Net floorspace demand has been estimated by applying sustainable retail sales productivity rates to forecast retail expenditure on a sector by sector basis.

Appendix One

Retail supply versus demand

Supermarket: With two supermarkets nearby in Merivale and Richmond, it is estimated that there would be a natural net leakage of around 50 per cent of supermarket expenditure if a large format supermarket was developed in the Edgeware catchment. It is estimated a supermarket of around 3500-4000 square metres could be sustained by the market over the long-term.

Other convenience retail: Given that residents also spend money at other commercial centres, there is currently a relatively high level of retail supply in Edgeware Village centre (3500 square metres GFA) compared with demand (4000 square metres GFA). This situation typically results in lower quality/tired retail environments that experiences limited re-investment back into the built form, store quality and the public realm relative to other centres in the market, and therefore the shopping experience diminishes over time.

Land requirements: In addition to retail activity, most centres also contain a number of localised commercial services (i.e. non-retail commercial activity) such as medical practitioners, estate agents, accountants and lawyers.

Table 5 shows the estimated appropriate retail and commercial land area⁵ for the catchment, based on what it can realistically sustain as the market grows and taking into account legitimate retail spending elsewhere (leakage). The land requirements include areas such as carparks, landscaping and walkways and therefore is a gross land requirement. It is also assumed that all retail and commercial activity will be single storey.

Any land requirement for community facilities would be additional to the figures in Table 5.

	2012	2016	2021	2026	2031
Supermarket Land Area (sqm)	1,836	1,965	2,113	2,325	2,559
Convenience Retailing Land Area (sqm)	3,961	4,260	4,613	5,117	5,687
Commercial Land Area	2,319	2,490	2,690	2,977	3,298
Total Land Area (ha)	0.81	0.87	0.94	1.04	1.15
Total Incl. LFR Supermarket (ha)	1.63	1.67	1.73	1.81	1.90

Table 5: Edgeware Appropriate Land Requirements.

⁵ The commercial land area calculation is based on assuming a typical 30 per cent proportion of commercial to retail activity within the centre and 50 per cent GFA to land area ratio.

The supermarket land area (top row) reflects the SuperValue store in Edgeware at present. However, if a large format supermarket is developed, then the bottom row of the table should be used to determine land requirements.

Property Economics recommend using a 2.0 hectares (rounded) figure when planning to meet future commercial requirements. There is currently around 1.3 hectares of B1/B2 zoned land in Edgeware Village, excluding the BP Connect service station (which would take it to 1.7 hectares).

Conclusions

Property Economics⁶ recommends that the role and function of Edgeware Village should remain the same as it is currently. Its long-term position as a supermarket-based convenience centre is the most appropriate and improvements in its efficiency and amenity will help it to better service this market.

Rezoning additional land to support the expansion of the Village centre is considered unnecessary over the foreseeable future unless:

- the Hardie & Thomson site does not become available for commercial development in the future; or
- there is a desire for a larger supermarket or community facilities within the Village centre.

Developing additional retail space will only dilute the existing provision by spreading the activity over a wider area should the Hardie & Thomson and BP Connect service station sites become available for development. This would create an inefficient outcome from an economic and urban form perspective, and weaken the Village centre as a whole.

Therefore, forward planning for Edgeware Village centre requires a balancing of 'risk' in determining:

- a. whether the BP Connect service station and Hardie & Thomson site are likely to become available for commercial development in the foreseeable future to enable Edgeware Village to expand and meet the future convenience requirements of the community; or
- b. whether rezoning of additional business land (possibly via expansion into the L3 zone) is required for commercial development on the basis the BP Connect service station and the Hardie & Thomson sites are 'unavailable'.

The market would be unable to sustain a quality offer and environment if both were pursued for development.

⁶ Reference to original report: Property Economics (2012). Edgeware Village Economic Assessment. Prepared for Christchurch City Council.

Appendix Two

Consultation feedback

Summary of feedback received from community consultation:

- Phase 1 – Research and information gathering (June 2012)
- Phase 2 – Formal consultation on the draft Master Plan (March-April 2013)

Phase 1 – Research and information gathering

Feedback received from public consultation workshops and drop-in sessions (summary) included:

Strengths

- The village atmosphere
- Sense of community
- Inclusive and friendly community comprising a good mix of people
- Good variety of local shops catering for a range of age groups – good mix of core businesses
- Convenient, accessible, popular shops which trade well
- Strong business community
- Sustainable businesses
- Diverse shops and many small local businesses rather than a large overpowering mall
- Authentic, eclectic and intimate
- Friendly staff working in the shops – good service and personable
- Local/family/owner-operated businesses – customer focused and committed to the local area and local residents
- Established businesses
- Support for specialist shops – butcher, greengrocer and baker draw people into the area
- New supermarket widely supported. Acts as an anchor benefitting the whole area. The design of the building is also admired as it reflects the shape of the former theatre
- Night time activity with restaurants
- Small mall – a destination for business
- Large residential population surrounding the centre and large pedestrian customer base – strong local catchment
- Two flows of customers – daytime and evening shoppers on their way home from the Central City
- Mixed demographic – lower to higher income customers
- Rebuild – opportunity for expanded customer base
- Good location. Proximity to the Central City and located on a major traffic corridor – scope to make Edgware a shopping destination beyond the immediate local catchment
- Potential for bigger business area
- Good-sized centre, small enough to feel personable
- Centre feels safe – lots of people around
- Support for the existing layout and the concentration of shops facing one another
- Low-rise
- High density existing form
- Infilling – good for business
- Easy access
- Accessible by bus and car
- Sherborne Street/Cranford Street provide easy in/out access
- Good/easy parking, can always get a parking space
- Bus services are essential
- A walkable catchment – easy/convenient to walk to
- High pedestrian footfall and flow
- Interesting layout
- Diverse sport and recreational areas
- Good accessibility to English Park which is well used
- Space retained for Edgware Swimming Pool
- Pleasant community gardens
- Support for Edgware Village Green and the team of volunteer gardeners
- Great new community space donated by the Lions
- Edgware Bowling Club (103 years) and Croquet Club (94 years) – provide companionship and help to promote community wellbeing
- Scottish Society Hall is a good community asset
- Strong community organisation
- St Albans Community Centre provided a meeting space and internet access
- Good number of local doctors and medical facilities
- Accessible public toilet within the supermarket
- Disability awareness exists in the local community
- Planted oak barrels in and around the shopping centre are attractive and well cared for and soften the surrounding streetscape. More please!
- Landscaping at pedestrian crossing and in SuperValue carpark
- Established trees and shrubs
- Continue opening St Albans creek as per the 2000 Neighbourhood Plan
- Provide more activities such as the 2011 *Christmas at Edgware event*
- Make a feature of Kidsfirst kindergarten on Cornwall Street

Appendix Two

Issues

Economy and business

- Support independent shops
- Provide more and a broader variety of shops
- Café needed
- Provide a trendy café and outdoor seating area
- Provide more places to have coffee – out in the sun
- Get rid of bar 1066 and the TAB. Replace with a café
- Provide more shops (independent shops)
- Resurrect the bakery
- Have an electrical shop, café, op-shop and reintroduce the medical centre
- Better business use of the timber yard for local business needs
- Use part/all of Hardie & Thomson site as a ‘restart’ site for retail shops – small, concise units and cheap rent
- Saturday St Albans market has been lost. Relocate to Trafalgar Street (Edgeware Village Green site)
- Rezone Colombo St/Sherborne St/Edgeware Road/Canon Street as commercial to encourage development of the site, increase the value of the land and encourage Hardie & Thomson to move elsewhere
- Provide a boutique cinema, possibly aligned with the library
- Edgeware not seen as a place to relax – people usually stop to grab some quick food.
- Lack of visibility for the centre from key connectors and from elsewhere – i.e. from Bealey Ave
- Part of St Albans, not just Edgeware Village
- Provide a business map with different languages, including sign language

- Strong marketing of Edgeware, especially when football park has games on
- Stress the local in planning and marketing
- Edgeware as ‘your local marketplace’. The local place to shop – support local businesses meet other locals where businesses have an interest in the community
- Reinstate English Park market – expand it to include a proper Farmers' market
- Provide business incentives for sustainable buildings using solar energy etc as much as possible
- Sad to lose hardware store – hope it’s not permanent

Built environment

- Streetscape is unattractive – looks down at heel. Tidy it up!
- Buildings are untidy/unattractive
- Lots of ugly buildings. Encourage suitable design principles
- Tired, in need of an uplift/needs refreshing
- Does not have a village identity with similar style of buildings
- Provide cohesively planned buildings to create an attractive shopping precinct
- Provide a softer streetscape
- Rebuilding – an opportunity to enhance the centre and address tiredness
- The village is broken into 4 commercial areas – Kiwishop mall, KBs mall, supermarket block and chemist. Disconnection between shops makes it difficult to get around. Unite these blocks
- Edgeware needs a village feel. Provide a huge green area where the current carpark is used by TAB. This area should be made green for families/the communities to gather. It will also increase safety for the elderly/families etc

- Lack of good open space
- Lack of seating, no communal area / public spaces to sit around
- Provide more outdoor seating, e.g. associated with a café
- Small courtyards can be better used – as a meeting place
- More meeting places required at the front, not the back of the centre
- Provide a pedestrian precinct
- Hardie & Thomson merchant premises are an eyesore
- Make Building 1066 carpark the heart of the community – no cars just an area developed for people to commune/to contemplate etc
- Extend Geraldine Street
- Provide local history plaques
- St Albans Coptic Church are selling land
- Poor/lack of signage
- Better branding/visibility for Edgeware Village
- Would like to see a village map on a central notice board on the village green noting places of interest/public toilets/key shops etc
- Flooding – Scottish Hall carpark has flooded into bookshop
- Improve lighting and provide more lighting around the shops
- Increase safety – security cameras?
- Dirty coloured pavers – clean-up. Provide new paving to footpaths, beautification
- Public toilets needed
- Provide dog-friendly areas and dog excrement bins
- Extend Living 3 residential zone to increase population density around the centre

Appendix Two

Issues

Movement

- High volume of traffic. Congested access to centre
- Conflict between cars and other transport means
- Traffic is too fast – needs to be calmed, enforce speed limits. Slow down traffic on Edgeware Road from Sherborne Street - Caledonian Road through road humps
- Traffic speed – Needs to be a ‘slow zone’. Impose a 20k/h speed limit between Caledonian Road and Cranford Street and down Colombo Street to Canon Street
- Allow for good pedestrian circulation
- Need to provide safe linkages for traffic, cyclists and pedestrians
- Ability to slow traffic away through improving streetscape/ carpark area
- Turn Edgeware Road from Springfield Road to Hills Road into a pedestrian/cycleway friendly boulevard. The grass verges can be turned into a combined pedestrian/cycleway with intermittent planting of trees, planters and greenery
- Too car and parking focused – needs an enhanced pedestrian feel
- Provide stronger pedestrian links throughout the centre
- Provide a strong/green-focused pedestrian core
- Concern for pedestrian safety. Make pedestrian access easy and friendly – make Edgeware a pleasant place to be a pedestrian
- Redirect the existing bus route through Colombo Street through Sherborne Street allowing a pedestrian precinct in the T section of Colombo/Edgeware area
- Difficult to get people to visit the centre due to difficulties getting there
- Way finding to Edgeware – e.g. from Bealey Avenue – is not good.
- Difficult pedestrian access – crossing the road and walking through the carpark
- Edgeware is hidden away (hidden treasure)
- Pedestrian refuge islands badly needed on Cranford Street. No safe crossing points for two blocks. Need safe crossing points – islands
- Pedestrian crossing by SuperValue is dangerous. Not safe for the elderly or children
- Safer access required for disabled persons
- Increase safety of pedestrian refuge island at north end of Colombo
- Road crossings leave a lot to be desired
- Provide kerbs and pathways for pedestrians and scoot mobiles which are safe
- Flashing, highly visible, innovative signage required to alert people that there are school children crossing prior to 9am and after 3pm. Cranford Street crossing is a tragedy waiting to happen. Please act NOW
- Provide a flashing pedestrian crossing for crossing between the shopping centre and the supermarket. Or one-way street only to stem the flow of traffic in that area
- At the 'T' section of Colombo/Edgeware – put humps across Edgeware Road at Caledonian Road/Sherborne Road/Colombo Street. Create a narrow two-way traffic flow (common in Europe), make pedestrian and cycle-ways a priority. Slow traffic down across Edgeware Road and increase the safety of pedestrians
- Balancing act – need to assist pedestrian and cycle safety from Hills Road through the village without losing any street parking
- Large buses pass through the village centre
- Poor public transport connections. Retain bus services to allow easy travel to town
- Allow the route 14 bus to run more regularly
- Bus stop – needs to be well lit and positioned to discourage loutish behaviour
- Buses Colombo Street-Canon Street-Sherborne Street – take these off Edgeware Road
- Conflict with access through parking on the corner of Colombo/Edgeware Streets
- Good footpath facilities required
- Cornwall Street footpath needs to be improved to make it easier to drive through when cars are parked along the street
- Mini-roundabout at Colombo/Edgeware Roads narrowed. Pavements widened. Pedestrian crossing on Colombo Street
- Provide more cycle parking (bike stands)
- Designate cycle lane on Edgeware Road and Cranford Street
- Need more mobility parks in shopping centre and near community centre
- Connect the old pool site with the village
- Carparking should be improved, in terms of the flow of traffic in and around and out of the parking areas.
- Current carpark needs an upgrade
- Get rid of cars from the carpark at Colombo Street/Edgeware Road
- Not enough carparking – busy on-street parking. The bar uses most of the parking
- Lack of visibility of carparking
- Parking is a problem. Is the bus stop on Colombo Street necessary?
- Retain carparking
- Use angled parking to slow traffic and provide more spaces
- More angle parking needs to be provided outside Caledonian Hall
- Rethink the crossing outside the supermarket – it is damn dangerous. Turn into an over-bridge or an under-bridge.
- Concern about northern arterial coming down Cranford Street

Appendix Two

- Concrete/asphalt footpaths are bland. Improve the kerbs/footpaths
- Keep the footpath clear, especially with trimming of bushes etc
- Colombo onto Edgware Road should be right of way – give way at Edgware/Trafalgar
- Access in and out of the BP Service Station is difficult and sometimes dangerous

Community wellbeing, culture and heritage

- Prioritise the development of a community building, including a swimming pool – develop as soon as possible
- New community centre with facilities for table tennis, zumba, dancing – ‘social exercise’ would be beneficial
- Provide something for the kids
- Bring back the medical centre
- Provide plenty of seats for the elderly
- Use the wide pavement for regular Saturday market
- Many school pools have been damaged – Edgware swimming pool needed more than ever
- As residents we are part of the St Albans suburb. Edgware is our shopping centre. It is important to keep it this way and not name other parts of St Albans Edgware. This may be an issue for the post office
- Need more creative arts. Scope on the Hardie & Thomson site to build studios with living quarters? Build on the exhibition space which could also be used for small gatherings, concerts, lectures etc
- Public toilets are not very visible
- No library – want to see a branch library (small south city size)
- Replace the library and provide free internet/computer training
- Loss of St Albans Community Centre – a wonderful place and home to the St Albans choir. Lost a great facility and a beautiful building

- Loss of child play facilities within the community centre
- Replace the community centre – perhaps on old pool site. Provide a bigger space for the community centre
- Major recreational facility removed (i.e. no swimming pool)
- Rebuild the swimming pool
- Provide a hub of community facilities – new community centre and new pool concept
- Lack of open areas and performance spaces
- Litter generated by users
- Provide more rubbish bins – maybe up to 500m from the centre
- Provide recycling bins
- Historical information (lack of)
- Create awareness of local history
- Lack of recognition for the many cultures of St Albans
- Provide more houses in the local area
- Encourage more people to visit Edgware
- Create a facility where people can share ideas – ‘accessible caravan’
- Bring back the doctor’s surgery – a good medical centre is needed
- Make people aware of the availability of local medical facilities (pharmacy/doctor)
- No local sports facilities now that Centennial has gone
- Skate park at St Albans park is too small
- Accessible play equipment needed
- Provide a farmers' market. Good way of getting people together and feeling part and proud of their neighbourhood
- Lack of off-street public space (parking is being favoured)

Natural environment

- Need a more attractive environment
- Tidy up required. Pretty up the centre
- Not sufficient trees, would like to see increased planting – more vegetation/trees/greenery
- Not much green growth in winter – provide evergreen shrubs
- More native trees required
- Kowhai trees in Cornwall Street destroyed by Council rubbish trucks and have never been replaced
- Trees – street plantings outside businesses or in any ‘spare corner’ would soften and green the area and encourage people to slow down, stop and enjoy the ambiance
- Landscaping – provide bushes rather than trees, or something similar to Cashel Mall
- Provide ‘Living Streets’
- Planter boxes placed and maintained by Edgware Village Green are a start to ensuring that Edgware maintains a natural and appealing look. Expand the planting and have a good maintenance contract that does not rely upon volunteers
- Provide outdoor seating under trees to sit and enjoy
- Keep better track of cutting back trees/hedges along footpaths for easy access for both disabled users and the general public
- No outside water taps
- Improved visibility
- Provide a green sitting place within carpark area of the Edgware shops
- Open up St Albans creek
- Make sure any tree planting does not obstruct driver’s views
- Tree on the pavement at the SW corner of the BP PFS – blocks views when turning out of Cornwall Street
- Stop putting grass verges outside retirement housing cluster pavements – people don’t own lawn mowers

Appendix Two

Consultation feedback

Phase 2: Formal consultation on the draft Master Plan

Formal consultation feedback was received on the draft Master Plan in March – April 2013.

A strong level of support was demonstrated for the draft Plan. Of the 75 submissions received:

- 89 per cent supported the overall direction of the draft Plan and the vision and goals;
- four of the six Master Plan themes received at least 80 per cent support.

These results are illustrated within Figure 1 below.

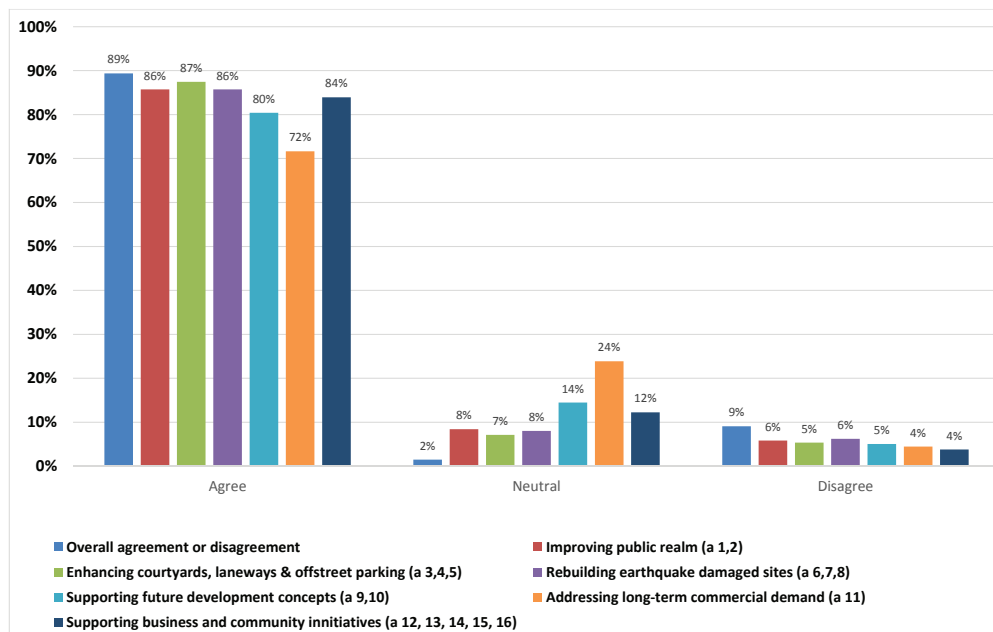


Figure 1: Overall average agreement and disagreement: Vision and Goals and Actions.

A high level of support was also demonstrated for the individual actions. The greatest amount of support being for the following actions:

- *Action 1f*: installing street furniture, cycle stands and lighting (94 per cent);
- *Action 2a*: improving crossing points (93 per cent);
- *Action 5a*: enhancing the indoor walkway (93 per cent);
- *Action 1e*: amenity planting (93 per cent).

A low level of negative responses was received for individual actions; the greatest disagreement being 9 per cent. Some areas of concern were raised by submitters. These concerns included:

- Whether the streetscape changes (specifically, the increased pedestrian area, narrowed road corridor and major cycleway) will safely accommodate a mix of transport modes.
- The proposed reduction in on-street parking and the implications for local businesses.
- Whether existing bus movements can be reduced for safety reasons.
- The continuation of the existing industrial use at the Hardie & Thomson site in view of the business zoning.
- Lack of reference to tangata whenua values, interests and aspirations within the document.

Appendix Two

These areas of concern were investigated by staff and discussions held with stakeholders, where appropriate. The following changes were then incorporated within the Master Plan:

- *Relationship of the major cycleway to the pedestrian area and road corridor:* – Greater clarification provided regarding the potential route that the major cycleway will take and how pedestrians, cyclists and motorists will interact.
- *Relocation of the taxi rank:* – The taxi rank will remain on Edgeware Road but it will be moved slightly to the west of its current location, to support passenger transferability between buses and taxis.
- *Reconfiguration of on-street parking:* - The removal of on-street parks on Edgeware Road and Colombo Street will be off-set by additional spaces gained through the consolidation of existing bus stops in the Village (action 1d) and the relocation of the taxi rank.
- *Bus movements:* – Modifications sought to existing bus routes to remove buses from the narrowed road corridor on Colombo Street. Existing bus stops will be consolidated to provide for improved passenger transferability between services.
- *Hardie & Thomson site:* – Revision of Action 6 to outline the site context and uncertainties regarding how the site may be redeveloped. Presentation of two possible redevelopment scenarios for the site (6a & 6b), to give a balanced approach showing the industrial use being retained at the site, or alternative mixed use development scenario, aligned with its B2 zoning.
- *Tangata whenua values incorporated:* – Recognition of the cultural context and values of tangata whenua within the vision, goals and actions.

Further analysis has also been undertaken in relation to the proposed road platform and the implications for stormwater run-off. The road platform presented in the draft Master Plan was paved at the same level as the pedestrian area, to reinforce pedestrian priority and to slow traffic.

A comprehensive stormwater modelling exercise will be required prior to fixing the roading design, to determine the stormwater requirements and scope for mitigation measures. In the interim, the Master Plan presents an amended design, whereby raised platforms are provided at the entrance points to the Village to slow traffic, but the raised platform does not extend the whole way through the centre.

The concepts presented in the Master Plan are indicative. Final decisions, including further consultation, will be undertaken prior to the implementation of Council-led capital works. Initiatives shown on privately owned sites are not requirements and there is no imperative to develop the sites as shown in this Plan.

Appendix Three

Visitor survey results

A visitor parking survey was undertaken by Council staff in April 2013. The survey identified current modes of transport used by customers and where vehicle users parked in the centre.

The purpose of the survey was to explore visitors' movement and parking preferences when frequenting the Village. The survey followed consultation feedback regarding the proposed reconfiguration of parking under Action 1c of the draft Master Plan.

A summary of the key findings of the survey is set out below. The key trends include:

- The majority of visitors to the centre had arrived by car.
- Off-street parking was the parking preference for the majority of visitors.
- Travel by motor vehicle and associated parking demand was highest in the evening.

The results provide a baseline of visitors' parking behaviours and modal split when frequenting the centre. The results, together with additional investigations undertaken by staff, have been used to inform the parking situation set out in this Master Plan. The results will also be used, under Action 4, as a baseline for monitoring any changes over time.



Figure 2: Current transport modes used by visitors to access the village.

Appendix Three

Edgware visitor survey - general findings

Survey date: 15 April 2013.
Survey times: 9:25 – 10:08am, 11:09am – 12:46pm, 4:00 – 4:42pm
Total number of people surveyed: 69
The surveyor roamed through the centre to collect data from as many respondents as possible.

Mode of transport

Drivers – More than three quarters of people surveyed drove to the centre. The survey was more likely to capture people who visited more than one business, so likely under-represents visitors who parked immediately outside a store and only visited that store (for example, supermarket shoppers), and visitors who parked behind Edgware Mall and only visited businesses in that Mall [data was collected for this location through the lunch period]. More than a third of drivers chose to arrive by vehicle because they were travelling on to a further destination. More than 20 per cent cited convenience/time restrictions, while 15 per cent cited distance as the main reason.

Walkers – Just under 19 per cent of people walked to Edgware. Across the day, the proportion of walkers diminished. Between 9:30 – 10am, 50 per cent of the surveyed visitors to Edgware arrived on foot. Between noon and 12:30pm, 27 per cent arrived on foot, and between 4 – 4:45pm, 7 per cent walked to the centre.

Cyclists – A very low proportion of people surveyed arrived by cycle (less than 5 per cent) and none during the lunch period (11am – 1pm).

No survey respondents indicated that they had arrived by taxi or any other mode other than the three indicated above.

Destination

Single versus multiple visits – A higher number of people surveyed were visiting multiple businesses (42 respondents) compared with single businesses (27). However, across the day, there was a distinct shift from people who were visiting only one business (morning visits), to those visiting multiple businesses (afternoon visits). [Note: Shoppers who moved only between the supermarket carpark and the supermarket were less likely to be captured by the survey].

Supermarket – The supermarket was the most popular destination. Of the 28 people who visited the supermarket, 20 drove there. Drivers predominantly parked in the supermarket carpark and 1064 site (6 each).

PostShop/Kiwibank/bookstore – Of the 16 people who visited the PostShop during this time period, 11 drove. These people parked at 1064 (4), behind Edgware Mall (3), along Edgware Road (3) and at SuperValue (1).

Crisp Grocers – The small fruit and vegetable store was more popular than first anticipated. Of the 17 people who visited Crisp Grocers, 13 drove. Six drivers parked at 1064, three at the supermarket, and the others were evenly distributed across other locations.

Peter Timbs – Of the 15 people who visited Peter Timbs, 12 drove. Seven drivers parked at 1064 and the others were evenly distributed across other locations. None indicated that they parked in the Peter Timbs customer parking area, although these respondents may be under-represented in the survey data.

On-street versus off-street parking

Off-street carparks were generally more popular than on-street parks (68 per cent to 32 per cent).

On-street – Of the on-street parks, the south-east end of Edgware Road was the most popular place to park (13 per cent).

Off street – The 1064 site was the most popular place for people to park off-street (32 per cent), although shoppers who only visited the supermarket are likely under-represented in this figure. Some 20 per cent parked behind Edgware Mall, and the survey captured 13 per cent of shoppers who parked at the SuperValue carpark.

Users of 1064 carpark – 1064 is a popular carpark, and people use it as a central base to visit more than one business. Of the 17 people surveyed who parked here, 2 visited only those businesses on the 1064 site, 8 visited a mix of 1064 and other businesses, and 7 (41 per cent) did not visit any 1064 site businesses.

Time spent in the centre

Generally, visitors to the centre planned to spend less than 15 minutes in the centre (71 per cent), including 25 per cent who spent less than 5 minutes. Of those who spent more than 15 minutes in the centre, 80 per cent were planning to visit a restaurant/bar.

