Along with Diamond Harbour, Governors Bay performs an important service role for rural communities that surround Lyttelton Harbour/Whakaraupo. Lying just to the south of the Dyers Pass Road, which connects the western harbour bays to the city, Governors Bay provides a school, community centre (with pool) as well as two prominently located hospitality venues.

The economic role of the centre is primarily limited to the hospitality venues— the most significant of which is the Governors Bay Hotel whose history dates back to the 1870s. The She Universe business offers an alternative meeting place specialising in chocolate and alternative therapies. Both command good views over the harbour below. Beyond these, local economic activity in the centre is limited to home based occupations. As indicated above, this centre’s social role is of greater prominence with the school and new community centre being important local hubs. Adjacent reserve land, playgrounds and the pool offer valuable amenities to local families. At the waterfront is a coastal walkway and a local jetty which is the subject of a local fundraising exercise aimed at restoring it.

The physical amenity of the centre is defined by its harbour fringe setting and mature surrounding vegetation on privately owned land. The public environment is limited to the roads and footpaths, which are generally well kept, and the reserve adjacent to the community centre.

The performance of the transport network in Governors Bay is constrained primarily by the topography. Limited road widths and winding roads reduce overall accessibility to the area which also impacts on parking availability. While overall safety performance is good, Dyers Pass Road/Governors Bay Road to the north has higher recorded road safety risks.

In summary, Governors Bay provides a mix of community facilities that serve the immediate residential population and hospitality venues that meet the needs of locals and visitors. A limited area of zoned land is available for commercial growth when economically viable ventures emerge.

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In summary, Governors Bay provides a mix of community facilities that serve the immediate residential population and hospitality venues that meet the needs of locals and visitors. A limited area of zoned land is available for commercial growth when economically viable ventures emerge.
The document contains various sections and charts related to the economic wellbeing of Governors Bay. It includes data on average transaction value, floor space composition, gross rents, and total cardholder spending. The physical amenity section rates various factors such as landscaping, user perception, and built environment. The land use and zoning section provides a map with different zones such as Commercial Bank Peninsula Zone, Open Space Community Parks Zone, and more. The document is a 2017 commercial centre factsheet for Governors Bay.
The Commercial Centres Factsheets are an objective appraisal of the district’s larger centres, drawing on statistical data sources, specialist advice from consultants and surveys. Prepared previously in 2004 and 2010, they provide a regular snapshot of each centre’s current state, relevant issues and longer term trends.

The centres considered in this review exercise — as mapped and listed on the back page — are grouped reflecting the roles and functions that are envisioned in the District Plan as set out below.

- **District Centres** (6) - Major retail destination for comparison and convenience shopping and a focal point for employment (including offices), community activities and community facilities (including libraries, meeting places), entertainment (including movie theatres, restaurants, bars), and guest accommodation. Medium density housing is contemplated in and around the centre. Anchored by large retailers including department store(s) and supermarket(s). Accessible by a range of transport, including multiple bus routes. Public transport facilities, including an interchange, may be incorporated.

- **Neighbourhood Centres** (30) — A destination for weekly and daily shopping needs as well as for community facilities. In some cases, Neighbourhood Centres offer a broader range of activities including comparison shopping, entertainment (cafes, restaurants and bars), residential activities, small scale offices and other commercial activities. Anchored principally by a supermarket(s) and in some cases, has a second or different anchor store. Serves the immediately surrounding suburbs and in some cases, residents and visitors from a wider area. Medium density housing is contemplated in and around the centre. Accessible by a range of transport, including one or more bus services.

- **Large Format Retail Centres** (5, including three associated with District Centres) - Standalone retail centre, comprising stores with large footprints, yard-based suppliers, trade suppliers including building improvement centres, and other vehicle oriented activities. Provision of other commercial activities and residential and community uses is limited. This includes limiting offices to an ancillary function, and at Tower Junction, providing for a limited amount of commercial services. Serves large geographical areas of the city. Not necessarily connected to a residential catchment. Primarily accessed by car with limited public transport services.

- **Other Centres** (5) - these centres were included for specific interest. The three Banks Peninsula centres were included as their roles are particularly important given the dispersed settlement pattern. Woolston Tannery was included to understand how its very specialist offer might be understood alongside impacting on nearby centres. Spitfire Square at the International Airport was included given that its scale is equivalent to a medium sized neighbourhood centre yet serves a significant visitor and workforce based community rather than a residential catchment.

The factsheets focus on 4 colour coded themes as listed below. A consistent methodology has been used to collect core data within these themes. This allows for high level comparisons of performance between different centres, as well as charting change in performance over time. For example, the diagram on the front page of each factsheet indicates the performance of each centre across the four themes, compared to an average of centres of the same type.

- **Economic Wellbeing**
  Considers the type and scale of different commercial activities, levels of spending, occupancy, quality of the centre commercial offer/experience, the centre’s overall function.

- **Physical Amenity**
  Looks at aspects of the public environment grouped into measures of landscaping, user perceptions (such as safety, noise, tidiness, on-street facilities (bins, benches, bikestands, etc.) and the appearance of buildings (including prominence of advertising and servicing).

- **Social Wellbeing**
  Records the availability of different social and community facilities within a short walk of 400 metres of the centres and the population make-up within that immediate catchment area.

- **Transport and Access**
  Explores the accessibility of centres by different modes of travel, recognised safety issues on the local road network and levels of congestion at peak times.

The factsheets also include mapping of the land use zones and a range of core statistics charting change since 2004 in the amount of commercial space, levels of employment, business activity and vacancy rates.

Finally, the written commentaries draw together some of the key findings about each centre and concludes with a simple summary of its strengths, weaknesses, opportunities and threats. In essence, the factsheets are seeking to inform and encourage debate about the issues facing centres, in turn guiding better decision making about how change is managed.

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1 as set out in Objective 15.2.2 of the Christchurch District Plan
FACTSHEET FORMAT AND COMPONENT INFORMATION

The factsheets for each type of centre vary reflecting the availability of data. This guide aims to explain the key elements of the factsheets drawing on the Neighbourhood Centre factsheet layout. Similarly titled elements are present in the other factsheet types. Additional District centre elements are identified separately at the bottom of the opposite page.

1 Centre Name and Type
Centre name and its role as defined in section 15.2.2.1 of the District Plan. Other Centres (Rural and Specialist) and Key Activity Centres are annotated here.

2 Aerial Photo
Aerial photograph overlaid with Commercial Zone area, street names and other labelling. Scale varies according to centre size — minimum of 1:5000.

3 Comparison Diagram
Composite representation of the centre’s performance (drawn from economic wellbeing, social and physical amenity, and transport scores contained in the factsheet) compared to an average of scores for centres of the same type. Large Format Centre Diagrams have 3 sides (no Social amenity evaluation). No diagram for Specialist Centres due small sample and different role/functions for each.

4 Commentary text
Centre description drawing on interpretation of information presented in the factsheet, site visit observations and comments from specialist consultants. Summary table draws out strengths, weaknesses, opportunities and threats relevant to the centre.

5 Centre Statistics

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Plot Ratio</td>
<td>Calculated as the proportion of commercial floor area relative to the land area using 2010 and 2016 data. Built area excludes service, residential, and other use buildings</td>
</tr>
<tr>
<td>Retail Floorspace</td>
<td>Gross building area in retail use defined by ANZSIC classification; 2010 and 2016 data derived from CCC, District Valuation Roll. 2004 factsheet data uses net figure converted to gross using a standard +20% uplift.</td>
</tr>
<tr>
<td>Ground Floor Units</td>
<td>Number of ground floor units recorded in centres survey. 2010 data from Food and Beverage (10/404114) and Retail Survey (10/248762 &amp; 10/360441)</td>
</tr>
<tr>
<td>Operative Businesses</td>
<td>Businesses operating in centre (Ground, first &amp; mixed occupation). Survey April 2017. Note: Some upper floor units were estimated.</td>
</tr>
<tr>
<td>Vacant Land</td>
<td>Previously occupied land now vacant due to demolition Survey and aerial photo analysis - June 2017.</td>
</tr>
<tr>
<td>Street Frontage - Active and Vacant</td>
<td>Length of active and vacant ground floor recorded in Ground Floor Activity survey — CCC Monitoring and Research Team (Dec 2016/April 2017)</td>
</tr>
<tr>
<td>Business Count</td>
<td>Statistics New Zealand, Longitudinal Business Frame Update 2016 Extract by CCC Monitoring and Research Team. Note that mesh blocks include other zones with, for example, home based businesses and employment that is unrelated to the centre function.</td>
</tr>
<tr>
<td>Employee Count</td>
<td></td>
</tr>
</tbody>
</table>
SOCIAL WELLBEING

13 Social Wellbeing Map
Map of identified community facilities within 400m walking distance of each centre drawn from data and surveys. CCC Food Hygiene, Alcohol Licencing, Parks, Ministry of Education, CINCH (filtered), CDHB + local surveys (2017).

14 Catchment Statistics

15 Crime
Recorded crimes for 2016 and 2017 with the centre mesh block areas. NZ Police, Victimisations Data extract for centres (data for 2 year period 01/01/16 – 31/12/17).

16 Social Amenity
Categorised scoring of the presence of eight types of social and community facilities. Four point scale: 0, absent, 1, present, 2-3, some choices, 4+ many choices. Adapted from 2004/2010 methodology. Overall score used in Comparison Diagram (see 3).

17 Catchment Deprivation Profile
Deprivation index scoring of residential mesh block areas within 400m of the centre compared with city wide average. Adapted from Department of Public Health, University of Otago, Wellington. NZDep2013 Index of Deprivation (May 2014).

18 Land Use Zoning
Extract from current Christchurch District Plan.

TRANSPORT & ACCESS

19 Network Accessibility
Mapping of public and active transport infrastructure around the centre. Abley Consultants - Commercial Centre Transportation Assessment Report (for CCC, 2017)

20 Network Safety
Mapping of Road types overlaid with high risk corridors and intersections defined in the KiwiRAP (Road Assessment Programme). Abley Consultants - Commercial Centre Transportation Assessment Report (for CCC, 2017) using KiwiRAP data (AA/NZTA/ACC/NZ Police/MoT)

21 Network Performance
Mapping of peak time congestion at morning (0830) and evening peak (1700) times. District Centres include a Saturday lunchtime peak (1230-1430) map. Abley Consultants - Commercial Centre Transportation Assessment Report (for CCC, 2017) using Google Maps traffic counts mapping.

22 Transport Overview
Categorised transport scoring across three sets of measures—Accessibility (by foot, bike, bus or vehicle), Safety and Congestion (am / pm peak). 2017 methodology has added the Accessibility data grouping. Overall score is used in the Comparison Diagram (see 3). Abley Consultants - Commercial Centre Transportation Assessment Report (for CCC, 2017)

ADDITIONAL DISTRICT CENTRE FACTSHEET INFORMATION

A Sources of Spending
Mapping and graphics conveying where a centres spending originates from based on aggregated cardholder address data. Data is mapped by neighbourhood areas, with graphic showing regional, national and international spending (with average across all District Centres for comparison). Marketview, Retail Centre Spending (for CCC, April 2017)

B Active Street Frontages
Mapping of the interactivity between all ground floor uses and the street. Survey work has identified active frontages by the extent of unobscured windows and doors fronting adjacent streets and spaces. Across 3 maps (for daytime, evening and late night time periods) the opening hours of premises with active frontages is shown giving a feel for the sense of activity/safety/vibrancy around different parts of the centre. CCC Monitoring and Research, Ground Floor Activity Study (2017)

C Public Transport Reach
This mapping provides an overview of the frequency of services along key routes across the city. Overlaid are areas (isochrones) indicating typical distances over which a person can travel by public transport in 30, 45 and 60 minute periods from the centre concerned (marked with the person). It aims to give a view of the public transport accessibility to and from centres. MRCagney Consultants - Transit Alternative Report (for ECAN, Nov 2015)
Eight centres across the city are classified as KEY ACTIVITY CENTRES (KACs). These centres, as set out in the Canterbury Regional Policy Statement, are identified as focal points for employment, community activities, and the transport network; and which are suitable for more intensive mixed-use development.

All of the DISTRICT CENTRES are KACs along with Barrington and New Brighton. A new KAC has been identified for development at North Halswell in support of the city’s south west growth area.

KACs are shown in CAPITALS.

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