

25. 7. 2013

CLAUSE 7

**REPORT BY THE CHAIRPERSON OF THE
SHIRLEY/PAPANUI COMMUNITY BOARD
3 JULY 2013**

PART A - MATTERS REQUIRING A COUNCIL DECISION**1. DRAFT EDGEWARE VILLAGE CENTRE MASTER PLAN: REPORT ON SUBMISSIONS**

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Officer responsible:	City Planning Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Inform the Shirley/Papanui Community Board and the Council of the community's response to the Draft Edgware Village Master Plan ('the Draft Plan').
 - (b) Present the Shirley/Papanui Community Board's recommendation whether or not submissions on the Draft Plan should be heard (in accordance with the Council's resolution on 14 February 2012).
 - (c) Provide an initial response by Council officers to submissions on the Draft Plan. This includes the proposed direction for finalising the Plan, in the event that the Council decides not to hear the submissions.

EXECUTIVE SUMMARY

2. The Council approved the preparation of a Master Plan for Edgware Village at its meeting on 5 April 2012. The purpose of the master planning exercise is to respond to extensive earthquake damage in the centre and to provide a platform to support the rebuild and recovery of affected buildings and businesses.
3. The Draft Plan was developed following a series of community and stakeholder workshops in 2012. Informed by this community input, the Draft Plan provides a vision for a successful, compact and pedestrian-focussed commercial centre.
4. The Draft Plan was approved for public consultation in February 2013. Consultation took place between 4 March and 10 April 2013 and 75 submissions were received from individuals and organisations.
5. A Summary of Submissions is provided as **Attachment 1** (separately circulated). A key highlight from the Summary of Submissions is that 89% of submitters agree with the overall direction and the vision and goals of the Draft Plan. Additionally, all master plan actions received over 70% support from submitters (i.e. submitters either agreed or strongly agreed with the actions).¹
6. As well as summarising submitter feedback, Attachment 1 contains Council staff comments and recommendations as to how the feedback on the Draft Plan could be incorporated and the Draft Plan amended, prior to its adoption by the Council.

¹ Note that not all of the 75 submissions provided a response to all of the questions on the submission form. Percentages shown are based on those submitters that responded to the question.

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1 Cont'd**Submitters wishing to be heard**

7. Submitters were asked whether or not they would like to speak at a public hearing on the Draft Plan, if hearings are held. Thirty submitters (40% of respondents) indicated that they wish to be heard. The Summary of Submissions Report (Attachment 1) identifies, for those submitters who wish to be heard, the extent of their support or opposition to the Draft Plan's overall direction, vision, goals and individual actions.
8. Of the 30 submitters who wish to be heard, the majority (19 respondents) have indicated that they support the overall direction (vision and goals) of the Draft Plan. This is compared with six respondents (of those who wish to be heard), who disagreed with the overall direction (vision and goals) of the Draft Plan and one respondent who gave a neutral response².
9. Opposition by submitters wishing to be heard is distributed across the individual actions (refer to Attachment 1, Figure 3). There were no clear areas of disagreement by those submitters who wished to be heard. The greatest disagreement was five respondents for Action 1c (*Reconfigure parking and taxi arrangements*) and five respondents for Action 12 (*Support development of an Edgware Village Market*).
10. In normal circumstances, submissions are heard for plans of this nature in order to maintain community confidence in the Council and ownership of the plan. Having assessed the need for hearings, however, officers do not consider it to be necessary. The reasons for this include:
 - The overall nature of the response by the community to the Draft Plan is positive;
 - The majority of submitters do not wish to be heard and for those who do want to be heard there are no clear areas of disagreement;
 - Changes to the Draft Plan as proposed by officers, in Attachment 1, will address the majority of the issues raised by submitters and additional meetings with key stakeholders are planned;
 - There has been considerable opportunity for both verbal and written community input into the Draft Plan;
 - Further consultation is anticipated during plan implementation and will inform the detailed design underpinning many of the actions;
 - Given current circumstances around resourcing, timetabling and expediency, a more streamlined approach could be achieved without hearings.
11. Council officers are satisfied that the proposed response to the submissions and the recommendations for addressing the comments raised (Attachment 1) are appropriate. Further investigations, including the exploration of design concepts and further discussions with key stakeholders, will be undertaken where identified. There will also be the opportunity for further consultation during the detailed design phase. This approach will address many of the concerns raised by submitters who wish to be heard, while also progressing the implementation of actions that are, on the whole, well-supported by the community.
12. Should the Council decide not to hold hearings, officers will give effect to the proposed amendments to the Draft Plan as per the recommendations in the Summary of Submissions (Attachment 1) and will bring the final Draft Master Plan back to Council for adoption.

Hearings – Suburban Centres Programme

13. Of the eight master plans in the Suburban Centres Programme, four have been adopted and are currently being implemented, while the others are in draft form and have completed public consultation, with the exception of Ferry Road/Main Road Stage II which is in development. To date, hearings have not been necessary. Officers have either held additional workshops or have otherwise promoted amendments to the Master Plan to achieve an appropriate and balanced result.

² Note that four respondents (of those who wish to be heard) did not specifically answer the question on the submission form regarding their support for the overall direction of the draft Plan.

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FINANCIAL IMPLICATIONS

14. Preparation of the Plan within the Strategy and Planning Group's budget was confirmed through the 2012/13 Annual Plan process. Any hearings are likely to fall within the 2013/2014 financial year.
15. The capital improvement project identified within the draft Plan, relating to public realm improvements, has been included in the Draft Three Year Plan, which was consulted upon in April/May 2013 and which Council will consider for adoption on 24-26 June 2013. The capital project identified for the Master Plan would allow for the delivery of the proposed streetscape enhancements in the village centre, under Actions 1a-f of the Draft Plan. The Draft Plan allocates \$2.8 million to this project to commence in 2015/16.
16. The remainder of funding for the implementation of the Draft Plan would be required from the Council's operational budget.

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

17. Yes, funding for preparation of the Plan has been provided within the Strategy and Planning Group's 2012/13 budget.

LEGAL CONSIDERATIONS

18. There are no immediate legal considerations, other than having undertaken consultation in accordance with *S.82 Principles of consultation* of the Local Government Act 2002 (LGA). In summary, these require that, in relation to any decision or other matter:
 - (a) affected persons should have reasonable access to relevant information in a manner and format appropriate to their preferences and needs;
 - (b) affected persons should be encouraged to present their views;
 - (c) affected persons should be given clear information concerning the purpose of the consultation and the scope of the decisions to be made following consideration of the views presented;
 - (d) affected persons who wish to have their views considered should be provided with a reasonable opportunity to do so in a manner and format appropriate to their preferences and needs;
 - (e) the views presented should be received with an open mind and given due consideration;
 - (f) affected persons who present their views should be provided with information concerning the decision/s and reasons for the decision/s.
19. Staff have met with officials from CERA and will continue to do so to ensure that the work undertaken on the master plan is consistent with the Recovery Strategy and Recovery Plans. There is no requirement under *S.19 Development of Recovery Plans* of the Canterbury Earthquake Recovery Act 2011 for recovery plans for areas outside the central city to be subject to public hearings.

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

20. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. Provision has been made for the Suburban Centres Programme through the Annual Plan process. The Annual Plan 2012/2013 includes levels of service for the recovery of suburban centres. Edgeware is not specifically mentioned, although Council added this Master Plan to the Suburban Centres programme in April 2012. Budget was allocated for the current financial year.

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

22. Yes, as above.

ALIGNMENT WITH STRATEGIES

23. The master plans being developed through the suburban centres programmes are consistent with the Greater Christchurch Urban Development Strategy objectives and its implementation tool Proposed Change 1 to the Regional Policy Statement and align with Response R37 of the Preliminary Draft of the Land Use Recovery Plan. The plans recognise the current hierarchy of commercial centres and are consistent with the vision of enabling the central city to be the pre-eminent business, social and cultural heart of the City. The master plans are also consistent with the District Plan objectives for improving the amenity, design and layout of suburban centres and enabling suburban centres to meet people's needs for goods and services.
24. The Recovery Strategy for Greater Christchurch was approved by the Minister for Canterbury Earthquake Recovery on 31 May 2012. The Recovery Strategy's goals and priorities include reference to suburban centres. The Canterbury Earthquake Recovery Act requires that certain documents and plans should not be inconsistent with a Recovery Strategy. Whilst the Act does not specifically refer to suburban centre master plans, the draft Plan is consistent with the Recovery Strategy.
25. The Christchurch Transport Strategic Plan recognises Edgware Village as a 'walkable centre' and also proposes a major cycleway from the Central City, to include Colombo and Trafalgar Streets in Edgware. The Draft Master Plan provides for both of these aspirations in the long-term vision and actions for Edgware.

Do the recommendations align with the Council's strategies?

26. Yes, see above.

CONSULTATION FULFILMENT

27. Staff have endeavoured to ensure that the Plan encapsulates the community's vision for the rebuild and recovery of Edgware Village by undertaking extensive information gathering and consultation with key stakeholders, elected members and local residents throughout the preparation of the Draft Plan. Stakeholder and community workshops were held during June 2012 to inform the direction, vision and key themes for the Draft Plan. This was followed by public consultation on the Draft Plan in March-April 2013.
28. The official submission form asked submitters to indicate:
- The level of satisfaction or agreement with the overall direction, the vision and goals, and individual projects;
 - What they considered to be the best aspects of the draft Plan;
 - If there are any aspects of the draft Plan that are need of improvement and if so, what these are and why are the changes needed;
 - Any general comments they wished to make;
 - If submissions are heard, whether they wish to be heard; and,
 - If they wish to assist with the implementation of any actions and if so, which ones.
29. Written submissions were accepted via the Council's Have Your Say website and free-form emails or letters. The draft Plan received 75 submissions from individuals, businesses and community organisations/special interest groups.

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STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Receive the overall findings in the Summary of Submissions on the Draft Edgeware Village Master Plan (Attachment 1);
- (b) Decide that hearings will not be held for those 30 submitters who have signalled that they wish to be heard;
- (c) Endorse officer recommendations in the Summary of Submissions regarding amendments to the Draft Edgeware Village Master Plan.

BOARD CONSIDERATION

The Board noted the staff undertaking to have additional meetings with relevant stakeholders, including some submitters. The Board expressed its confidence that every opportunity for public engagement had been given and that identified concerns had been largely addressed. Remaining concerns arising from the consultation process would be addressed at the detailed design stage and submitters had been made aware of that.

BOARD RECOMMENDATION

The Board **decided** to recommend that the staff recommendation be adopted.

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BACKGROUND**Preparation of the Draft Master Plan**

30. In April 2012, the Council approved the development of a master plan for Edgeware Village Centre to provide a vision, framework and implementation plan to support the recovery and rebuild of this suburban centre.
31. A series of focus groups and community workshops were held in June 2012 to determine the needs and priorities of key stakeholders, property and business owners and the local community. The resulting concepts and proposed actions were incorporated into a draft Master Plan, which was approved for consultation in February 2013.

Submissions on the Draft Master Plan

32. The Draft Edgeware Village Master Plan ('the Draft Plan') received a total of 75 submissions, from individuals and organisations. All submission comments (both positive and negative) have been assessed by an independent research organisation. The feedback has been summarised and Council officer comments and recommendations incorporated into a Summary of Submissions document (Attachment 1).
33. Key highlights from the Summary of Submissions are:
 - The majority of submitters (89%) support the overall direction of the Draft Plan and the vision and goals;
 - All master plan actions have received over 70% support from submitters, with 22 of the 27 actions receiving over 80% support; and
 - Of the six submitters that do not support the Draft Plan's overall direction, the majority have given their support for at least one or more of the Draft Master Plan's actions.
34. The actions from the Draft Plan that received the greatest support were:
 - (a) Action 1f: Installing street furniture, cycle stands and lighting (94%);
 - (b) Action 2a: Improving crossing points on Springfield Road and Sherborne Street (93%);
 - (c) Action 5a: Enhancing the indoor walkway (93%); and
 - (d) Action 1e: Amenity planting (93%).
35. The actions which received the highest level of indifference (neutral responses) were:
 - (a) Action 16: Retain the case management service (26%); and
 - (b) Action 11: Monitor commercial demand and enable expansion/rezoning if required (24%).
36. A low level of negative responses was received for the actions; the strongest level of disagreement being 9% for the following actions:
 - (a) Action 1c: Reconfigure parking and taxi arrangements;
 - (b) Action 1d: Retain existing bus stops;
 - (c) Action 3c: Improve layout and landscaping of the car park;
 - (d) Action 6a: Redevelop retail and sales buildings fronting Sherborne Street; and
 - (e) Action 12: Support development of an Edgeware Village Market.

Recommendations from the Summary of Submissions

37. The Summary of Submissions also contains staff comments and recommendations as to how the Draft Plan could be amended in relation to the feedback, within its purpose and scope.

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Hearings

38. Under normal circumstances, submissions are heard for plans of this nature in order to maintain community confidence in Council and ownership of the plan. In considering whether or not to recommend hearings, staff have taken into account:
- (a) The extent and nature of consultation already undertaken;
 - (b) The extent and overall nature of the response by the community and key stakeholders to the Draft Plan;
 - (c) The number of submitters who wish to be heard, their key concerns and the extent to which those concerns could be addressed through other processes;
 - (d) The extent and nature of revisions recommended and the degree to which they materially alter the version of the Plan which the community commented on;
 - (e) Opportunities for future consultation at the project implementation phase;
 - (f) The efficient use of resources and the risks associated with delays to the implementation of the Plan.
39. As outlined in paragraphs 27-29 of this report, there has been considerable opportunity for verbal and written community input into both the development of the draft Master Plan and subsequent consultation on it.
40. Of the 75 submitters who responded to the Draft Plan, 30 (40%) have indicated that if hearings were held, they would like to speak. Attachment 1 contains the response of those 30 submitters to the Draft Plan's overall direction, vision, goals and individual projects to show the extent of their support, neutrality or opposition.³ The key conclusions are:
- The majority of submitters who wish to be heard support the overall direction (vision and goals) of the Draft Plan;
 - Only six submitters wishing to be heard do not agree with the Draft Plan's direction, vision and goals. Five of those six submitters have signalled their agreement with one or more master plan actions;
 - There were low levels of disagreement across the various actions by the submitters who wished to be heard, with no clear areas of disagreement.
41. Officers are satisfied that the proposed revisions and further areas of investigation identified for the Draft Plan, as outlined in the officer comments and recommendations (Attachment 1) are appropriate. The extent and nature of recommended revisions are minor and will address many of the concerns raised by submitters wishing to be heard while progressing implementation of projects that are, on the whole, well-supported by the community. In summary, the key changes, or 'next steps' proposed for the Draft Plan include:
- Continued discussion with Environment Canterbury regarding potential changes to bus routes and the rationalisation of bus stops in the village. If agreed, this will inform potential changes to the location of the taxi stand and will free up more on-street parking spaces;
 - Explore options for providing a visual delineation between the major cycleway and the pedestrian footpath, to support Accessible Design principles – particularly in relation to use of the centre by people with visual impairments;
 - Develop design principles, in conjunction with the landowners, to reflect alternative (non-industrial) future development options for the Hardie & Thomson site.
42. Further community consultation will be undertaken during the implementation of the Plan to assist in developing the detailed design of the proposed public realm actions.
43. Current circumstances would justify a more streamlined approach than the hearing of submissions for this process, given:

³ Where the Council's submission form was not used by submitters, certain submitter views or responses may be unknown.

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- *The availability of resources:* The Council agreed on 24 April 2013 to move forward the District Plan Review, which will require considerable staff resources. A Hearings Panel of elected representatives would also need to be appointed. There is limited availability of elected members to hear submissions on Suburban Centre master plans.
 - *Timing:* The likely timing for hearings presents a timetabling difficulty due to the upcoming 2013 Local Body elections. There would also be implications for administering the process.
 - *Expediency:* In light of the above considerations, it is unlikely, if hearings were held on the Draft Master Plan, that it could be finalised before autumn 2014. Delay in adopting the Master Plan would create further uncertainty over the context for the rebuild of the centre, negatively impacting upon property/business owners looking to rebuild or consolidate existing assets in the centre, as well as local community confidence and morale.
44. It should also be noted that there is no requirement under *s19 Development of Recovery Plans* of the Canterbury Earthquake Recovery Act 2011 for recovery plans in areas outside the central city to be subject to public hearings.
45. To date, hearings have not been necessary for the four master plans that have been adopted as part of the Suburban Centres Programme (Lyttelton, Sydenham, Linwood Village and Selwyn Street). This is because officers have either held additional workshops or otherwise promoted amendments to the master plan to achieve an appropriate and balanced result. Good progress is now being made to implement those master plans.
46. On balance, it is recommended that submissions do not need to be heard. The majority of submitters support the Draft Plan, with 89% of submitters supporting its overall direction (vision and goals). All projects received more than 70% support from submitters (i.e. submitters either agreed or strongly agreed with the projects). There has been considerable opportunity for both verbal and written community input into and feedback on the Draft Plan and the issues facing the area are well understood and can be resolved outside of the hearings process.

Edgeware Village Master Plan

Summary of Submissions

Following Public Consultation: March-April 2013

This report is based upon a summary of submissions initially prepared by an independent research organisation, Global Research, in May 2013.

The report has been amended for the purpose of reporting to Community Board and Council.
Officer comments and recommendations are included at the end of each section

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Introduction

This report synthesises the public comments made on the Draft Edgware Village Master Plan which was available for public consultation from 4 March to 10 April 2013. Information was collected through written submissions gathered online, by mail, email, in person and at two drop-in sessions.

The total number of submissions

In total, seventy-five submissions were made on the draft Plan. Sixty five of these were made either using the Council's submission form or via the Council's 'Have Your Say' consultation website. The remaining ten were free-form submissions, in the form of letters or emails, which were generally formatted similarly to the Council's submission form.

The 75 submissions were made up of:

- Governance Organisations/Special Interest Groups - 12;
- Commercial Businesses - 7;
- Individuals - 56.

Thirty submitters stated that they wished to be heard if formal hearings are held by the Council.

Methodology

All submission comments (both positive and negative) have been assessed by an independent research organisation (Global Research). Each submission was categorised into one or a number of themes and topics. The themes were based on the draft Plan's structure, while the topics evolved from the comments made. Each comment was read multiple times by the analysis team.

While all submissions, including the longer free-form submissions, were categorised by themes and incorporated into this report, a number of longer submissions are best read as a succinct document. Longer submissions are listed in the Appendix.

The analysis has stayed true to the comments of the submitters and has intended to present information as impartially as possible. As far as possible the amount of support for particular comments (through generally indicating the number of respondents who made similar statements) has been presented.

Quotes from respondents have been included in the report to provide as much first hand comment as possible. These quotes are indented and italicised in the report. All quotes, including any spelling or grammatical errors, have been copied directly from the feedback and any such errors are not individually identified.

Reading this report

This report presents the summary of submissions in accordance with the structure of the draft Plan. The first section summarises the key findings of the report, while the second section analyses submitters' comments and level of support for the overall *direction* (vision and goals) of the draft Plan. The main body of the report then analyses respondents' feedback for the various *actions*.

The submission form was structured so as to ask respondents to indicate the degree to which they agreed or disagreed with the proposed direction (vision and goals) and the proposed actions. Respondents could state if they strongly agreed, agreed, neither agreed nor disagreed, disagreed or strongly disagreed with the overall direction and each of the 16 actions.

The graphs that feature at the beginning of each *action* discussion in this report provide a visual representation of the agreement levels of respondents. These graphs should be considered as indicative of the opinions of those who completed the submission form. The number of respondents and the percentage of agreement/disagreement with each of the actions is presented. Not all submitters responded to all of the submission form questions. **The percentages shown throughout this document are based on those submitters that responded to each particular question.**

It should be noted that the non-random selection method for the public consultation and the small sample size means that the graphs cannot be considered to be representative of the opinions of the whole community, rather only those who made submissions on the draft Plan.

The submission form also provided respondents with three open-ended questions through which they could comment on the Draft Plan:

- *What are the best aspects of the draft Edgeware Village Master Plan?*
- *Are there any aspects of the draft Edgeware Village Master Plan that need improvement? If so, what are these and what are the changes needed?*
- *Any general comments.*

As part of the analysis of submissions individual comments have been categorised into one or a number of the actions stated in the Draft Plan. Comments under each action have also been organised by the submission form themes: *best aspects*; *aspects that need improvement*; and *general comments*.

Where no *best aspects*, *improvement suggestions* or *other comments* were made under a particular action or section, this is stated.

The *Other comments* section at the end of the report presents comments that didn't fall under particular actions, or relate to matters that are beyond the scope of the draft Plan.

Council officer comments and recommendations are set out at the end of each section to identify the issues raised by respondents and to suggest how these can be addressed within the final version of the Master Plan.

Summary of findings

This section summarises the findings of consultation feedback. It does not include a summary of staff comments and recommendations. These can be found in the boxed text throughout the document.

Overall agreement or disagreement levels

Figure 1 provides a summary of respondents' levels of agreement and disagreement with the overall *direction* and individual *actions* within the draft Plan.

Averages have been created for the six themes, based upon responses to the various sub-actions (for example the topic *Improving the Public Realm*, relates to Actions 1 and 2, as denoted in the graph's key), to reflect the overall levels of agreement and disagreement with the various aspects of the draft Plan.

The *strongly agree* and *agree* comments have been combined to create the agree response and *strongly disagree* and *disagree* responses have been combined to create the disagree response. The '*neither agree or disagree*' responses has determined the neutral response.

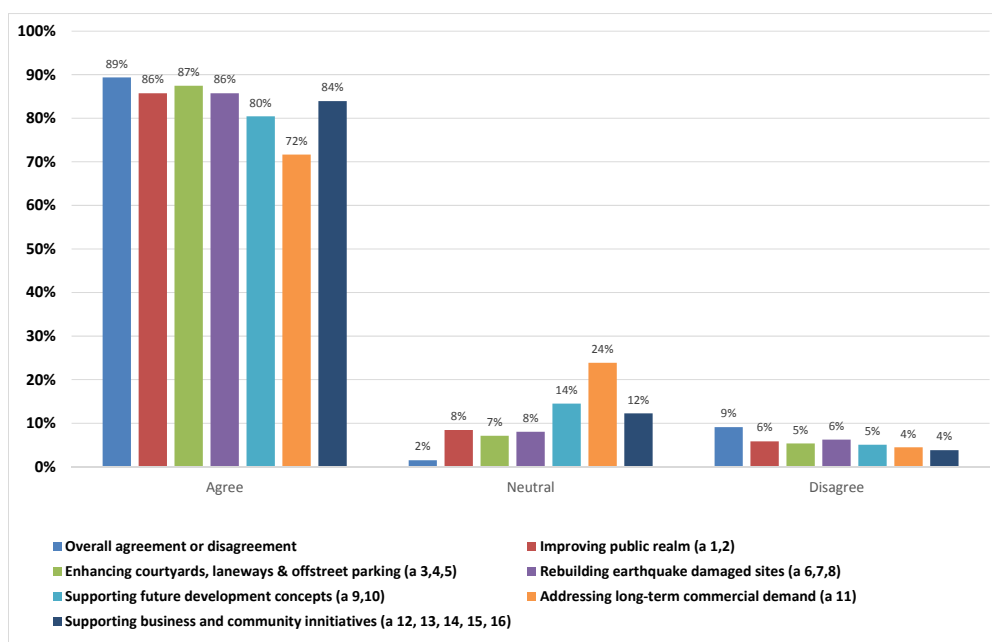


Figure 1: Overall average agreement and disagreement: Vision and Goals and Actions

Figure 1 shows that the vast majority of submitters (89%) agreed with the overall vision and goals of the Draft Edgeware Village Master Plan. Only 6 submitters (8%) have signalled that they do not agree with the Master Plan's overall direction. However, the majority of those submitters (5 of the 6) have signalled their support for at least one or more of the Draft Master Plan's actions.

The majority of actions in the Draft Master Plan were clearly supported by submitters. The graph shows that for the five themes, four of these received 80% or greater levels of submitters' satisfaction or support (i.e. submitters either agreed or strongly agreed with the theme).

The theme that differed to others was *Addressing long-term commercial demand* (Action 11). Although this theme received the least support, or acceptance, from submitters of the five themes, it still achieved over 70% of support (i.e. submitters either agreed or strongly agreed with the theme) and only a low level (4%) of disagreement, the result largely being determined by the large neutral response to this theme (24%) relative to the others.

In terms of the actions, those with a high level of agreement (either *strongly agreed* or *agreed*) were:

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

The strongest average level of disagreement was 9% for:

- Action 1c: Reconfigure parking and taxi arrangements;
- Action 1d: Retain existing bus stops;
- Action 3c: Improve layout and landscaping of the car park;
- Action 6a: Redevelop retail and sales buildings fronting Sherborne Street; and
- Action 12: Support development of an Edgeware Village Market.

The highest level of indifference (neither agree nor disagree) was for these actions:

- Action 16: retain case management service (26%); and
- Action 11: monitor commercial demand and enable expansion/rezoning if required (24%).

These overall agreement rankings did not always closely reflect the written submissions under the best aspects of the draft Plan or aspects of the draft Plan that respondents considered to be in need of improvement. Action 1e and 1f had the most consistency between the agreement questions and the open-ended question responses – both being highly agreed with as well as being commonly identified as amongst the best aspects of the draft Master Plan.

Best aspects

Movement and streetscape (particularly Actions 1a, 1b, 1e, 1f); Enhancing courtyards, laneways and street parking (particularly Actions 3 and 5); and Supporting business and community initiatives (particularly Action 14) were most commonly identified as being among the best aspects of the draft Edgeware Village Master Plan.

More specifically, the focus on pedestrians and cyclists was supported and the actions relating to amenity improvements (trees, plants, street furniture, cycle stands) as well as courtyards, laneways and beautification actions were commonly identified as good aspects. More generally, the community/village feel of the draft Plan, the attention to aesthetics and the draft Plan itself, its vision and potential outcomes were identified as being amongst the best aspects.

Aspects that need improvement

While Actions 1a and 1b were frequently commented on as being some of the best actions, they were also the most commonly commented on aspects with regard to those aspects of the draft Plan that needed improvement, indicative of differences in opinion amongst respondents. In relation to these actions concern was expressed that insufficient attention had been paid to traffic flow, congestion, the mix of motor vehicles, cyclists and pedestrians and subsequent safety implications. Respondents sought further consideration through the Master Plan as to how this flow of movement modes will work and also wanted to see increased safety measures.

Other areas identified for improvement were relatively varied across respondents. A good proportion of all comments made took the form of 'Other Comments' and predominantly suggested alternative aspects to

include in the draft Plan or identified aspects that were missing from the draft Plan. These aspects are categorised at the end of this report within the 'Other Comments' section.

Mahaanui Kurataiao Ltd (MKT), responding on behalf of Ngāi Tūāhuriri Rūnanga, stated in their long submission that the draft Plan *'is lacking in a significant number of areas in regard to tangata whenua values, interests and aspirations'*. MKT have suggested a number of detailed text changes to address these elements, while noting that the reason these were not included within the draft Plan reflected their own capacity constraints, and were not a criticism of Council staff.

General comments

The General Comments section of the submission form, similar to the other sections, had a large number of comments regarding actions that would improve the public realm, in particular the pedestrian priority and cycle friendly nature of the draft Plan and traffic issues. These have been included within the relevant Action sections in this Report. There were also a large number of comments that did not fit easily into the specific themes or actions proposed in the Plan. Some of these comments related to the vision, goals and process of the draft Plan and are captured under that section in this report. Some comments were suggestions of additional aspects to be considered for inclusion in the Plan. These are listed within the 'Other Comments' section.

Submitters who wished to be heard

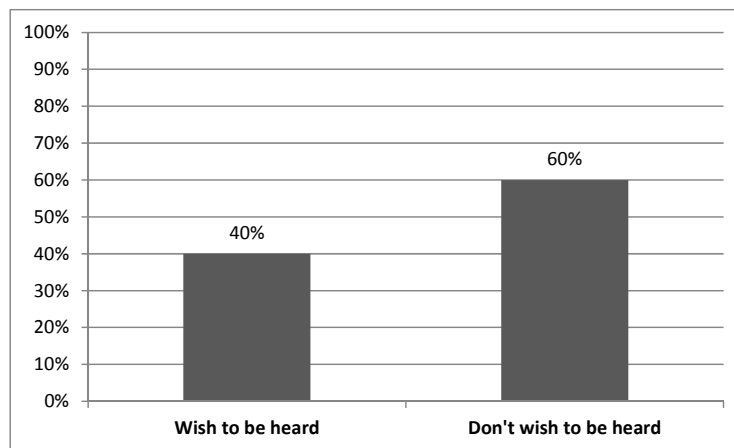


Figure 2: Percentage of submitters who wished to be heard or not

Figure 2 shows that of the total number of submitters, 45 respondents (60%) stated that they **did not wish to be heard** in relation to their submission, while 30 respondents (40%) stated that they **did wish to be heard**.

Of the 30 respondents who wished to be heard:

- 63% (19 respondents) indicated that they **agree** (strongly agree or agree) with the overall direction of the draft Master Plan;
- 20% (6 respondents) indicated that they **disagree** (strongly disagree or disagree) with the overall direction of the draft Master Plan;
- 3% (1 respondent) indicated that they are **neutral** (neither agree or disagree) toward the overall direction of the draft Master Plan; and
- Four respondents (13%) **did not complete the question** pertaining to agreement with the overall direction (Vision and Goals) on the submission form

Note that the percentages do not add to 100% due to rounding.

Figure 3 illustrates the number of respondents who disagreed (*strongly disagreed* or *disagreed*) with each of the actions. It only represents those submitters who wished to be heard and of those submitters, it only represents those who completed the Council's submission form relating to levels of agreement for the various actions.

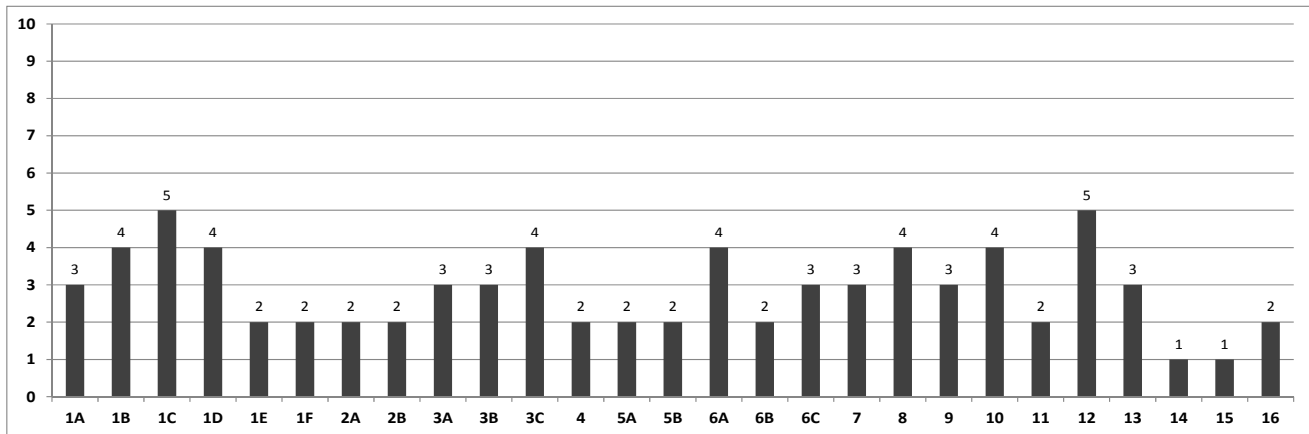


Figure 3: Submitters who wished to be heard: Number of Submitters who disagreed with each action

Figure 3 shows that there were low levels of disagreement across the various actions by those respondents who wished to be heard. There were no clear areas of disagreement.

The highest level of disagreement with any action was five respondents (Actions 1c & 12); (which is equivalent to just 7% of the total number of submissions on the draft Plan).

Draft Master Plan Overall Direction (Vision and Goals)

This section of the report analyses the feedback relating to the overall direction (vision and goals) of the draft Master Plan. The overall level of agreement with the direction of the draft Plan is identified as are the comments made in relation to the best aspects of the draft Edgeware Village Master Plan and aspects of the draft Plan that need improvement, which relate to the overall vision and goals. 'Other comments' received which also relate to the overall direction of the draft Plan are also discussed.

Overall agreement or disagreement with the vision and goals

Question 1: 'Overall, how much do you agree with the direction (vision and goals) of the Draft Edgeware Village Master Plan?'

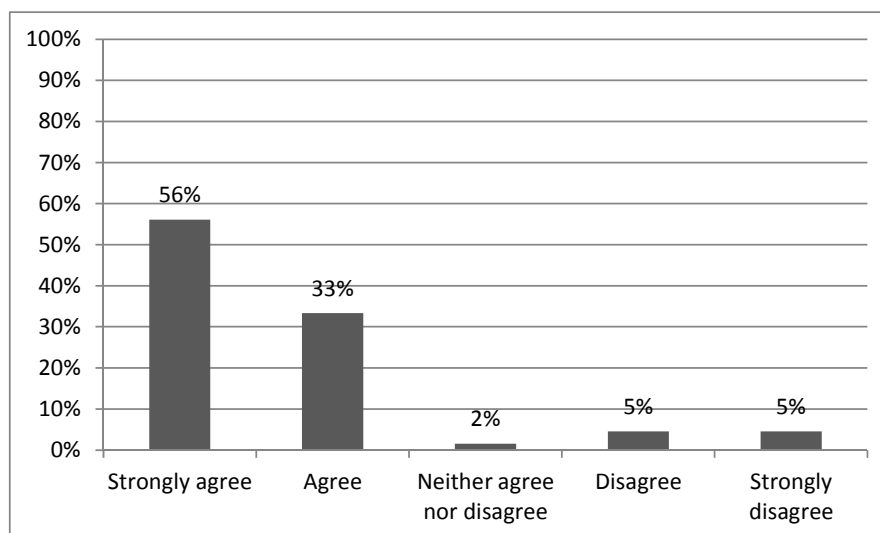


Figure 4: Overall Agreement or Disagreement with the Draft Plan's Direction (Vision and Goals)

Note: Percentages do not always add to 100% in this figure and others that follow, due to rounding

Under Question 1 of the submission form, respondents were asked to indicate their overall agreement or disagreement with the direction (vision and goals) of the Draft Edgeware Village Master Plan. The graph shows that of the 66 respondents who answered this question, the overall majority of submitters (89%)

agreed (either *strongly agreed* or *agreed*) with the overall direction of the draft Plan. Only a small proportion of respondents (10%) disagreed with the vision and goals.

Best Aspects

A number of comments under Question 3 of the submission form, which identified best aspects of the draft Plan, related to the overall vision and goals. A number of respondents made comments around the “village feel”, “atmosphere”, “identity” or “community” and thought this was among the best aspects of the Plan. Respondents liked that the draft Plan was oriented around people/community and place:

Those features which are "people based" as it is the "local flavour" that creates this village - like feel.

Retaining a true village type atmosphere where locals feel safe, enjoy using the services provided by the various businesses that operate in this locality and as an area where neighbours can meet.

Impressed with the focus on creating a more unified and integrated centre, with more of its own identity and how this is likely to foster a greater sense of community in the area.

There were also a number of general positive comments commending the Draft Plan, the process, the vision or the possible likely outcomes of the Plan:

Formal, coherent, planning

The plan has the ability to create a quality future improvement to this area.

SPOKES wishes to congratulate the Council for preparing a far reaching, visionary and people centred plan for the Edgeware Village.

This seems a dynamic plan to bring a small community shopping area up to a modern standard with a vision for the future.

Plan if properly implemented will make this a better place to shop.

The remaining comments were few and varied, including support for the indoor/outdoor pedestrian flows, providing ‘something to do in the weekend’ and:

The range of retail/cafe possibilities is appealing as I am philosophically committed to 'shopping locally'.

Comprehensive vision for business and community to align.

Aspects that need improvement

There were a few comments from submitters who had concern about the draft Plan’s vision and goals that were considered in need of improvement:

If there are concerns they are....maintaining the quality of the redevelopment in the years to come.

Much of the proposal is reliant on private property and it was indicated at the drop in session that not all property owners were on board which would decrease the value of the whole scheme.

Viewed as a wish-list, the document is laudable. Viewed as an actual plan, it is too ambitious and too vague.

It envisages considerable expansion of the retail area, and of individual shops, without knowing the plans of those retailers or their landlords, or knowing of demand for an increased retail area, or knowing which damaged or demolished shops will be reinstated.

The focus is far too narrow and while you have a diagram of "strategic context" you ignore the context completely. Within the 10 minute walking distance there are 3 other local shopping groups and 3 parks. Surely these need to be also considered and can probably give you better options for some of the community activities you are proposing to squeeze into Edgeware Village.

MKT on behalf of Ngāi Tūāhuriri Rūnanga, provided a list of text additions to better reflect tangata whenua values and aspirations in the Draft Plan. Full detail is provided in their long submission. A summary of their comments, which relate to the overall direction, vision and goals of the Draft Plan, include:

- There should be greater recognition of tangata whenua, their cultural values and contemporary and historic relationship with the area, throughout the draft Plan and within the relevant sections;
- Provide for tangata whenua and their aspirations within the Vision statement;
- Include a goal which specifically identifies ‘culture and heritage’;
- Action statements need to incorporate/address tangata whenua values.

The St Albans Residents Association also stated that community spaces and recreational amenities should be included in the plan.

Other Comments

There were a relatively large number of comments (around 35) that did not fit neatly under the themes or actions in the draft Plan and which related to the vision and goals of the draft Plan or the Master Plan process.

One respondent considered that the draft Plan would succeed in softening the look of the village but that the changes proposed would not add any value to creating a true village concept.

One specific observation was the area's blind population catchment by Advertising Clubb Ltd, Braille Signs Ltd, Banner Media NZ Ltd.

One overlooked aspect observes that Edgeware is the closest and most convenient shopping area to the Royal NZ Foundation of the Blind's facilities located in Bristol Street. While sight-impaired persons and Foundation members live in the community at large; planned events, service-provision and similar reasons draw members to this locality and the convenience of shopping while being near Bristol Street would follow if the precinct was known to be accessible and suitable for sight-impaired persons or persons who find it difficult to shop at less-accessible locations.

There were a number of positive comments; that the draft Plan is "inspired", that the work done so far is great and that the proposals are 'exciting' and impressive. This included a number of comments acknowledging the work that has gone into the development of the draft Plan:

Well done CCC planning team, looking forward to it and a sense of community in the village

Thank you for the thought and careful consideration that has gone into this plan. I was impressed.

I think and commend the amount of time and thought that has gone into the comprehensive detail that has clearly gone into the planning of this desirable Plan

The Master Plan is fantastic and I would definitely support its implementation

Staff Comments

The strong level of support received for the overall direction (Vision and Goals) of the draft Master Plan is rewarding.

The result reflects the effort that went into collating information from stakeholders and the local community during the early stages of the project, together with investigations undertaken by the project team. The draft Master Plan vision is an expression of an ideal future for Edgeware Village Centre and was generated in response to feedback received from community and stakeholder workshops held in June 2012. That feedback informed the preparation of the Master Plan goals, based upon the Master Plan's framework for integrated recovery planning.

The focus of the Master Plan is the commercial centre and the area zoned for business activities under the District Plan. In response to comments pertaining to the 'narrow focus' of the Master Plan, the purpose of the master planning exercise is to respond to extensive earthquake damage in the centre and to provide a platform to support the rebuild and recovery of affected buildings and businesses. This scope is in accordance with the mandate approved by Council for the Suburban Centres Programme in June 2011 and confirmed in April 2012 when Edgeware Village was added to the programme.

While some matters or topics suggested by submitters are beyond the scope of the Master Plan, many tangible short to long term projects have been included to improve the overall confidence, performance and liveability of this suburban centre.

The successful implementation of the Master Plan will rely on various project partners using a range of processes and resources (e.g. funding, property negotiations, further research and design work and potential regulatory changes etcetera). To this extent, while it is recognised that it may be challenging to influence private property owners, the Master Plan provides an important and robust starting point for discussions with them.

In its submission, Mahaanui Kurataiao Ltd (MKT) has suggested a number of text changes to address Tangata Whenua values. Unfortunately, neither the draft Master Plan's vision nor the goals have had input from Tangata Whenua. Despite the best efforts of staff to engage with Tangata Whenua, MKT,

the organisation which facilitates such discussions with Tangata Whenua, was unable to allocate any time to create this opportunity prior to the draft Master Plan's preparation or public release. Staff consider that it would be highly beneficial to the Master Plan to incorporate Tangata Whenua input prior to the Plan being finalised and are in discussions with MKT in connection with this.

Observations raised by respondents, including the New Zealand Royal Foundation of the Blind (NZRFB), draw attention to the number of disabled and visually impaired persons either residing in the local community or frequenting the village centre. It is recommended that text changes are made to the Master Plan goals to give due recognition to the needs of different users and provide for universal design principles. Staff will also work closely with the NZRFB at the detailed design stage

Staff Recommendation

Endorse the Edgeware Village Centre Master Plan and its overall direction;

Retain the Master Plan vision and goals as currently stated, except for the text changes relating to Tangata Whenua values and appropriate access for disabled persons (Note: Any changes will be submitted to the Council when approval is sought for the final Master Plan).

Improving the Public Realm

The body of the report now discusses the levels of support and written comments for each *action*.

Action 1: Streetscape and Movement

1a: Develop a pedestrian priority environment and 'gateways'

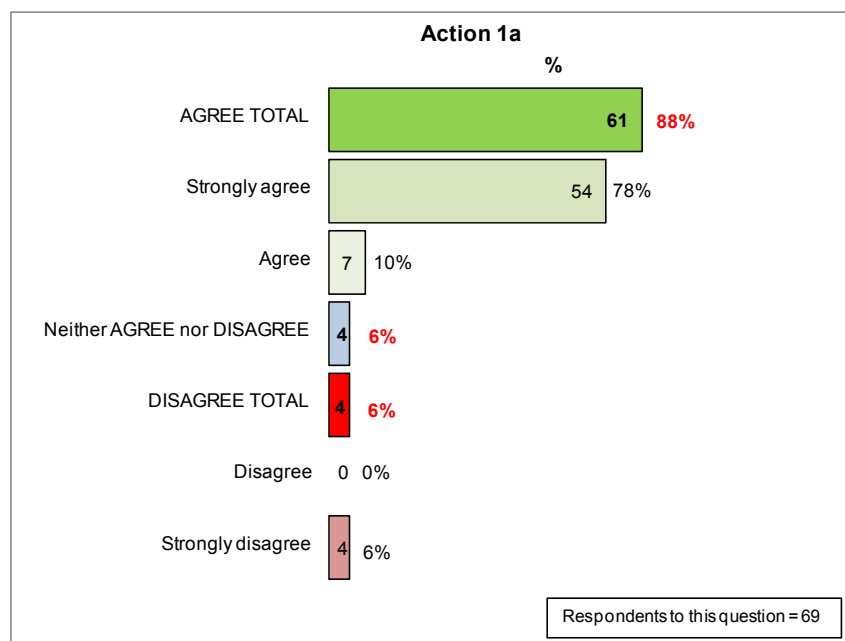


Figure 5: Overall Agreement or Disagreement with Action 1a

Figure 5 shows that there was strong overall agreement with Action 1a based on the response to the question asked in the submission form. A total of 88% (61 of 69 respondents) *strongly agreed* or *agreed* with the action, compared with 6% (4 respondents) who were in disagreement with it.

Best Aspects

The focus on, priority of, and proposed improvements for pedestrians and cyclists (pedestrians in particular) were the most commonly stated best aspect of the draft Plan:

Pedestrian and cycle friendly aspects.

The emphasis placed on the development of a people centred area where it is possible to walk and cycle is to be commended.

We strongly support the concept of Edgeware as a village centre serving the local community that is walkable and cyclable (Environment Canterbury).

Respondents also supported the slowing down of traffic and the widening of footpaths:

Making the area safer and more pleasant for pedestrians and cyclists principally by reducing the speed of traffic/and/or diverting traffic away from the retail area.

The Cancer Society supported the increased priority given to pedestrians and cyclists and noted that active modes of transport have positive effects on health and wellbeing.

There were also a number of comments identifying paving, repaving, or renewal of road and footpath surfaces as best aspects.

Aspects that need improvement

Clarity and further work is desired around the proposed pedestrian environment, particularly in relation to traffic flow, volume and safety. Respondents were concerned that while some traffic calming measures are provided, it wouldn't be enough and there would be conflict between cars, cyclists and pedestrians.

Very keen on facilitating greater pedestrian and cyclists access; but I am concerned about how everybody will be safe, with the addition of vehicular traffic ie cars, buses, trucks, etc.

Of particular concern to me is the congestion for drivers as they pass through the village. People exiting from the service station, roadside parking, and the supermarket all converge together onto a pedestrian crossing, and buses passing through. A hazard is created because it is difficult to exit right from the service station, as you cannot see oncoming traffic clearly, passed the queued traffic for the lights. People take risks exiting from this driveway, getting impatient.

The Draft Plan has not given enough attention to addressing the high volume of vehicles that currently use Edgeware Rd (from the Lights on Cranford St going west, the T junction with Colombo St and further towards Caledonian Rd). The draft street scene gives the impression that the new layout looks very pedestrian friendly. The reality is that flash new paving stones etc will not reduce the volume of vehicles trying to move through the area. In fact if the proposed changes for the village attracts more stylish businesses to start up then the traffic volume is likely to increase with people drawn from outside the area wishing to use these services.

Living Streets requested more consultation:

Clarification is needed as to whether there is an intention to create a shared surface. This plan needs more consultation with experts at the RNZFB to achieve a safe solution for all users of the area.

Suggestions for traffic management included:

- Introducing speed limits (specifically 30km/h) through the village centre;
- Removing heavy trucks from the area;
- Controlling the 'rat run' through Colombo/Edgeware/Trafalgar;
- Limiting or reducing the number of cars;
- No cars down Cornwall street;
- Have traffic access only for residents, buses and cycleways.

Some respondents expressed confusion as to why the area was being made into a pedestrian priority environment when many of the roads are major transport routes. Concern was also expressed that any restrictions on flow or number of cars would affect businesses. One respondent commented that 'gateways' had connotations of exclusion and another was concerned that the proposal may block off Edgeware Road.

Environment Canterbury cautioned against narrowing road widths too much as this can make it difficult for buses to navigate, and similarly, another respondent queried whether consideration had been given to the required width for a turning bus.

A number of comments were made in relation to ensuring there are tactile features on surface environments, kerbing, contrast of features and capped for those who are impaired, particularly because there are a number of council retirement houses and the Royal New Zealand Foundation for the Blind (RNZFB) facilities are located in the area. Compliance with 4121: *Design for Access and Mobility* recommendations was desired by Living Streets and the St Albans Residents Association. Similarly, wider paths for prams and wheelchairs were requested to assist accessibility. St Albans Residents Association gave specific reasons why the draft plan is not 4121 compliant.

MKT, in their long submission, also supported appropriate design:

Ngāi Tūāhuriri Rūnanga also support those actions which are seeking to provide enhanced pedestrian movement and use of the area, if that includes appropriate designs for the elderly and children, and those with disabilities.

Another respondent commented that there should be a linkage between Colombo Street and the central city to encourage people to walk and cycle between Edgware village and the city. Similarly, the St Albans Residents Association suggested that all the villages in St Albans should be connected by appropriate walkways and cycle-ways.

In relation to crossing points, the following improvements were suggested:

... intersection of Colombo St and Edgware Rd: There are no advantages to widening the pavement and narrowing the road, although the landscaping might look nice. However there are several disadvantages: Narrowing the road does not increase pedestrian safety. There is still traffic coming from both directions to be negotiated before stepping out, and we would still have to check in both directions along Edgware Rd for cars turning into Colombo St...A better option is to keep the intersection wide enough for two turning lanes, but reduce the speed limit. It will be so frustrating if only one vehicle at a time can exit Colombo St because it has been narrowed...

Pedestrian crossing location across Edgware Road is currently close to 5 vehicle exit/entry points (Trafalgar/Colombo, Caledonian / Supervalu carpark / carpark on Edgware) meaning drivers are concentrating on other vehicle movements as well as keeping a look out for pedestrians, or suddenly upon the crossing once having ascertained it's safe to enter Edgware Road from one of the five points. Suggest moving it towards Sherborne Road, perhaps to entrance corner of Supervalu.

The following comment was also made:

... Another aspect would be a mini roundabout on Colombo St just before the 'gate', as a sort of drop off/pick up zone, and also to enable vehicles to do a U turn safely and not enter the gate.

General comments

It was commented that the Plan needs to take into consideration the transport plan for the city. Disappointment was expressed that while there are a number of master plans that rely on lower traffic volumes, there is no overall effort or creative approach to reducing car use city wide such as park and ride or car-pooling. Similarly, another respondent commented on needing to move away from the dependence on cars.

Some respondents were unclear or had queries as to how this action would work, alongside the centre being cycle friendly but still a through route for traffic:

If traffic travelling along Edgware Road is slowed considerably (as it needs to be) what other route will some of it default to ? i.e. will other streets which are residential see an increase in traffic flows ?

Further work in this topic was desired, a few respondents suggested slowing down vehicle traffic on Edgware Road (and through to Springfield Road) with specific maximum speeds of 20km/h and 30km/h along with considering closing the north end of Colombo Street to vehicles.

Other suggestions of further work that could be done included:

- Fast track the Master Plan proposals to coincide with Edgware Road service upgrades;
- Incorporate a raised pedestrian crossing;
- Completely remove car parks and replace with wider foot and cycle paths on Edgware Road.

Environment Canterbury also suggested that no major decisions are made until the results of the Corridor Study have been looked at.

A frustration expressed by one respondent was that the draft plan does not go far enough:

A bit of new paving, different plants, new rubbish bins and seating can obviously be achieved but without more structural change that could include diversion of roadways, landswops, etc, we are just getting a token effort.

The RNZFB (and another respondent) commented that the Master Plan design must take into account the needs of the elderly and impaired persons. Tactile ground surface indicators installed to locate crossing points and to identify bus entry points were desired, as well as compliance with the *NZ Standard 4121: Design for Access and Mobility* around building entries, seating design and street furniture. The Advertising Clubb Ltd, Braille Signs Ltd and Banner Media NZ Ltd in their combined long submission, also supported the use of tactile walking surfaces.

Staff Comments

There was some misinterpretation by respondents regarding the term 'gateways'. The term is used in the Master Plan in the context of providing clearly defined 'entranceways' to the centre, designed to welcome people to the village and to slow approaching traffic.

The Master Plan has been designed to safely accommodate a mix of movement activity within the village centre. Staff are confident that the proposed streetscape changes will create an environment that reduces drivers' speed. The design measures provided by the raised platform, the narrowed road corridor and enlarged footpath will naturally slow vehicles. These measures will promote the movement hierarchy and create a safer environment for pedestrians, cyclists and motorists alike.

The 'hazard' identified by a submitter in relation to vehicles exiting the service station onto Edgeware Road is considered to be more perception than reality. A low crash incidence rate prevails (there have only been three recorded road crashes in the village centre over the last ten year period) and safety will be encouraged through the slowing of traffic and the other design measures put forward by the Master Plan.

A legal process would need to be followed to change the speed limit in the village centre. This is currently considered unnecessary. The proposed design measures are anticipated to achieve the desired speed in Edgeware Village. Full speed counts will be undertaken during the detailed design stage and the legal process can be commenced at that stage if considered necessary. With respect to submitters who oppose the idea of reduced speeds, they are in the minority.

The potential congestion impact on traffic flow in the village and surrounding streets, arising from the implementation of the Master Plan actions, is considered insignificant with regard to pre-earthquake, existing and projected traffic flows in the centre. Full volume and intersection counts (Colombo Street-Edgeware Road) will be undertaken during the detailed design stage. This will establish the baseline flows and confirm that traffic congestion will not arise from the proposed changes. Furthermore, any increase in traffic flows arising from the opening of new private developments in the centre in future years, will be assessed through the consenting process.

The existing bus routes and stops in the village are being investigated by staff with Environment Canterbury, under Action 1d, in response to submitters' requests to reduce bus movements through the centre. The outcome of this could further reduce traffic flow through the centre and the perceived congestion risk.

One submitter raised a concern regarding potential congestion arising from the reduction to one lane at the Colombo Street-Edgeware Road intersection for road vehicles. Staff will investigate the scope for tweaking the concept plan at the detailed design stage when the traffic flows have been established, to accommodate anticipated traffic movements on that corner. However, the modal priority is pedestrian access and increasing the road width will decrease the space allocated for pedestrians, in addition to increasing crossing distances on Colombo Street and also reducing the space available for the major cycleway.

A number of submitters, including the RNZFB, have commented upon the importance of creating a pedestrian space that is accessible and navigable for all users. Staff are confident that the widened footpath will provide an enhanced movement corridor, while specific design measures to provide universal access for all users will be investigated at the detailed design stage, together with the precise location of the proposed pedestrian crossings. Consultation will also be undertaken with affected persons at that stage. That said, staff propose to include amended images and text changes, to specifically incorporate the principles of universal design (and access) within the draft Master Plan.

Staff Recommendation

- Retain the action concept as currently shown in the Master Plan, but update the images and make text changes to reflect universal design principles to ensure access for all pedestrian users (including those with disabilities). (Note: Any changes will be submitted to the Council when approval is sought for the final Master Plan).
- Provide a glossary at the front of the Master Plan to provide clarification on the term 'gateway'.
- Change the implementation timeframes currently shown (for actions 1a-1f inclusive) to a "short term" priority, i.e. aim to commence implementation in the next 3 years, in line with the draft Three Year Plan (TYP).

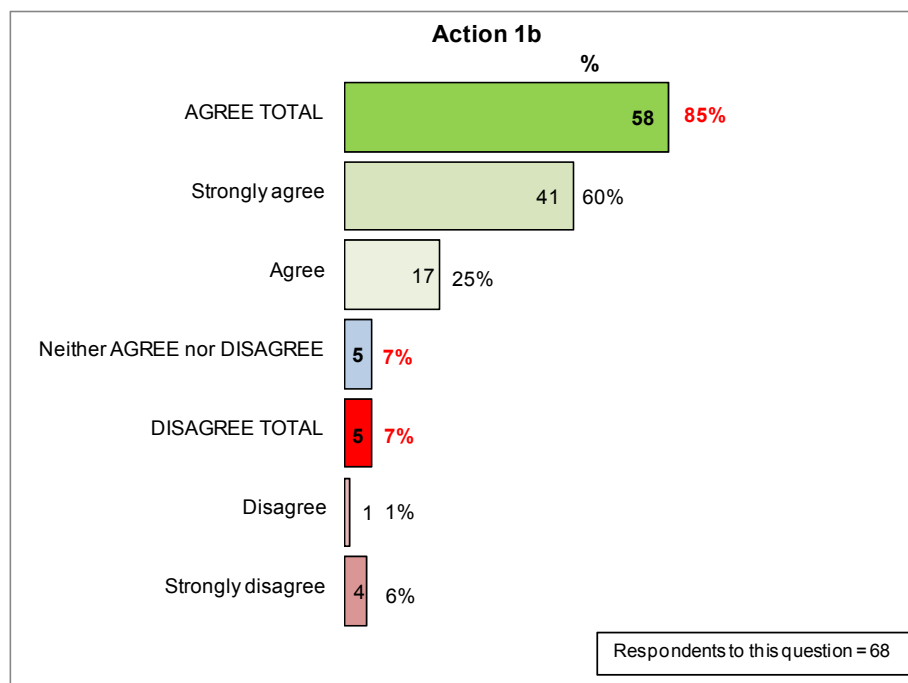
1b: Incorporate a major cycleway**Figure 6: Overall Agreement or Disagreement with Action 1b**

Figure 6 shows that there was strong agreement with Action 1b; with a total of 85% support for the action, compared with 7% (5 respondents) who either *disagreed* or *strongly disagreed* with this action.

Best Aspects

The proposed major cycleway, often in conjunction with the pedestrian priority area was commonly identified as being among the best aspects of the draft Plan:

The incorporating of the new "Grassmere" cycle route that is proposed to pass through this area along with other traffic calming ideas suggest that this plan has the potential to provide an area that is people friendly and enjoyable to be in.

Slowing Edgware Road Traffic. Having the proposed Grassmere Cycleway route through Edgware Village.

Aspects that need improvement

Respondents sought increased safety measures to ensure there is space provided for cars, pedestrians and cyclists. Physical separation for cars, pedestrians and cyclists, wider paths, curbs and coloured lanes were suggested.

I note that a cycle way is proposed for Trafalgar Street, which I applaud. Again, however, I feel concerned about the combination of cycles and cars; especially during peak hours, when people are travelling to and from school or to and from work. Would there be value in making Trafalgar Street a 'one-way' street; or perhaps limiting access to the sports grounds from only Cranford Street?

I am concern about safety of pedestrian (& cyclists). There needs to be clearer definition between space provided for motor-vehicles & pedestrians / cyclists (less expected in latter - more expected on foot). Needs to be colour contrast & texture differences. Also need tactile paving or tactile strips for visually impaired.

The Cancer Society also supported separating cycle lanes from cars and made these comments:

We would encourage C.C.C and the Shirley/Papanui Community Board to give some consideration to improved cycle facilities through either the introduction of increased physical separation between vehicles and cyclists' or via 'road wider cycle lanes' as we feel these two options would be a good way to increase confidence of cyclists / potential cyclists in incorporating cycling within their daily routine commute.

It was also suggested that cyclists have right of way when turning from Trafalgar to Colombo Street and to use signage, raised bumps or road markings to assist this.

A walk or cycle way from St Albans School to the village was also suggested.

General comments

There was also a comment on the opportunity to make a safe cycleway during the rebuild of Edgeware Road. The RNZFB stated that they do not support shared footpath/cycleway paths and advocated the cycleway being planned on a road surface.

Staff Comments

The detailed design plan, which is to be prepared for this project following the adoption of the final Master Plan, will contain more specific information regarding the major cycleway design in terms of its precise location, dimensions, materials, signage and delineation from the pedestrian area and the road platform. Minimum cycle infrastructure design standards have now been signed off by Council and will be applied to Action 1b at the detailed design stage. Stakeholders and the community will also be asked for their input as part of the detailed design process.

In the interim period, staff recommend that the Master Plan images are updated to show indicative means of delineating the major cycleway, providing for clearer definition in the movement patterns between pedestrians, cyclists and road users.

In response to the suggestion that cyclists should be given right of way when turning from Trafalgar Street to Colombo Street, this has been investigated by staff but has not been incorporated in the Master Plan due to the safety risks associated with the limited visibility of cyclists travelling south down Trafalgar Street and from drivers elsewhere on the intersection. Incorporating a right of way for cyclists at this intersection would also risk generating traffic queues along Edgeware Road back to the signal controlled intersection at Edgeware Road/Sherbourne Street. The detailed design stage will determine the precise location of the proposed pedestrian crossing points, but it is proposed that there will be a crossing on Edgeware Road, to the west of Trafalgar Street, to facilitate cyclists crossing the road, as an alternative to riding in the carriageway.

Staff Recommendation

- Retain the concept of Action 1b as currently stated, but through further investigation provide updated images to show indicative means of distinguishing between the cycleway and footpath (Note: Any changes will be submitted to the Council when approval is sought for the final Master Plan).
- Change the implementation timeframes currently shown (for actions 1a-1f inclusive) to a "short term" priority, i.e. aim to commence implementation in the next 3 years, in line with the draft TYP.

1c: Reconfigure parking and taxi arrangements

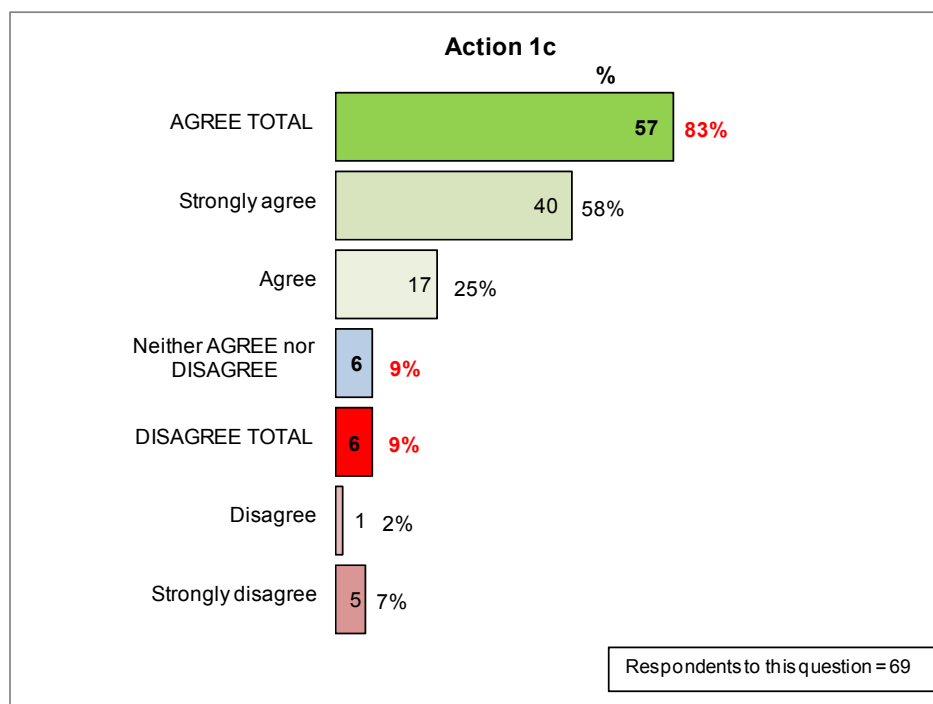


Figure 7: Overall Agreement or Disagreement with Action 1c

Figure 7 identifies that there was overall agreement with Action 1c. A total of 83% of submitters (57 of 69 respondents) supported the action, compared with 9% (6 respondents) who disagreed with it.

Best aspects

Action 1c was not specifically identified by respondents in the *form* submissions (Under Question 3) as being amongst the best aspects of the draft Plan although it was supported by Living Streets in their longer free-form submission:

"[We also liked] the reconfiguration of parking and the inclusion of new spaces for off-street parking".

Aspects that need improvement

A few respondents expressed disagreement with the removal of car parks and another respondent noted that parks detracted from the village.

Those concerned at the removal of parks were due to ease of access to shops and impacts on businesses. It was also commented that if the village is to be developed and expanded, then more car parking would be required. More consideration of parking requirements and not removing car parks from the Post Shop to the Butcher Shop was suggested by one business owner.

Do not reduce any car parks. The current tenants only exist because there are close car parks now. All businesses want car parks, and many can't make more, so do not reduce car parks. Certainly slow the traffic in the central area, but do that only to improve safety.

In contrast, one respondent made the comment that if a village is to be created then car parks should be on the periphery and another suggested that more of the proposed on-street parking should be removed for safety reasons. Another respondent commented more indirectly, that there should be no cars, except for the proposed taxi rank, down Cornwall Street between the supermarket and petrol station.

There were two comments made that the relocation of taxi stands to Cornwall Street is not appropriate as it would increase congestion and make parking difficult for Sunbeam Kindergarten:

Relocation of taxi stand to Cornwall Street is not a good move. Will increase congestion at this point especially around kindy drop offs and pick ups. Suggest that taxis have one reserved drop off point in Cornwall Street for supermarket customers. Main taxi rank remains as is.

Another respondent commented that taxis or mini buses going to and from the city should occur on Colombo Street, before the gate so that it does not clog up the pedestrian area.

Environment Canterbury (ECan) noted that moving the taxi stand may provide an opportunity to shift the bus stop on the northern side of Edgeware Road slightly to the east so that it is closer to the village and other stops.

General comments

Three comments on parking were made:

There are still at least 4 separate carparks shown and each by a group of individual services. That does not create a focal centre point for a "village". People will be able to park, go to the nearest shop and forget the rest.

Having parking out of the main shopping area will lead to people walking further and create opportunities for unplanned spending. There needs to be design consideration to the carparks to ensure they are accessible by pedestrians and they are prioritised in their journey to shops within the carparking area.

For this plan to be a success people need to be able to park easily to catalize such a pleasant shopping - service precinct. / For other aspect is parking for staff currently this is a major issue (particularly Peter Timbs staff) and this will only get worse with the increase of service provides (doctors, specialists, professional services in upstairs offices). Parking and traffic flow is also a safety issue for sunbeam kindergarten, the taxi stand move may aggravate this.

Staff Comments

Public consultation has illustrated that submitters have reasonably diverse views about the proposed reconfiguration of parking through Action 1c, in terms of the availability of car parks and the location of these.

The rationale for the proposed changes to the number and location of on-street parking spaces, as set out in the draft Plan, is to improve safety and allow the public realm improvements (Actions 1a-1f) to be implemented.

The draft Plan would see a reduction in the existing quantum of on-street parking spaces in the village by some 11 spaces (of the 22 existing on-street car parking spaces in the village). Business owners have objected to the proposed reduction in on-street parking spaces due to the perceived threats to business productivity.

The precise number and location of on-street car parks will be confirmed during the detailed design stage, following further consultation with village users, including business and property owners.

However, following the receipt of consultation comments on the draft Plan, staff have undertaken further investigations to ensure that Action 1c is sufficiently robust and will not adversely affect businesses and visitors to the village. A pedestrian survey was undertaken by staff in April 2013. The purpose of the survey was to explore visitors' movement and parking behaviours when frequenting the village. The survey identified current modes of transport used by customers and where vehicle users parked in the centre. The results of the survey showed that off-street parking, rather than on-street parking, was the best utilised of the available parking areas in the centre. Travel by motor vehicle and associated parking demand was highest in the evening, reflecting the changes in modal choice and the behavioural patterns of visitors at different times of the day.

The results of the pedestrian survey indicate that motorists are satisfied to park in off-street locations and walk to their destination/s. In spite of this, further investigation has been undertaken by staff to identify measures to increase on-street parks, without detracting from the public realm improvements, so as to address the concerns raised by business owners relating the net loss of on-street parking. Making adjustments to the draft Master Plan to rationalise the number of bus stops in the centre and to relocate the taxi rank back to Edgeware Road, would satisfy other comments raised by submitters (refer to Action 1d), whilst also providing for additional on-street parking spaces. Under this scenario there would be a net loss of just 3 on-street parking spaces, compared with the existing quantum of on-street parking.

Further investigation will be required to determine the feasibility of making other adjustments to the Master Plan's design, so as to minimise the loss of on-street parking spaces, where possible.

It is recommended that alternative options are investigated for Action 1c in relation to the proposed relocation of the taxi stand to Cornwall Street. Whilst the Taxi Federation has not expressed opinion on the proposals, public feedback has shown that relocating the stand is not a preferred approach. One option is to locate the taxi stand at the site of the current bus stop (north side of Edgeware Road, near Caledonian Road) to link with the amended proposals under Action 1d.

Staff Recommendation

- Revise Action 1c as follows:
 - Append a summary of the results of the pedestrian survey to the Master Plan to illustrate the existing parking preferences and modal split for accessing the centre. This will provide a baseline for monitoring any change over time.
 - Staff to investigate the scope to create additional on-street spaces on Edgeware Road, without losing the benefit of the road platform and improved pedestrian amenity. Staff to also update the relevant text and images.
 - Staff to undertake further investigations, including discussion with the relevant stakeholders, to determine the feasibility of alternative options for the location of the taxi stand and continue discussions with ECan regarding the bus routes and rationalising the number and location of bus stops (refer to Action 1d below), to free up further on-street parks on Colombo Street.
 - Change the implementation timeframes currently shown (for actions 1a-1f inclusive) to a “short term” priority, i.e. aim to commence implementation in the next 3 years, in line with the draft TYP.

1d: Retain existing bus stops

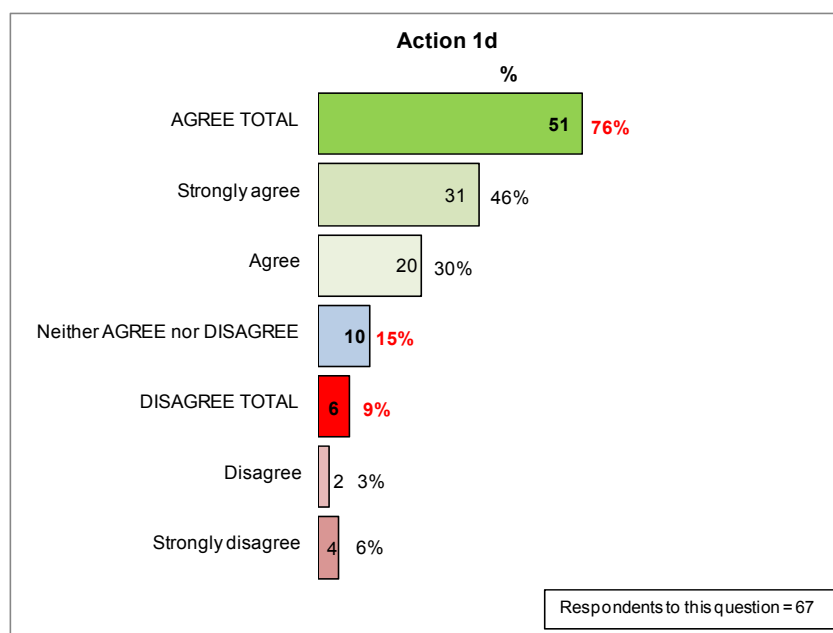


Figure 8: Overall Agreement or Disagreement with Action 1d

Figure 8 shows that overall there was a general level of agreement with Action 1d, with 76% of submitters (51 of 67 respondents) in support of it. This was compared with 9% (6 respondents) who either *disagreed* or *strongly disagreed* with this action.

Best aspects

This action was not identified as being among the best aspects in the *form* submissions, although Environment Canterbury (ECan) strongly agreed with all of Actions 1 and 2. ECan commented in relation to 1d that the current placement of bus stops is not particularly well coordinated but acknowledged that it would

be difficult to cater for a single transfer point in the village between bus stops and thereby accepted the general locations of the existing bus stops. ECan noted that moving the taxi stand to Cornwall Street may provide an opportunity to shift the bus stop on the northern side of Edgeware Road slightly to the east so that it is closer to the village and other stops.

Aspects that need improvement

Three suggestions (as follows) were made in connection with bus services in the village. Two suggestions were to divert buses and one suggestion was to exclude buses entirely from the village.

The only thing that I think could improve it is if the bus route can be diverted from coming through the top of Colombo street and turning into Edgeware Road. Many busroutes have been successfully diverted without it affecting business or locals too much. I would personally prefer to see the buses diverted from Colombo through Canon, into Sherbourne and vice versa. The busstop at BP would remain for easy access to the village

We are especially not happy that the plan continues to have the bus service passing through the area and feel that this is a problem that planners can very easily do something about. We suggest that busses traveling south from Cranford Street not turn right into Edgeware Road but carry on through up Sherborne Streets turning right into Canon, left into Colombo, thus by-passing the Edgeware Village area. However, we ask that the bus stops at Edgeware/Cranford corner be retained and improved so that the bus service will still provide good access to the Village for bus commuters. Travelling north, bus stops could be placed at Edgeware/Sherborne for ease of access. Similarly, we suggest that the Metro Star, travelling east/west, also be diverted down Canon Street. (Living Streets).

Suggest that buses are excluded from village idea: Colombo St should be diverted from north of Canon St, through existing vacant land to join Sherborne south of H & T site. Colombo St closed at Edgeware to vehicles. Buses stop on deviation.

Another respondent suggested converting the property used for the Lions St Albans Community Centre into a mini-bus station and car park (park and ride) area, similarly, another suggestion was to consider developing a mini bus exchange on the vacant CCC land nearby, although no specific location was provided.

Ecan made the following points:

... We would note that existing stops do not currently have the level of service indicated in figure 6g (page 33). There is a shelter with 'Bus finder' module on the east side of Colombo but nothing on the West side. On Edgeware Rd there is a small shelter on the south side but no facilities on the north, which is particularly exposed to the elements and has no great merits as a stop or potential transfer point.

General comments

No comments were made in the 'general comments' section of the submission form in response to this action.

Staff Comments

The benefits of bus services in the village are acknowledged for providing an important connection to the central city and supporting the economic vitality of Edgeware. For that reason the complete removal of bus services from the centre, as proposed by some submitters, is not possible, nor is it desirable.

That said, Council staff are investigating potential options, including retaining the status quo, to examine the feasibility of reducing the number of bus movements through the centre and in particular, minimise the turning movements of buses in relation to the width of the proposed pedestrian platform and major cycleway.

Council staff are also investigating options, in conjunction with ECan, for the consolidation and better alignment of bus stops in the village centre to enhance connectivity and transferability between services and other modal forms.

Any decision regarding amended bus routes, services or stopping points will be the responsibility of Environment Canterbury (ECan). Through initial discussions, ECan staff have tentatively indicated that changes may be possible, but a decision is unlikely to be made until the detailed design of the major cycleway and roads for the village and surrounding area is commenced, so may not be resolved prior to the adoption of the Master Plan.

Staff Recommendation

- Amend Action 1d (text and images) to reflect the proposed intention of the Master Plan to retain, but consolidate bus movements in the village centre to better align with other modal activities.
- Change the implementation timeframes currently shown (for actions 1a-1f inclusive) to a “short term” priority, i.e. aim to commence implementation in the next 3 years, in line with the draft TYP.

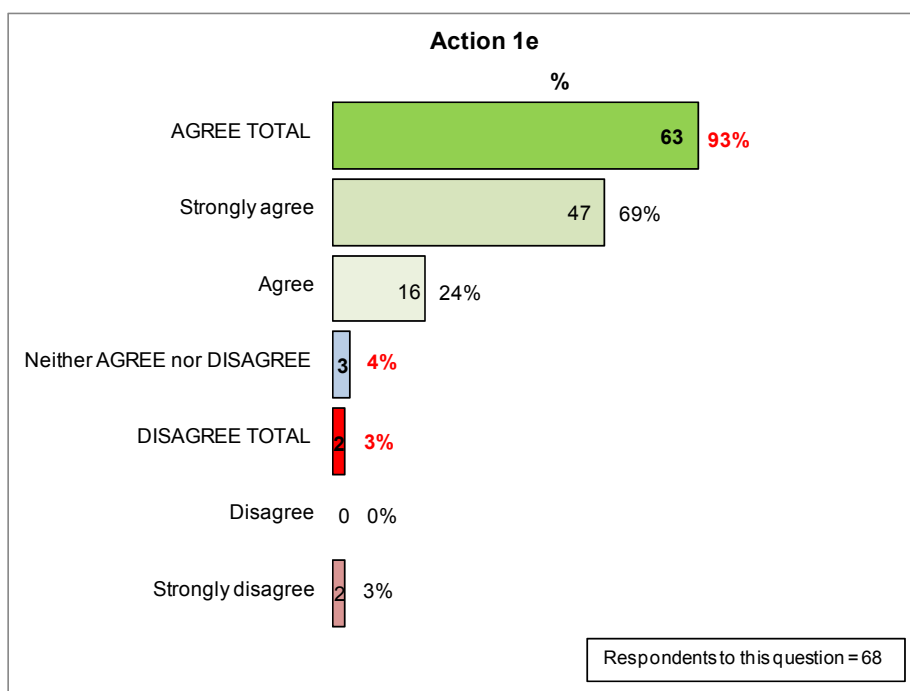
1e: Install amenity planting**Figure 9: Overall Agreement or Disagreement with Action 1e**

Figure 9 shows that overall there was very strong agreement with this action with a total of 93% of respondents in agreement with it. This is compared to just 3% (2 respondents) who were in disagreement with this action.

Best aspects

This action, through references to trees and plantings, and often in combination with 1f, was identified around five times under the responses to Question 3 of the submission form, as being among the best aspects of the draft Master Plan.

Trees and benches.

Deciduous trees would be great...

Aspects that need improvement

There were a number of comments made on amenity planting improvements. The Cancer Society sought incorporation of tree and plant species that offer maximum shade coverage such as the English Oak and made the following comment:

Minimising public exposure to UVR would thereby help CCC meet its obligation under the 1956 Public Health Act to promote and protect public health whilst creating improved safety, accessibility and use of the streets.(P30) Cancer Society would like to suggest that other trees be considered as alternative to the choice of The Whitebeam (Sorbus aria) as the principal street tree. Other trees such as the English Oak (Quercus robur) are also good choices as it has wider spread than the Whitebeam and is a good choice as Broad canopies and dense foliage provide the best shade.

Another respondent suggested considering 3-4m shrubs and to be mindful or restrictive of tree selection type to ensure there are not implications such as blocking buildings when they reach full size. Ensuring trees are vandal proof was also suggested.

Plantings that have colour and are not necessarily native were suggested as plantings such as flaxes or grasses can require a lot of maintenance. Another respondent queried whether these features could extend along Colombo Street.

MKT stated in their long submission that:

Ngāi Tūāhuriri Rūnanga oppose the amenity planting plan in the Master Plan as there is no recognition of the need for indigenous plantings nor any description of how a mix of exotic and native species might be designed for the area. Ngāi Tūāhuriri Rūnanga submit that a revised planting plan should be prepared to better reflect the need for incorporation of native species in appropriate spaces.

General comments

No comments were made in the 'general comments' section of the submission form in response to this action.

Staff Comments

The planting species shown in the Master Plan are indicative. A planting plan to determine the planting design and specific species will be developed during the detailed design stage of the Master Plan.

However, the Master Plan sets out the overarching principles that amenity planting is required to satisfy, these being to provide interest and colour throughout the year and shade in the summer months, so as to welcome people into the village centre and to encourage them to linger. Planting species must not only satisfy these requirements, but should also be of a sufficiently robust nature to tolerate a street environment and to withstand minimal maintenance. Species will be selected which do not unduly create management issues, hazards or eyesores, by virtue of their growth or seasonal changes. Species must also be an appropriate size and scale for Edgware village centre and should not inhibit views for pedestrians, cyclists and motorists.

With regard to these considerations and submitters' comments, English Oak is not an appropriate street tree; its size being too large for the street environment of the village centre. Equally, shrubs of 3-4m in height, would pose a problem from a Crime Prevention through Environmental Design (CPTED) perspective, by virtue of screening views. Trees with a clear stem, which do not obstruct views, whilst also carrying a good canopy for shade and amenity would be preferred.

In response to submitters' comments, it is recommended that additional images are included in the Master Plan to provide an indicative palette of trees and groundcover, incorporating a mix of native and exotic species.

Staff Recommendation

- Retain the concept of Action 1e, but revise to provide text changes relating to the inclusion of native species and additional thumbnail images to provide a palette of planting types, mix and colours (Note: Any changes made to the draft document will be submitted to the Council when approval is sought for the final Master Plan).
- Change the implementation timeframes currently shown (for actions 1a-1f inclusive) to a "short term" priority, i.e. aim to commence implementation in the next 3 years, in line with the draft TYP.

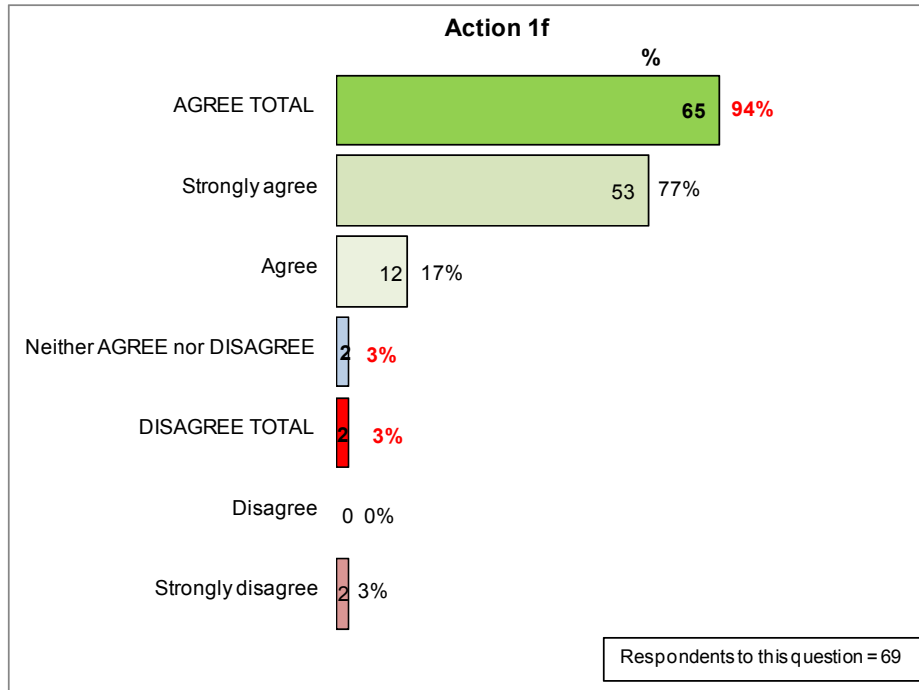
1f: Install street furniture, cycle stands and lighting**Figure 10: Overall Agreement or Disagreement with Action 1f**

Figure 10 shows that overall there was very strong agreement with Action 1f, with 94% respondents either *agreeing* or *strongly agreeing* with this action. This was compared with three percent (2 respondents) who *strongly disagreed* with it.

Best aspects

This action, often in combination with 1e, was identified a number of times under the responses to Question 3 of the submission form, as being amongst the best aspects of the draft Plan. Street furniture, particularly seating, and cycle stands were identified most commonly as the best aspects.

There were also a number of general comments in support of this action under Question 3, such as 'streetscape improvements' or 'quality landscaping', as well as more specific comments:

Landscaped, paved, seating areas.

Flags / banners, street furniture, planting plus tiling & good walking surfaces (including tactile walking tiles) are a must.

we like a generous provision of cycle parking as cycles parked without these can create a hazard for people on foot, especially those with vision impairments (Living Streets).

ASPECTS THAT NEED IMPROVEMENT

Environment Canterbury commented that infrastructure for waiting bus passengers such as adequate cover and real time information displays are required. They also cautioned against the use of siting bollards and street furniture which can cause difficulties for buses.

St Albans Residents Association suggested building on the theme of the iron lady roading bollards. Similarly, another respondent commented that the existing bollards around the pedestrian crossing are great and that more of these would be good.

Ensuring seating design meets standard 4121: *Design for Access and Mobility* recommendations (not currently met because of lack of tactile elements between road and footpath) was desired by Living Streets so that the elderly, mobility impaired and Foundation for the Blind members who live locally are catered for. Similarly, MKT stated:

Ngāi Tūāhuriri Rūnanga also support those actions which are seeking to provide enhanced pedestrian movement, lighting, furniture and cycle stands and use of the area, if that includes appropriate designs for

the elderly and children, and those with disabilities, and includes appropriate elements to reflect their cultural relationships.

Street banners in the images in the draft Plan were commented as being too large for safe use and bannercondu wind yielding banner arms or pavement mounted teardrop flags and small building mounted mini flags were suggested by The Advertising Clubb Ltd, Braille Signs Ltd and Banner Media NZ Ltd.

General comments

Living Streets Otautahi/Christchurch noted that providing facilities for the visually and mobility impaired pedestrians is very important.

Staff Comments

Bus infrastructure for waiting passengers will be determined at the detailed design stage, in conjunction with the results of further investigation and discussions with ECan regarding possible changes to bus routes and stops in the village (Action 1d).

The specific location of street furniture and cycle stands will also be determined at the detailed design stage. These will be sited so as to allow for clear and safe movement patterns through the centre. Turning sweeps for buses and other heavy vehicles will also be investigated at this stage, to ensure that street furniture is appropriately located with respect to the maximum size of vehicle moving through the centre.

It is good practice to recognise principles of universal access and to provide a clear and uninhibited route for all users. These principles can be reinforced through 'Developing a pedestrian priority environment and gateways' (Action 1a) and through the detailed design stage for all Master Plan streetscape enhancement projects.

Staff Recommendation

Amend the relevant sections and illustrations within the Master Plan (i.e. Action 1a) to reinforce principles of universal access (Note: Any changes made to the draft document will be submitted to the Council when approval is sought for the final Master Plan).

Change the implementation timeframes currently shown (for actions 1a-1f inclusive) to a "short term" priority, i.e. aim to commence implementation in the next 3 years, in line with the draft TYP.

Action 2: Access and Wayfinding Improvements

2a: Improve crossings points (Sherborne Street and Springfield Road)

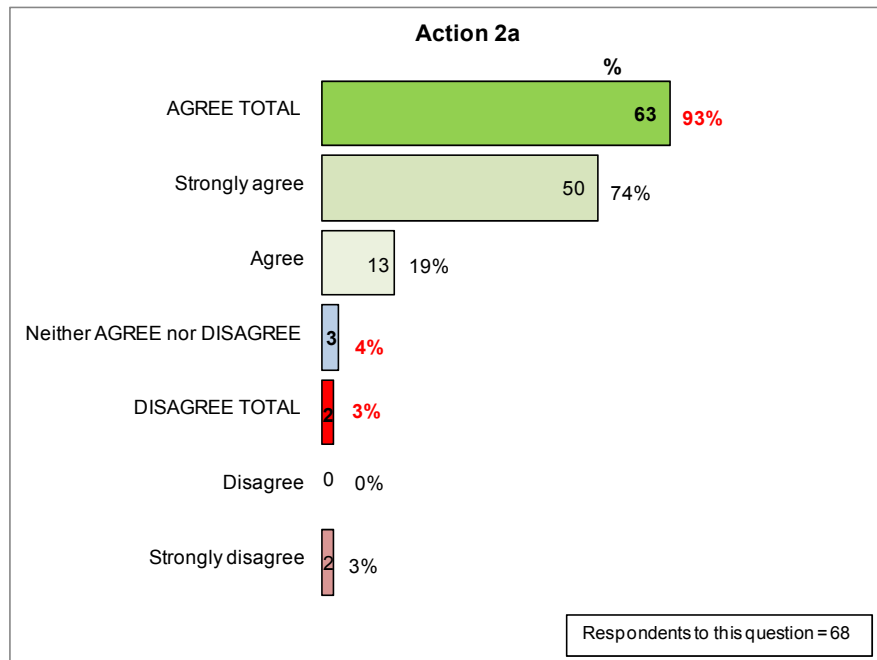


Figure 11: Overall Agreement or Disagreement with Action 2a

Figure 11 shows that overall there was very strong agreement with Action 2a, with 93% of respondents either *strongly agreeing* or *agreeing* with it. This can be compared to just 3% (or 2 respondents) who *strongly disagreed* with this action.

Best aspects

Action 2a was not specifically identified by respondents as one of the best aspects of the draft Plan. However, the action was well supported overall and it was commented upon specifically in two of the longer submissions:

The suggested improvements in pedestrian crossing numbers and locations (action 2a) should assist in making transfers between services easier for users and reduce the difficulties in crossing busy roads around car park entrances, which currently can prove difficult for bus passengers who wish to transfer from one route to another (Environment Canterbury).

We agree that pedestrian crossing points within the Village itself need to be improved to reduce the number of accidents and we support the installation of pedestrian refuges along Sherborne Street and Springfield Road (Living Streets).

The Cancer Society supported pedestrian refuges on Sherborne and Springfield Roads:

The identification of Pedestrian 'refuges' for Sherborne Street and Springfield Road which aims to assist pedestrians in walking safely to and from the Village Centre.(P37) is likely to increase more active modes of transport to be chosen by families in their journeys to and around the Village. This would have a positive effect on the health and wellbeing of children.

Aspects that need improvement

There were no comments made in this section of the submission form, or in the free-form submissions, in reference to this action.

General comments

The RNZFB formally requested consideration of a pedestrian crossing mid-block on Springfield (which was removed for signage installation) but is important for all pedestrians.

Staff Comments

As identified by submitters, pedestrian crossings in the village and the linkages to surrounding streets require improvement. The pedestrian refuges proposed by the Master Plan for Sherborne Street and Springfield Road will improve connectivity between the village centre and the surrounding residential area and local facilities. The precise location of the crossing points will be determined at the detailed design stage. The locations will be influenced by on-going discussions with Environment Canterbury regarding potential changes to bus routes and stops, so as to assist transferability between services.

It is recommended that minor text changes are incorporated in the Master Plan to address confusion by some submitters in terms of the area that the action applies (Sherborne Street and Springfield Road).

Staff Recommendation

- Retain the action concept as currently stated, except for the text changes to the action title to clarify the area to which the action applies (Sherborne Street and Springfield Road). Note: Any changes will be submitted to the Council when approval is sought for the final Master Plan.
- Ensure that the implementation timeframes align with any changes to the bus services in the centre.

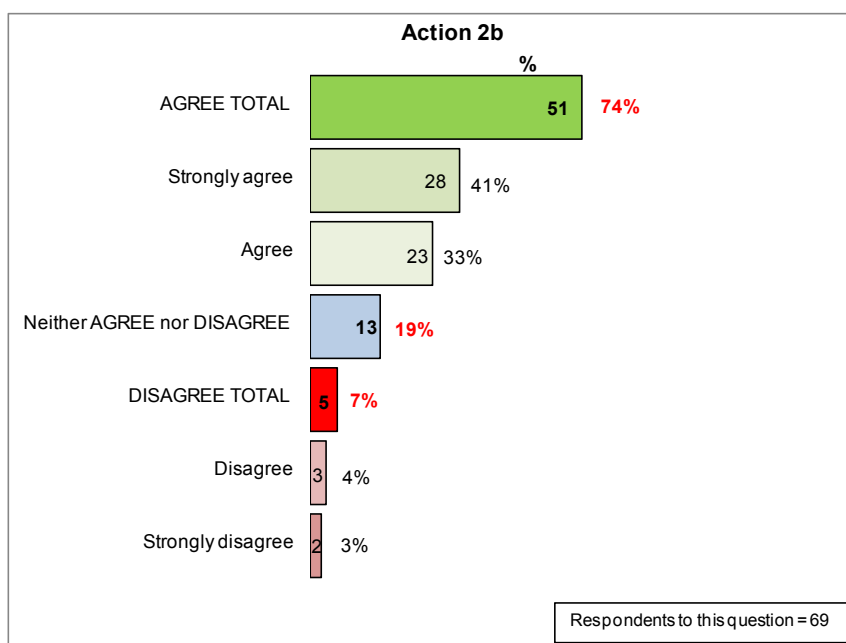
2b: Install wayfinding signage

Figure 12: Overall Agreement or Disagreement with Action 2b

Figure 12 shows that there was general agreement with this action with 74% of respondents either *agreeing* or *strongly agreeing* with it. This is compared to 7% (5 respondents) who either *disagreed* or *strongly disagreed* with this action. A reasonable proportion of respondents (19%) gave a neutral response.

Best Aspects

Wayfinding signage was specifically commented upon by some respondents as one of the best aspects of the draft Plan. One respondent noted that a coordinated approach to signage would give the village a unified look (although this comment could also apply to building signage, context was not given), another that wayfinding and informational or historic themed signs were a priority and another that signage would support pedestrians using footpaths, would increase walking and contribute positively to health outcomes. RNZFB have stated that by providing tactile surfaces walking accessibility would also be improved.

Aspects that need improvement

A few comments encouraging going further with wayfinding signage to include historical information. Historical signage reminding people of what was there, the history of the area and former residents, historical narratives (in text and in braille) and including historic photos (protected against vandals and graffiti) were suggested.

It was also commented that it would be good if the historic suburb of St Albans was officially recognised and the boundary extent determined.

Advertising Clubb Ltd, Braille Signs Ltd, Banner Media NZ Ltd discussed already securing funding for a notice board and were enthusiastic advocates of following through with installing it, and ensuring that braille was part incorporated.

General comments

The Cancer Society suggested implementing signage in new green spaces that included the smoke-free logos.

Staff comments

This action is specifically to address wayfinding signage, rather than interpretation signage which more closely fits with Action 14 regarding potential beautification projects. The list of projects in Action 14 is open-ended and does not foreclose other opportunities such as the provision of historical signage, photographs and narratives. Such projects can be community-led or delivered in partnership between local organisations and the Council.

The Council's Smokefree Public Places Policy currently does not apply to commercial areas or open spaces within the urban streetscape. If this was to change in future the Council would work with property owners and the local community to promote Edgeware Village as a smoke-free centre. That said, comments received from submitters have been passed onto the Policy Team (Strategy & Planning) for their records.

Staff Recommendation

- Retain the action concept as currently shown and endorse Action 2b for inclusion in the final Master Plan.
- Add text changes to Action 14 (Develop Transitional Activities/Beautification Projects) to include opportunities for historical signage, photographs and narratives (Note: Any changes made to the draft document will be submitted to the Council when approval is sought for the final Master Plan).

Enhancing courtyards, laneways and off-street parking

Action 3: 1064 Colombo Street and Car Park

3a: Develop north-south internal connection

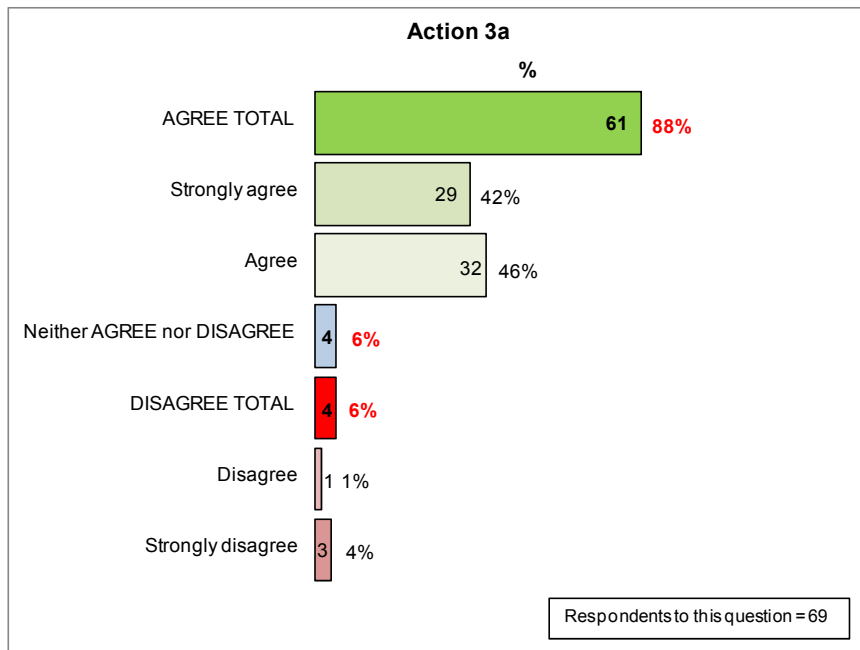


Figure 13: Overall Agreement or Disagreement with Action 3a

Figure 13 outlines that there was agreement with this action with 88% of respondents either *strongly agreeing* or *agreeing*. One percent (1) disagreed and four percent (3) *strongly disagreed* with this action.

Best aspects

This action was identified, in conjunction with 3b, as being among the best aspect of the draft Plan.

Love the laneways & courtyards.

Aspects that need improvement

There were no comments made in this section of the submission form, or in the free-form submissions, in reference to this action.

General comments

No comments were made in the 'general comments' section of the submission form in response to this action.

Staff Comments

Developing an internal connection through the 1064 Block to integrate with the adjacent Hardie & Thomson (H&T) site would enhance connectivity in the village between existing businesses. It would also be an important linkage should the existing H&T industrial site be redeveloped in the future for alternative uses, such as that illustrated by Action 6. If redevelopment of the H&T site did occur then the location of the link would need to be specifically aligned with regard to the land uses and projected movement patterns.

As this project affects private land, its implementation will be dependent upon agreement and implementation of the concept by the affected property owners of the 1064 block. The action would not take regulatory effect under the Master Plan and the Plan does not propose compulsory acquisition.

Staff Recommendation

- Retain the action concept as currently shown and endorse Action 3a for inclusion in the final Master Plan.

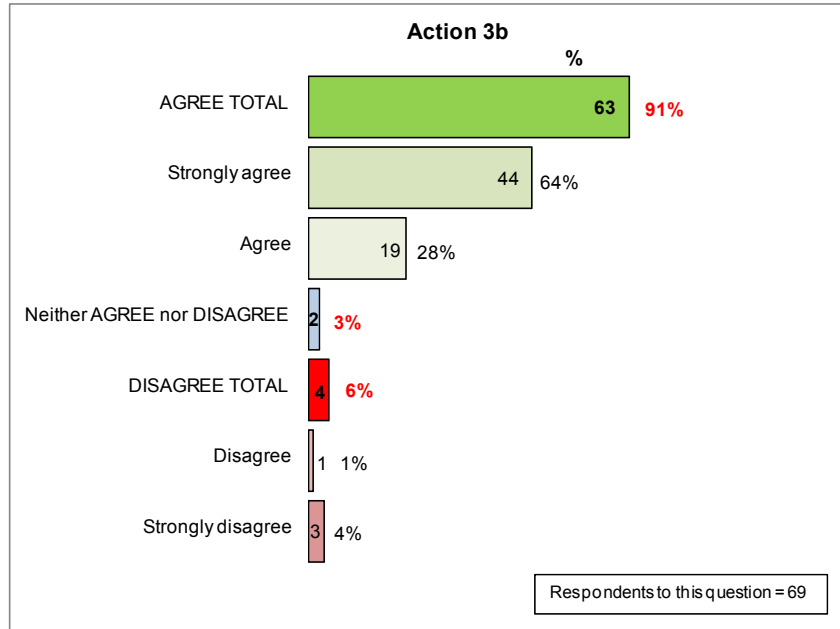
3b: Develop outdoor courtyard spaces**Figure 14: Overall Agreement or Disagreement with Action 3b**

Figure 14 shows that overall there was very strong agreement for this action, with 91% of respondents either *strongly agreeing* or *agreeing* with it. This is compared with 6% of submitters (4 respondents) who either *disagreed* or *strongly disagreed* with this action.

Best aspects

This action was identified specifically, as well as in conjunction with 3a, as being among the best aspects of the draft Plan.

Outdoor seating dining/cafe, courtyards, through ways to parking area behind shops.

Some respondents liked the social or pedestrian friendly/village nature that courtyards bring about.

Aspects that need improvement

In relation to the comments in the draft Plan for creating outdoor spaces which would 'create opportunities for spill-out activities/outdoor dining', the Cancer Society encouraged balancing commercial development with public health:

...we would encourage you to be mindful of the harm that alcohol can cause to public health and social cohesion and consider this within the planned commercial re-development of the Edgware Village master plan area..We note with interest that a comment from consultation feedback highlights the desire to... "... get rid of Bar 1066 and the TAB and replace with a café " and the desire to have a central cafe location is referred to a number of times.(Appendix 2 P63) this would align with our suggestion to provide a balance of licensed and non licensed commercial properties, providing opportunities for residents and visitors to socialise and meet in alcohol free environments.

The Cancer Society made this comment about shade:

In the development of built form which supports 'more social interaction': such as Action 3b: Develop outdoor courtyard spaces we suggest that these areas are suitably located under/ within shaded areas to reduce solar exposure.

Another respondent stated:

Concerned about free seating areas. There is an increase in the number of 'courtyards', but I'm concerned that people will need to spend money, in order to sit there. Not everyone wants or is able to afford the \$5.00 or \$6.00 to sit and talk with others or have a sandwich. For me, this is an issue of social inclusion.

General comments

The following suggestion was made:

A square with a water feature (in the parking area opposite the supermarket)

Staff Comments

The outdoor courtyard spaces presented in the Plan are situated on privately owned land. While it is envisaged through the Master Plan that these outdoor seating spaces could be enjoyed by all members of the public, non-customers and customers alike, it will ultimately be the decision of the landowners and business vendors to determine whether to control the usage of these spaces. However, plenty of seating will be provided elsewhere in the centre, within the public realm (under Action 1f), which can be used freely by all members of the public. There is potential to improve the imagery shown in the Plan to better reflect the proposed provision of seating in public spaces.

In its submission, the Cancer Society requests that a café is shown within the Master Plan, as an alternative to bars. The Master Plan is a guide to inform land-use development; neither it nor the City Plan can dictate the specific types of business activities (i.e. a café, bar, hairdressers etc.) or the specific companies that occupy units within the village centre. For that reason, only existing uses are identified within the Master Plan.

Staff Recommendation

- Retain the action concept but improve imagery to more clearly identify the provision of seating in the public realm.

3c: Improve layout and landscaping of car park

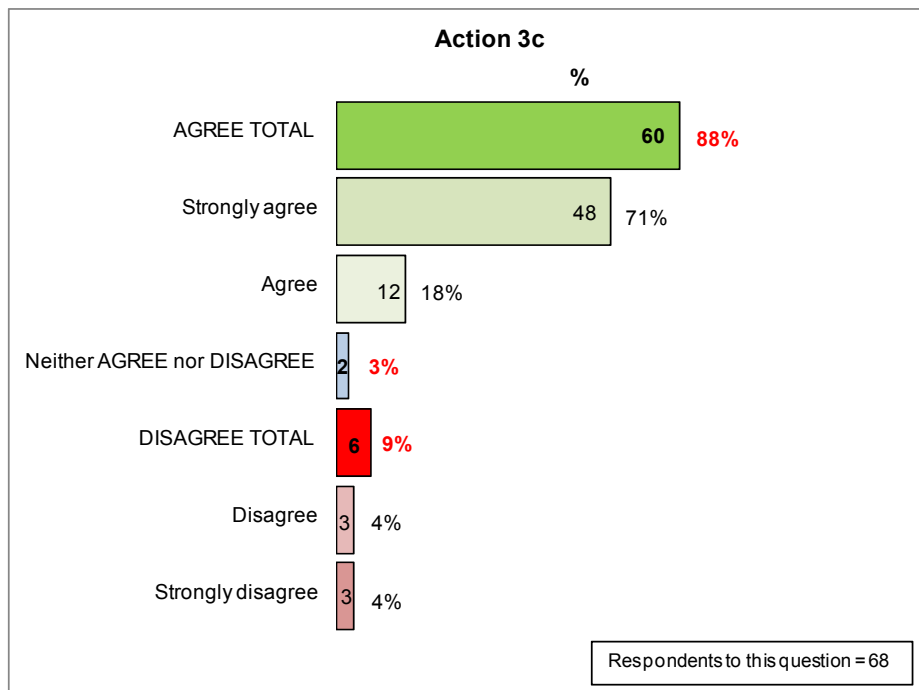


Figure 15: Overall Agreement or Disagreement with Action 3c

Figure 15 shows that there was strong support for Action 3c with 88% (60 of the 68 respondents) either *strongly agreeing* or agreeing with it. This can be compared with 9% (6 respondents) who either *disagreed* or *strongly disagreed* with this action.

Best aspects

Closing off the car park to Colombo Street access was identified by one respondent as a good aspect. This was reinforced by another respondent who noted that the Colombo Street access should be blocked as it is dangerous. In a longer submission by Living Streets, landscaping to the car park to make the area more attractive to pedestrians was supported.

Aspects that need improvement

It was suggested that parking should be reviewed outside of Bailies, as pub users were taking up shopping parking spaces during the shops' opening hours.

One respondent commented that the image in the summary document looked as though the entrance to the car park on Colombo Street has been blocked off but that this would only serve to increase traffic along Edgware Road through the middle of the village.

Similarly, another respondent noted the safety issues related to pedestrians and cyclists going in and out of the car park and suggested they have priority and to make this clear through using bumps or signage.

Similarly again, another respondent described the current car park layout as tight and awkward and difficult to see whether there are available parking spots. The proposed changes in the car park were considered likely to make this worse. They suggested:

As there will be only 18 parks provided under the new proposal, I would suggest going the whole hog and not having the carpark at all, giving the car park over to pedestrian only space and/or outdoor tables/seating etc. As this area could now be a bit smaller (because of no car park contained within), I'm thinking a bit of space between it and Edgware Rd could be donated to diagonal parks with a 'lane' beside for getting in and out of the parks, that doesn't interfere with normal Edgware Rd thru traffic. There may be space for 8 to 10 diagonal parks, before getting too close to the Colombo St intersection.

General comments

Frustration was expressed by a number of respondents at the suggested reduction in off-street car parking. If parking was to be decreased, other parking options were desired and concern was expressed around implications for businesses. A reference to New Brighton was given, noting that shops that lose instant access to their businesses struggle or die.

In relation to the 1066 parking, one respondent expressed a desire for there to be emphasis on aspects which are easily achieved and which will give early benefit and that the council's liaising with the owners of the 1066 block to upgrade parking and amenities was one of these.

Staff comments

As for Action 1c, comments expressed by respondents have illustrated that the community has reasonably diverse views about car parking and expectations in regards to parking space numbers and their management.

The rationale for the amended parking layout for the 1064 car park and closing the existing access from Colombo Street is to:

- Improve the overall design of the car park and car manoeuvrability;
- Allow for urban spill-out space outside the 1064 businesses (Action 3b);
- Provide for additional landscaping complementing the public realm improvements (Action 1f);
- Reduce conflict with pedestrian movement patterns (Action 1a); and
- Create additional on-street parking provision on Colombo Street.

The car park is under private ownership and the successful implementation of the action is therefore highly dependent upon the decision taken by the affected property owners. The consultation response has indicated that the owner is not amenable at this time, to the proposed loss of parks and the Master Plan does not propose compulsory acquisition. Rather, monitoring of car parking demand and supply is

proposed under Action 4. Should the 1064 site give effect to the proposals in the Master Plan, this will increase the potential for land purchase to provide additional car parking elsewhere in or adjacent to the centre.

Despite the potential complexity of the project, staff recommend the project concept is retained in the Master Plan; it has received support from the majority of submitters and is important for the successful implementation of other actions in the Master Plan. However, further investigations should be undertaken by staff to explore the design concept including whether a solution can be derived that would receive landowner approval.

Staff Recommendation

- Retain the action concept as currently shown, but investigate alternative design options for the car park layout, in conjunction with the landowner, to determine whether a solution can be derived that would be amenable to all parties (Note: Any changes made to the draft document will be submitted to the Council when approval is sought for the final Master Plan).

Action 4: Monitor parking; investigate new off-street car park, if required.

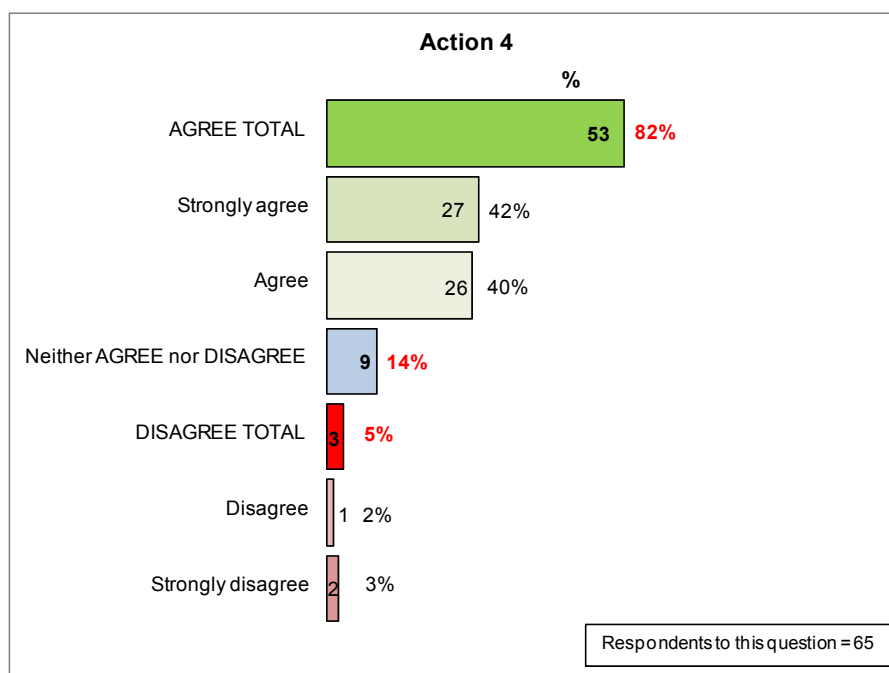


Figure 16: Overall Agreement or Disagreement with Action 4

Figure 16 illustrates that there was overall support for Action 4 with 82% of respondents either *strongly agreeing* or *agreeing* with it. This can be compared with 5% of respondents who either *disagreed* or *strongly disagreed* with this action.

Best aspects

Two short broad comments on parking as being the best aspect of the draft master plan were made, although it was difficult to identify the context in which they were said, in terms of whether these comments specifically related to Action 4 or another of the actions relating to parking (Actions 1c, 3c or 6b).

More parking.

Improved parking.

Aspects that need improvement

Car parking was identified by a few respondents as being an issue and needing more consideration particularly as the village is developed and expanded. As per the responses on the best aspects of the draft Plan outlined above, it was difficult to identify the context in which these comments were made and whether these related specifically to Action 4.

While some parking could be rationalized, there must be no net reduction of existing parking. Ready traffic access and parking are the lifeblood of suburban retail centres

An increased retail area will require increased parking. The plan recognizes this in principle, but has no concrete proposals

Needs more parking...

One respondent noted that off-street parking was preferable to on-street parking.

General comments

No comments were made in the 'general comments' section of the submission form in response to this action.

Staff Comments

Monitoring the parking situation in the centre will be an important action in view of the proposed rationalisation and changes to on-street and off-street parking presented by the Master Plan.

As outlined within the staff comments for Action 1c, the draft Plan proposes a net reduction in the total provision of on-street parking in the village to accommodate the public realm improvements. Options are being investigated by staff to minimise the number of on-street parking spaces being reduced under the Master Plan, although the precise number and location of on-street parks will be determined during the detailed design stage.

The draft Plan also proposes the reconfiguration of off-street parking spaces, although private property rights prevail and it is likely that some landowners may not wish to relinquish parking spaces in the areas identified by the Plan.

Parking numbers will be monitored by staff on a regular basis following the implementation of the public realm improvement works (Actions 1a-1f) to determine whether demand exists for additional parking. Parking numbers will also be assessed through the Resource Consents process as sites come forward for development.

If additional parking is required, it would be located off-site. It does not need to be within the Master Plan area but would need to be within easy walking distance.

Responsibility for this action is with Council. A text change will be required to reflect this within the Master Plan's implementation section.

Staff Recommendation

- Retain the action as shown and endorse Action 4 for inclusion in the final Master Plan.
- Make text changes to the implementation section to clarify that the Council is responsible for this action (Note: Any changes will be submitted to the Council when approval is sought for the final Master Plan).
- Monitor parking numbers on a regular basis following the implementation of the public realm and movement improvements to determine parking capacity and demand to inform a decision as to whether an additional off-street parking area is required.

Action 5: Edgware Village Mall enhancements

5a: Enhance indoor walkway

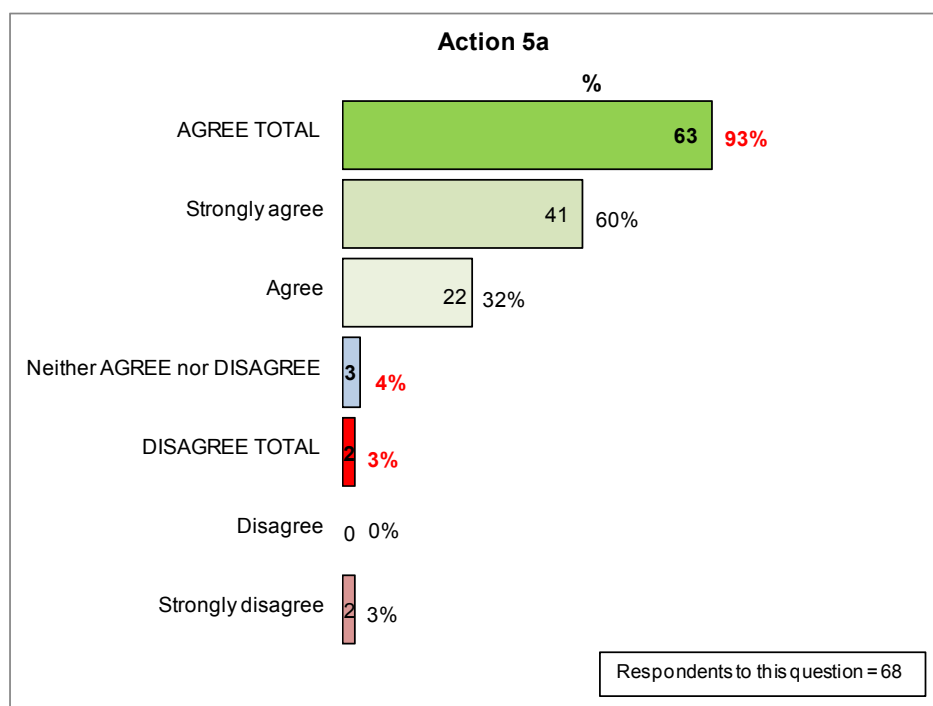


Figure 17: Overall Agreement or Disagreement with Action 5a

Figure 17 shows that there was a strong level of support for Action 5a, with 93% of respondents either agreeing or strongly agreeing with it. This can be compared with 3% (2 respondents) who *strongly disagreed* with this action.

Best aspects

The proposed Edgware Village Mall enhancements were commented on by a number of respondents as being among the best aspects of the draft Plan. A number of these comments were quite broad, referring to general improvement and enhancement of the mall:

Improvement of the aesthetics and amenity value of a very boring ugly and outdated shopping area.

Improvement of the mall walkway, particularly through the proposed additional seating was identified by a few respondents as being one of the best aspects of the draft Plan.

Aspects that need improvement

One improvement comment was identified for this action:

Electric doors for the Edgware mall, for main doors. / More produce shops

General comments

No comments were made in the 'general comments' section of the submission form in response to this action.

Staff Comments

The submitter's comment relating to the provision of electric doors in the mall cannot be enforced under the Master Plan as private property rights prevail. However, it is recommended that this is recognised through a text change to the action to encourage any future development of the mall to adhere to universal design and access principles.

As the building is under private ownership, it will be the responsibility of the landowner to determine whether to incorporate the proposed changes identified by the Master Plan. Whilst no formal submission was received from the landowner, verbal discussions with the landowner's agent have

confirmed that the owners would not be adverse to the identified changes occurring in the future. However, their independent investigations for a similar scheme have confirmed that there is currently no market demand for these measures.

It is recommended that this action is retained within the implementation timeframe proposed by the Master Plan (0-10 years), to provide the opportunity for these changes to occur in the future, should the market demand change.

Staff Recommendation

- Retain the action concept but incorporate text changes to encourage universal access in any future design changes to the mall (Note: Any changes made to the draft document will be submitted to the Council when approval is sought for the final Master Plan).

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

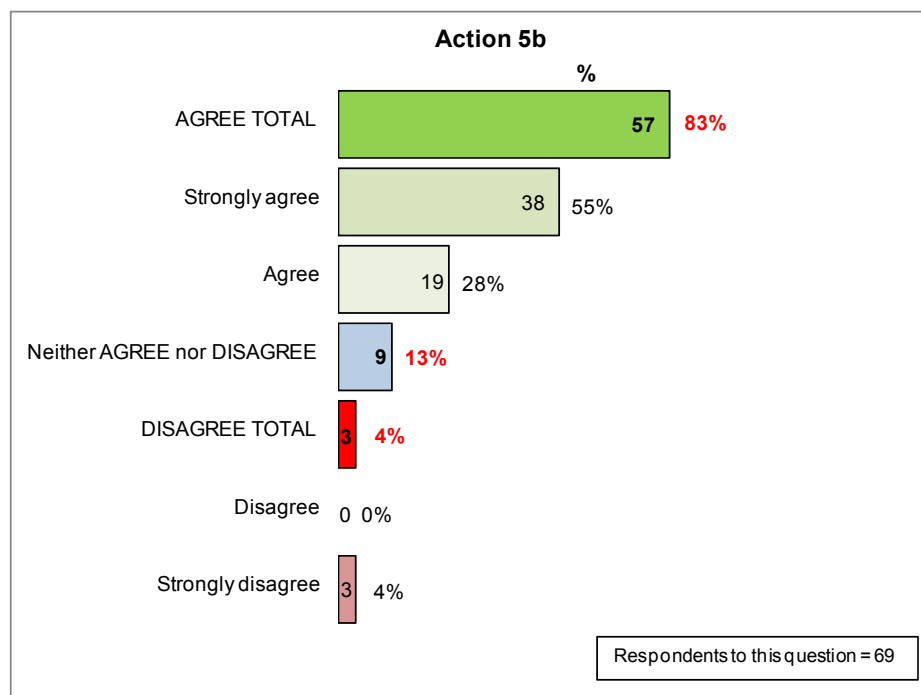


Figure 18: Overall Agreement or Disagreement with Action 5b

Figure 18 shows that there was overall support for Action 5b, with 83% of respondents either *agreeing* or *strongly agreeing* with it. A reasonable number of respondents (9 respondents; 13%) gave a neutral response, whilst 4% (3 respondents) disagreed with this action.

Best Aspects

Outdoor seating near the Domino's building was identified as being among the best aspects of the draft Plan.

Aspects that need improvement

Two improvement comments were made on this action:

Encourage business establishing a 'home' in the Edgware Village Master Plan area to adopt and promote 'Smokefree' policies for outdoor activity including 'outdoor dining' and outdoor event management. This could be demonstrated in conversations with potential business occupants for Action 5a: Enhance indoor walkway in the development of Edgware Mall. (Cancer Society).

No closed in arcade / lanes ie outside pharmacy in cover drawing these are a security risk and might and collect rubbish.

General comments

No comments were made in the 'general comments' section of the submission form in response to this action.

Staff comments

The Council's Smokefree Public Places Policy does not apply to commercial areas. If this was to change in future the Council would work with property owners and the local community to promote Edgware Village as a smoke-free centre. In the interim, comments received from submitters have been passed onto the Policy Team (Strategy & Planning) for their records.

It is understood that the submitter's comment relating to the security of the 'closed in' laneway is made in reference to the physical size of the laneway, rather than it being a physically covered space. The concept of the laneway between the mall and the Domino's' building has been designed with regard to CPTED principles. It is envisaged that the laneway would be an active space, providing interest, vitality and natural surveillance, enhancing safety.

Staff Recommendation

- Retain the action concept as shown and endorse Action 5b for inclusion in the final Master Plan.

Rebuilding earthquake-damaged sites

Action 6: Hardie & Thomson site redevelopment

A number of general comments were made in relation to the Hardie & Thomson site and its future redevelopment. These overall comments are outlined below. Specific comments relating to each individual action (Actions 6a and 6b) are then discussed.

Best aspects

There were three comments identifying the redevelopment of the Hardie & Thomson site as being among the best aspects of the draft Plan.

Aspects that need improvement

Comments in this section did not especially relate to the specific actions in the draft Plan and were more generally around the Hardie & Thomson site.

There were seven comments expressing a desire for the industrial part of the building not to be rebuilt, predominantly because it was viewed as being a contradiction to the vision and goals of the draft Plan, namely the "village" feel and could be used for other purposes more commensurate with its zoning allocation.

Two respondents sought for the site to be made available for retail uses, such as cafes, medical centres, a gym, shops etc; developments that encourage a village feel. Another respondent noted that the history of the site was respected but that it was not in the best interests of the community for 50% of the land to be an industrial timber site and that this would be in contradiction to good planning practices. Similarly another respondent noted that the industrial activity was in contradiction to the vision and goals of the draft Plan and would push other commercial developments outside of the village area.

General comments

Concern was expressed by some respondents that the rebuild of the site would inhibit the village feel of the Plan. It was also queried whether the site could be moved to somewhere more industrial. One of these respondents was one of landowners of the site, who commented that:

Whilst a timber factory operation continues on this part of the B2 zoned land, this restricts the B2 land from being developed for other commercial activities essential to maintaining the commercial hub within the Edgware Village boundaries. Rebuilding a large timber factory on this pivotal land will ultimately cause

commercial dilution for the entire area. As a property owner of properties immediately next door to the B2 site in Sherborne Street, an industrial timber factory will detract from the future value of these properties.

Another co-owner of the Hardie & Thomson site commented:

Clearly if one has ever stood in the parking lot or footpath adjoining Hardie & Thomson, as I have often done, the noise level and truck traffic, not to mention the dust in the air create an industrial zoned environment and is not conducive to the future planning that appears to be driving this revitalization of the Edgeware Village planning. My late father, Kelvin Thomson envisioned future apartment blocks in lieu of a timber factory along with added shopping opportunities in his later life.

Staff Comments

The draft Master Plan presents three proposals for different sections of the Hardie & Thomson site, to show how the earthquake damaged site could be redeveloped. These proposals (Actions 6a-6c) are based upon the scenario that the existing industrial use (the Hardie & Thomson business) will continue to trade from part of the site.

Members of the public and some landowners have queried the continuation of the industrial use at the business zoned site over the longer-term. There is also uncertainty regarding the future use and possible redevelopment of the site. The options currently presented in the draft Plan do not currently provide a balanced view as to how the Hardie & Thomson site could be redeveloped for alternative, non-industrial uses in the future.

To rectify this, it is recommended that staff liaise with the property owners of the Hardie & Thomson site to identify key urban design principles for future site development, to provide guidance should the site be redeveloped for other activities. It is suggested that this information is presented in the final Master Plan through an additional option (6d) identifying how the Hardie & Thomson site could be redeveloped, if the timber yard was not rebuilt.

Staff Recommendation

- Make text changes to the opening section of Action 6 to reflect the mix of property ownerships at the site and that the future development of the site is currently unknown.
- Retain actions 6a-6c in the Master Plan, but design principles are prepared for a new action (6d), to reflect how the site could be redeveloped in accordance with its City Plan zoning designation. This additional action would be focussed upon the design principles for possible alternative redevelopment of the site and will not identify specific uses.

6a: Redevelop retail and sales buildings fronting Sherborne Street

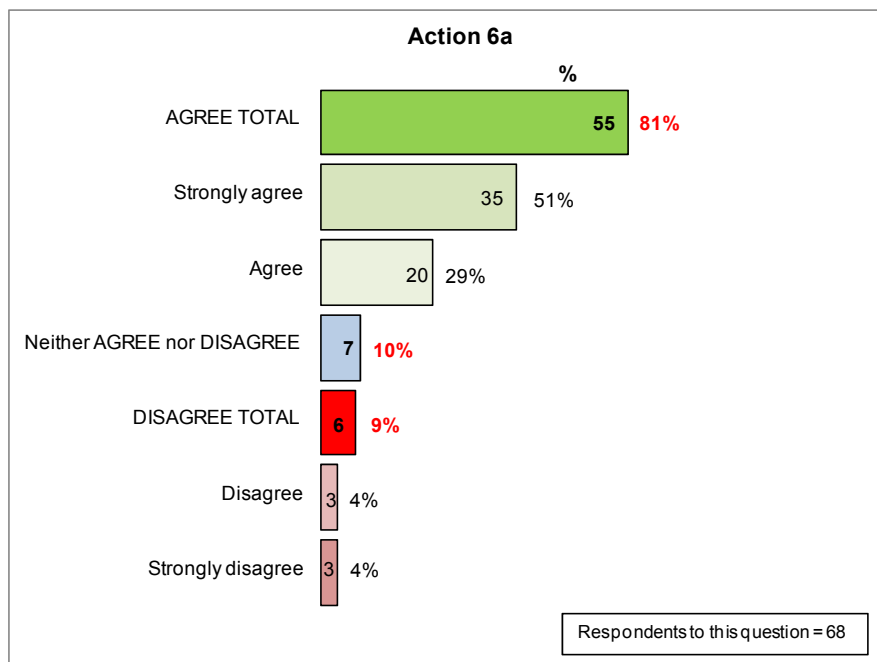


Figure 19: Overall Agreement or Disagreement with Action 6a

Figure 19 shows that overall there was general agreement with Action 6a with 81% of respondents in support of it. This is compared with 9% of respondents who either *disagreed* or *strongly disagreed* with this action.

Best aspects

Tidying up the Sherborne Street frontage and redevelopment of retail on Sherborne Street was identified as being among the best aspects of the draft Plan.

Aspects that need improvement

Large vehicles entering and exiting the site was raised in two of the comments as an issue and not fitting with the overall vision for the village.

General comments

More generally, MKT stated that:

Ngāi Tūāhuriri Rūnanga are not opposed to the rebuild of earthquake damaged sites and the future development areas identified in the plan, if adequate provision is made to address the relevant provisions in the design guidelines in the Mahaanui Iwi Management Plan 2013.

There were a few comments made in relation to the Hardie & Thomson site generally. One respondent, one of the landowners of the site, noted that the draft Plan inaccurately states that the industrial timber factory intends to be rebuilt and does not recognise the mix of property ownerships at the site or that no decision has been made for its future development.

Staff Comments

Action 6a principally relates to the development of retail and sales buildings fronting Sherborne Street. Submitter feedback is however, largely focussed upon the proposed one-way drive through the Hardie & Thomson site linking the access points on Colombo Street and Sherborne Road. The proposed access arrangement through the site is based upon the existing access used by Hardie & Thomson. It has been incorporated as part of the Action 6a, as an efficient means of creating an internal connection through the site, thereby satisfying the demands of the existing business, whilst minimising the number of traffic movements by heavy goods vehicles passing through Colombo Street and the rest of the village.

The internal access arrangement is in accordance with the development scenario proposed by Action

6a, which is based upon the existing industrial business on the site being retained. The access arrangements would need to be reconsidered as part of any redevelopment of the site and will be assessed as part of the design principles being prepared for a new action (6d) to show possible, alternative site uses.

In their submission, MKT refers to the importance of the future development of earthquake damaged sites being compatible with the design guidelines in the 2013 Mahaanui Iwi Management Plan. It is recommended that staff liaise with MKT to establish what these design guidelines comprise and the implications for the design concepts presented in the Master Plan.

Staff Recommendation

- Retain the action concept as shown and endorse Action 6a for inclusion in the final Master Plan.
- Design principles are prepared for a new action (6d), to reflect how the site could be redeveloped in accordance with its City Plan zoning designation. This additional action would show design principles for potential redevelopment options for the site and will have regard to site access arrangements.
- Liaise with MKT to confirm that the design concepts presented in the Master Plan are consistent with the 2013 Mahaanui Iwi Management Plan.

6b: Integrate parking on Sherborne Street frontage with Edgware Mall

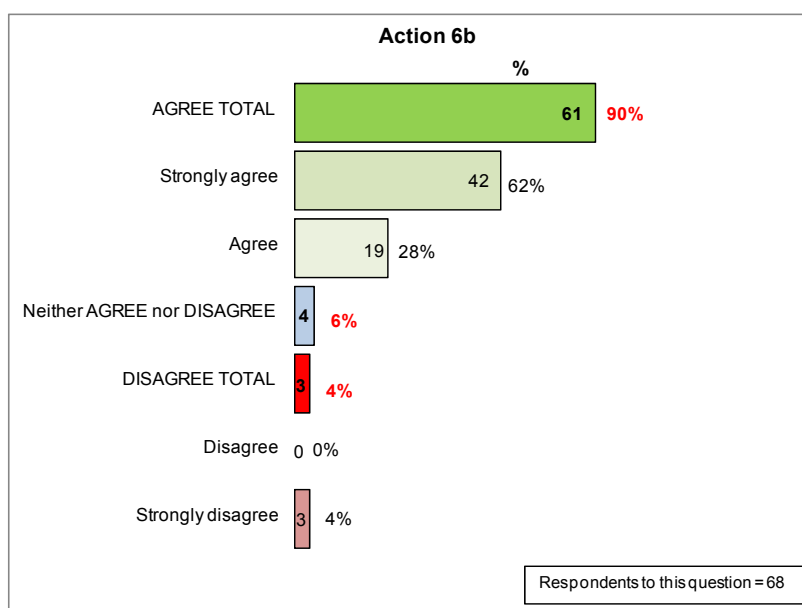


Figure 20: Overall Agreement or Disagreement with Action 6b

Figure 20 illustrates a high level of support for Action 6b with 90% (41) of respondents either *strongly agreeing* or *agreeing* with the proposals. This is compared with 4% of respondents who *were in disagreement* with the action and 6% of respondents who gave a neutral response.

Best aspects

There was one comment made in relation to this action, which was identified as one of the best aspects of the draft Plan:

Several smaller parking areas with accesses from side street (Colombo/Sherborne)

Aspects that need improvement

There were no comments made in this section of the submission form, or in the free-form submissions, in reference to this action.

General comments

No comments were made in the 'general comments' section of the submission form in response to this action.

Staff Comments

This action was well supported in its provision of additional off-street car parking and an improved layout compared with the existing scenario.

Staff Recommendation

- Retain the action concept as shown and endorse Action 6b for inclusion in the final Master Plan
- Design principles are prepared for a new action (6d), to reflect how the site could be redeveloped in accordance with its City Plan zoning designation. This additional action would be focussed upon the design principles and possibilities and will not identify specific uses.

6c: Rebuild Colombo Street shops, with parking to the rear

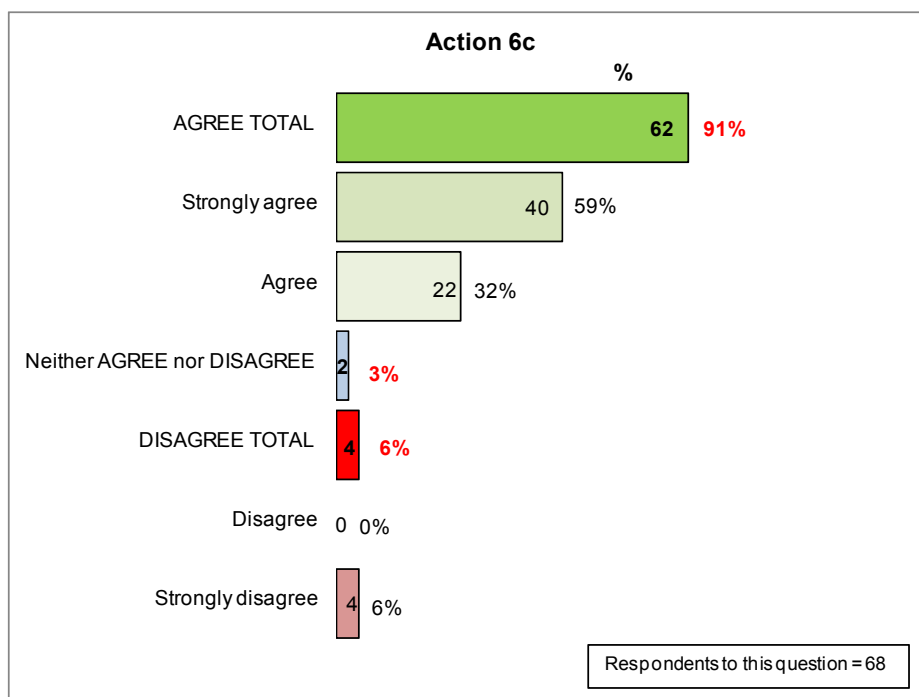


Figure 21: Overall Agreement or Disagreement with Action 6c

Figure 21 shows that there was strong support for Action 6c with 91% of respondents either *strongly agreeing* or *agreeing* with it. This is compared with 6% of respondents who *strongly disagreed* with this action.

Best aspects

There was one comment identifying the rebuild of shops in Action 6c as being among the best aspects of the draft Plan.

Aspects that need improvement

One respondent noted that the draft Plan (page 17) states that the buildings at 1062 Colombo Street on B2 land have been demolished but that this is incorrect.

Staff Comments

This action was well supported in utilising the commercial zoning designation of the site and providing for off-street parking.

Staff Recommendation

- Retain the action concept as shown and endorse Action 6c for inclusion in the final Master Plan

Action 7: Consider a comprehensive development of the Northern Block

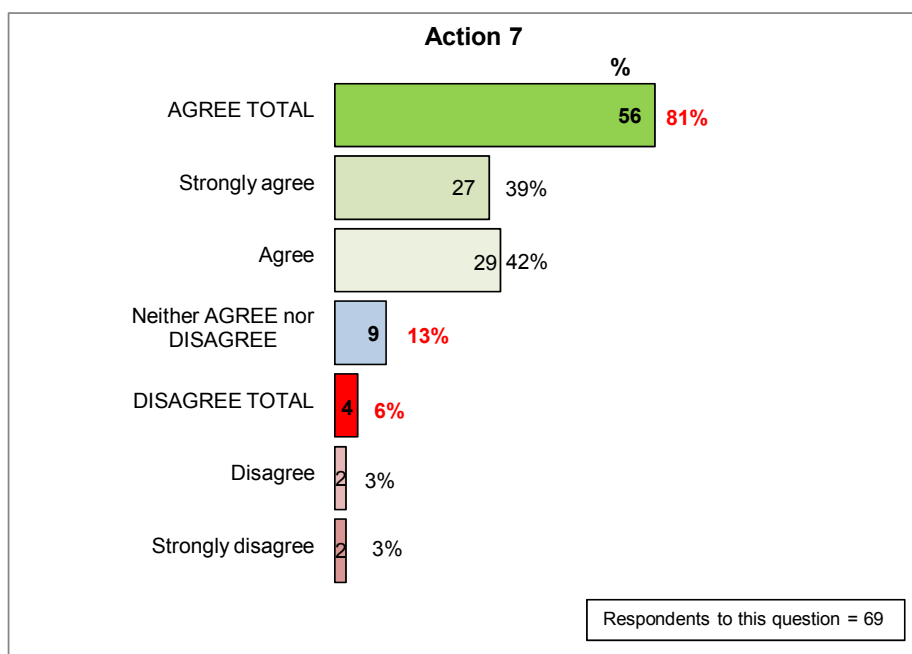


Figure 22: Overall Agreement or Disagreement with Action 7

Overall there was support for Action 7 with 81% of respondents either *strongly agreeing* or *agreeing* with it. This is compared with 6% (4 respondents) who *disagreed* with this action and 13% of respondents who gave a neutral response.

Best aspects

No comments were made in this section in reference to this action.

Aspects that need improvement

There was one suggestion for improvement in this action, relating to the proposed expanded supermarket:

I'm not sure that expanding the supermarket would be a good idea. The small compact nature of the existing one serves the village atmosphere well. Other shops to accompany it on the north side are a good idea however

And another more general query:

On one hand the plan attempts to minimise cars and on the other hand talks of a larger supermarket, these two goals seem to be at conflict with each other.

General comments

More generally, Mahaanui Kurataiao Ltd on behalf of Ngāi Tūāhuriri Rūnanga stated:

Ngāi Tūāhuriri Rūnanga are not opposed to the rebuild of earthquake damaged sites and the future development areas identified in the plan, if adequate provision is made to address the relevant provisions in the design guidelines in the Mahaanui Iwi Management Plan 2013.

Environment Canterbury made the following comment:

Environment Canterbury officers agree with the goals as set out, but note that the bullet point relating to flexibility for a larger, full service supermarket may work at cross-purposes to the 'village' concept espoused through most of the document. Such a development may create an environment that attracts vehicle traffic at numbers that reduce the amenity value for walkers and cyclists and be at a scale that detracts from the village atmosphere that works well for Edgeware...

Progressive Enterprises note that they are still formulating their position on the draft Plan and seek to remain involved in the process.

Staff Comments

Consultation comments for Action 7 principally relate to the potential expansion of the SuperValue store, with some respondents supportive of the concept and others opposed to it. The supermarket is one of the key businesses attracting visitors to the centre and is highly important to the continued economic success of Edgeware village. The economic assessment undertaken to inform the draft Master Plan (and appended to the draft - Appendix 1) identifies capacity in Edgeware for a larger format supermarket in the future. This will of course be subject to private property decisions, but the Master Plan needs to reflect this eventuality and plan for it as part of the delivery of the other Master Plan actions.

In response to the submitter's comment that the expansion of the supermarket would be contrary to the Master Plan's attempts to 'minimise car usage'; it is not the intention of the Master Plan to minimise car usage and this is not referred to within the draft Plan. Rather, it is the Master Plan's intention to maximise other modes of travel and to provide measures to allow for safe and efficient movement patterns. Any future redevelopment proposal for a supermarket expansion would be subject to resource consent and would need to provide mitigation measures to address traffic flows.

As for Action 6, MKT refers to the importance of the future development of earthquake damaged sites being compatible with the design guidelines in the 2013 Mahaanui Iwi Management Plan. These will be reviewed by staff.

Staff Recommendation

- Retain the action concept as currently shown and endorse Action 7 for inclusion in the final Master Plan.
- Liaise with MKT to confirm that the design concepts presented in the Master Plan are consistent with the 2013 Mahaanui Iwi Management Plan.

Action 8: Consider a reconfigured Brumbys/Peter Timbs Development

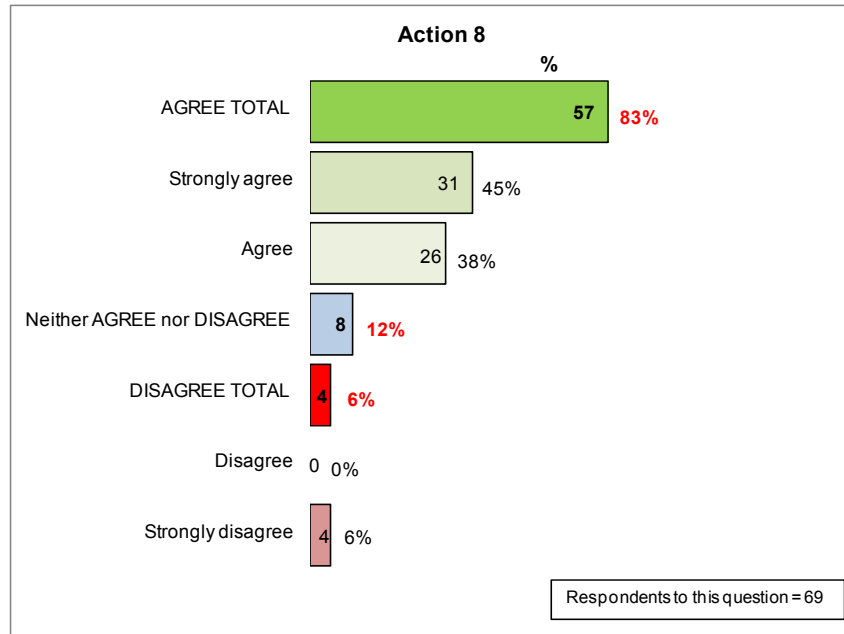


Figure 23: Overall Agreement or Disagreement with Action 8

Figure 23 shows that there was strong overall support for Action 8 with 83% (57) of respondents in agreement with it, compared with 6% (4 respondents) who *strongly disagreed* with this action and 12% (8 respondents) who gave a neutral response.

Best aspects

No comments were made in the 'best aspects' section of the submission form in response to this action.

Aspects that need improvement

No comments were made in the 'aspects that need improvement' section of the submission form in response to this action.

General comments

No comments were made in the 'general comments' section of the submission form in response to this action.

Staff Comments

Action 8 outlines a potential scenario for the redevelopment of the Peter Timbs/former Brumby's Bakery site.

Recent discussions with two of the owners has indicated that other potential redevelopment options exist for the site. However, a preferred redevelopment option has not been identified, nor the timing for its implementation.

It is recommended that staff continue discussions with the owners of Peter Timbs to determine the scope and potential timing for any redevelopment proposals, with a view to identifying how this could be designed to integrate with the Master Plan proposals for the wider centre.

Staff Recommendation

- Retain the action concept but indicate in the Master Plan text that this is one development concept and that others may be equally appropriate for the site (Note: Any changes made to the draft document will be submitted to the Council when approval is sought for the final Master Plan).

Supporting future development concepts

Action 9: Explore future comprehensive development west of Colombo Street

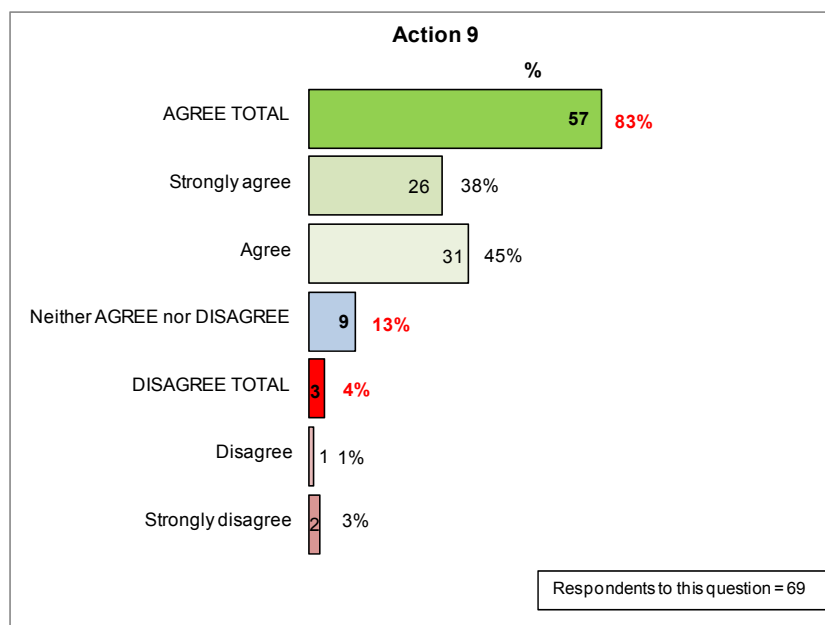


Figure 24: Overall Agreement or Disagreement with Action 9

Figure 24 illustrates overall support for this action with 83% (57) respondents *strongly agreeing* and 43% (30) *agreeing* with it. One percent (1) *disagreed* and three percent (2) *strongly disagreed* with this action. There was also a relatively high level of neutrality (13%).

Best Aspects

One respondent noted in support of the action that:

I think it is more valuable to develop in the direction of Colombo Street (#9) than Sherborne Street (#10). I think people gravitate away from 'busy' to quiet when they want to relax in this kind of environment.

Aspects that need improvement

No comments were made in the 'aspects that need improvement' section of the submission form in response to this action.

General comments

One respondent suggested having residential apartments above shops and restaurants to increase security.

Staff Comments

Action 9 presents an indicative concept to show how the block at the corner of Colombo Street-Edgware Road could be redeveloped through the amalgamation of existing buildings, to create one comprehensive development.

The concept is visionary it could be difficult to achieve. It would be subject to the amalgamation of different property titles and would be highly dependent upon market demand and the objectives of private landowners. It is recommended however, that the action is retained as means of inspiring future development within the village, without detracting from the consolidated form of the village centre.

Staff Recommendation

- Retain the action as currently shown and endorse Action 9 for inclusion in the final Master Plan

Action 10: Explore future redevelopment and intensification of Edgware Mall

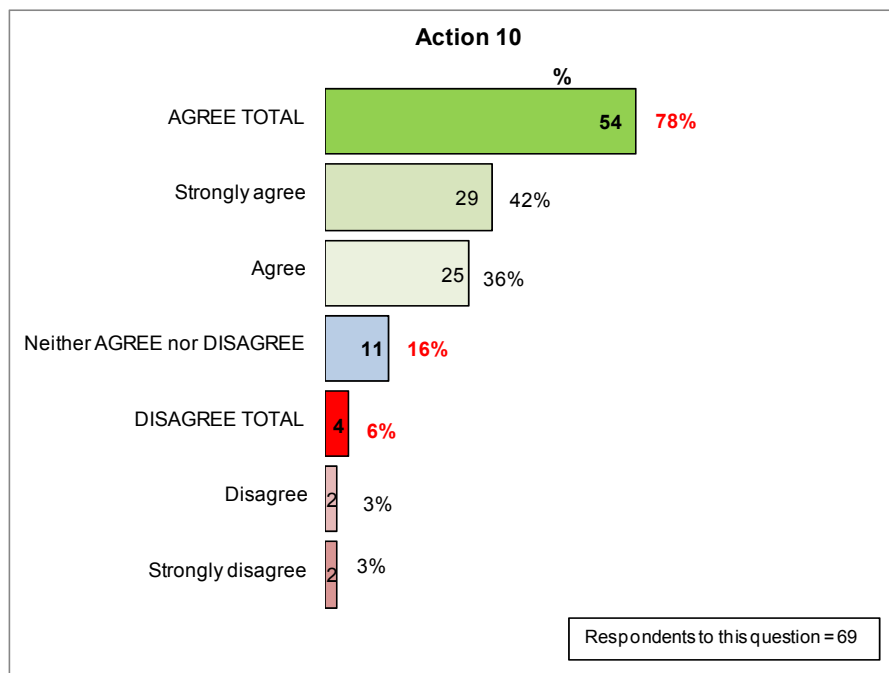


Figure 25: Overall Agreement or Disagreement with Action 10

Overall there was support for this action with 78% of respondents either *strongly agreeing* or *agreeing* with it. This was compared with 3% (2 respondents) who *disagreed* and 3% (2 respondents) who *strongly disagreed* with this action. A reasonable percentage of respondents (16%) gave a neutral response to this action.

Best aspects

No comments were made in the 'best aspects' section of the submission form in response to this action.

Aspects that need improvement

One suggestion for improvement was made for this action:

I hope that the longer term goals of intensification of at least some of the proposed sites will be acted on sooner rather than later so that there is no waste investment on an interim build

General comments

No comments were made in the 'general comments' section of the submission form in response to this action.

Staff Comments

Action 10 presents an indicative longer-term redevelopment concept for the Edgware Mall. The scenario is designed to illustrate how the commercial floor area of the mall and other blocks could be increased in the future, without detracting from the consolidated form of the village centre. The practicality of intensifying commercial space in this manner would be heavily influenced by market demand and the objectives of the private landowners.

Staff Recommendation

- Retain the action as currently shown and endorse Action 10 for inclusion in the final Master Plan

Addressing long-term commercial demand

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

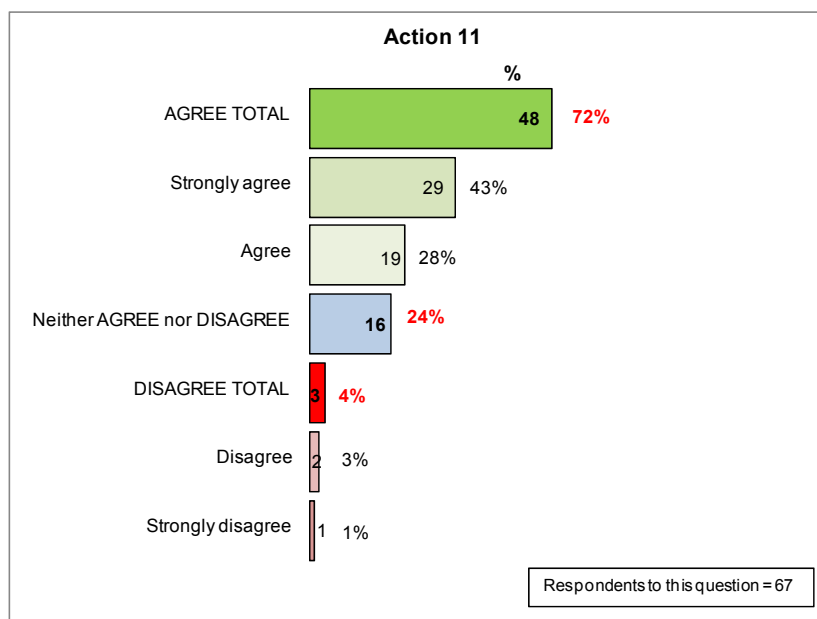


Figure 26: Overall Agreement or Disagreement with Action 11

Overall there was general support for this action with 72% (48 respondents) either *strongly agreeing* or *agreeing* with it. A significant proportion of respondents (24%) gave a neutral response. There was a low level of objection - 3% (2 respondents) *disagreed* and 1% (1 respondent) *strongly disagreed* with this action.

Best aspects

There was one comment made, stating:

Potential for huge commercial improvement in this area

Aspects that need improvement

One general suggestion was made:

More shops, cafes

General comments

The following general comment was made:

I would like commercial development to be constrained to current footprint, as there is space in the area that is currently not well utilised (Sherborne shops) / Possibly encourage some apartment above some shops to create more of a village feel as people live in commercial zone also improve personal security in area.

Concern was also expressed that existing tenants and shop keepers will lose out because the proposal is trying to create a large suburb of shops and offices and floor areas will be more than doubled over time.

Staff Comments

Action 11 is informed by the economic analysis undertaken for the Draft Master Plan (and included as Appendix 1 to the Plan), which concluded that the role and function of Edgeware Village should remain the same as it is currently. Rezoning additional land to support the village centre is considered unnecessary over the longer-term, unless:

- Demand exists for increased retail or community space; and
- The Hardie & Thomson site (zoned B2) is retained for industrial use and does not come forward for commercial redevelopment.

Community feedback supports the intention to monitor commercial demand in the centre and ensure that any commercial expansion proposals (resource consents or plan changes) do not undermine the overall function and amenity of the centre, particularly through providing for more small format retail than can be readily supported.

In accordance with the staff recommendations for Action 6, it is proposed that text changes are made to Action 11, to reflect the unknown future of the Hardie & Thomson site and not assume that an industrial rebuild will occur on that site.

Staff Recommendation

- Retain the action concept but incorporate text changes in reference to the future development of the Hardie & Thomson site (Note: Any changes made to the draft document will be submitted to the Council when approval is sought for the final Master Plan).
- Increase the time period for the implementation of this action (0-10 years).

Supporting Business and Community Initiatives

The following general comment was made:

As one of the actions of the plan is to support business and community initiatives, the St Albans Pool and Pavilion Group should be allowed to complete the sale with the CCC without having to supply them with a Resource Consent first. This will allow them to be able to begin fundraising for the project.

Staff Comments:

The pool site is outside the scope of the Master Plan. Refer to the 'other comments' section of this report for further comment/analysis regarding the pool site and other facilities requested by respondents.

Action 12: Support development of an Edgware Village market

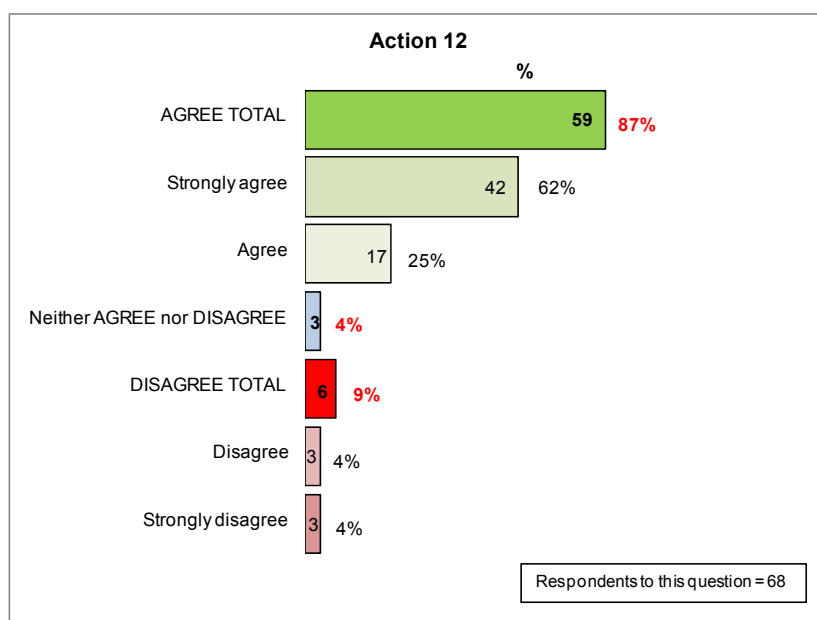


Figure 27: Overall Agreement or Disagreement with Action 12

Overall there was support for this action with 87% of respondents either *strongly agreeing* or *agreeing* with it. This was compared with 9% of respondents who *strongly disagreed* with this action.

Best aspects

The development of a market was identified by a few respondents as being among the best aspects of the draft Plan. These comments were quite general, for example:

The idea of a local village market is great

It would be good to see the car park area closed off (even monthly) on a Saturday for a market or event (special event) i.e. Melbourne Cup Day / St Patricks Day / Christmas Fete / St Albans / Edgeware Neighbourhood BBQ.

One was more specific:

Reintegrating Shops and markets in order to keep the Edgeware hub alive and happening, in order for this to happen new and innovative developments are crucial.

Aspects that need improvement

One suggestion was made:

Village Market as at Riccarton House excellent idea but farmers markets soon become big business outlet places. Needs local supervision not organisation..

General comments

One respondent suggested a farmers market or craft market – separate from English Park.

Staff Comments

The public consultation feedback illustrates a good level of support for an Edgeware Village Market.

Edgeware Business Association would need to have an important role in agreeing to a market and facilitating it, as well as making key decisions relating to its size and theme. Council staff would be available in the implementation stage for this action, in terms of providing staff time and advice through the case management function, should this be continued (under Action 16).

A market selling alternative goods, such as a flower market, would complement existing businesses in the village whilst adding to the village character and creating a point of difference to attract additional visitors to Edgeware,

A village market could utilise the proposed streetscape improvements, with the widened footpaths, seating and landscaping, providing opportunities to actively use the urban space and bring the local community together. It is inevitable that whilst a market is in operation some trade-offs would need to be made, especially in the case of vehicle access and car parking. However, the overall benefit to the community is considered to outweigh the potential costs. Furthermore, relevant bylaws can place certain operational requirements on the market organiser to remedy or mitigate any potential adverse effects.

Staff Recommendation

- Retain the action as currently shown and endorse Action 12 for inclusion in the final Master Plan.

Action 13: Investigate new Edgeware Village Centre events

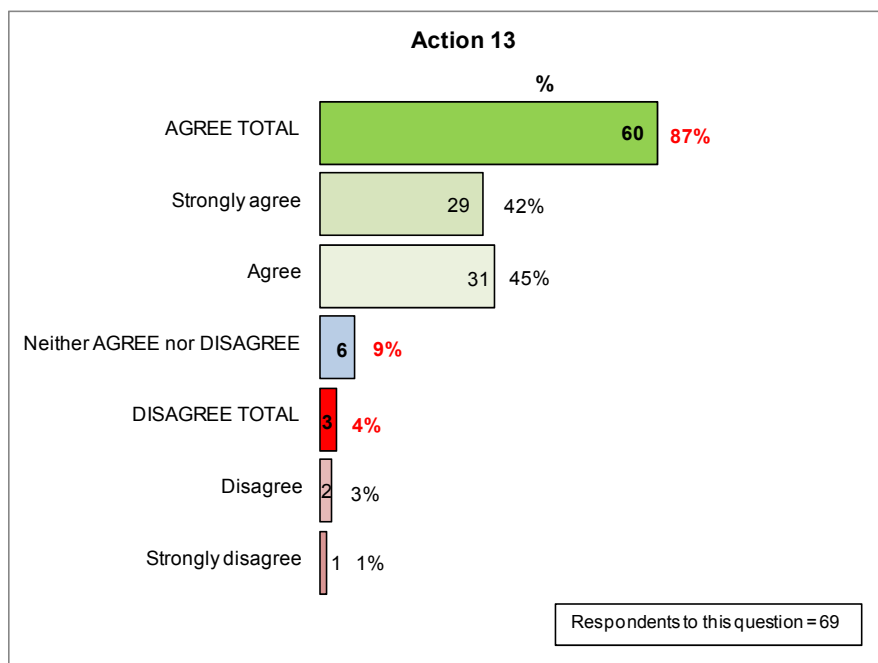


Figure 28: Overall Agreement or Disagreement with Action 13

Overall Action 13 was well supported with 87% of respondents either *strongly agreeing* or *agreeing* with it. This was compared with 4% (3 respondents) who either *disagreed* or *strongly disagreed* and 9% (6 respondents) who gave a neutral response.

Best aspects

Two comments identified markets and events as being among the best aspects of the draft Plan.

Aspects that need improvement

One suggestion was made:

In the investigation of new Edgeware Village events smokefree events are proposed at the onset of discussions (Cancer Society).

Staff Comments

As for Action 12, investigating opportunities for potential village centre events was well supported by the local community. Buy-in to the concept by private landowners of central sites will be required to host such events where they require use of private land. The Business Association and local community groups will also have an important role in determining the size and types of events to be held and facilitating their implementation.

Staff Recommendation

- Retain the action as currently shown and endorse Action 13 for inclusion in the final Master Plan.

Action 14: Develop transitional activities and beautification projects

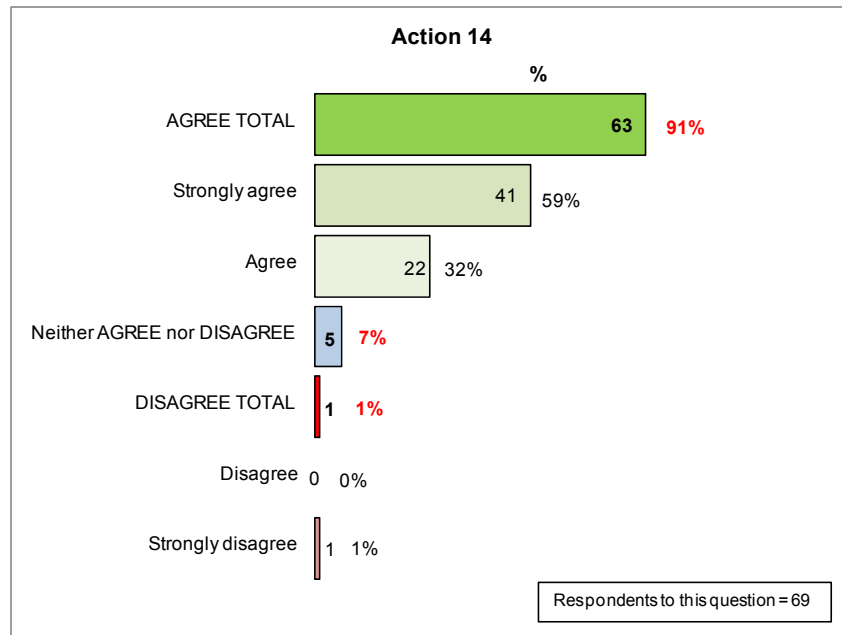


Figure 29: Overall Agreement or Disagreement with Action 14

Figure 29 shows that there was strong overall support for this action with 91% of respondents *strongly agreeing* or *agreeing* with it. This was compared with one percent (1 respondent) who *strongly disagreed* with this action and 7% who gave a neutral response.

Best aspects

Beautification actions were identified by a number of respondents as amongst the best aspects of the draft Plan. Most of the comments were general references. It was noted by some respondents that beautification makes the place more attractive to visit, will enhance a 'tired-looking' village, potentially increase the number and variety of retail businesses and will generally increase the visual appeal of the place.

Two more specific comments were:

love the idea of planting and artwork

I love the planting, lighting, beautification and laneways aspects as they will all enhance the visual enjoyment and the strengthening of the village concepts

The greening aspects of beautification (and likely the streetscape actions also) were also identified by two respondents.

Aspects that need improvement

There were two suggestions made for this action:

Designate any new 'beautification' developments in Edgeware Village as Smokefree (Cancer Society).

Street Art needs to be more prominent.

General comments

A co-owner of the H&T site, in talking of her late father commented:

He would definitely want a wonderful flower shop included along with planters of NZ plantings and some dedicated small area within the walking area of the village to have some reference to the history of the past timber factory with some historical photos included I believe. In fact he would love "his" photo somehow displayed here along with his father & son for future residents to relate to! I believe our family would encourage such an inclusion of history into the redevelopment of this area

Two respondents made suggestions for other things to include:

- Consider a statue of William Reeves (forgotten New Zealander with close links to St Albans);
- A small fountain.

Staff Comments

The beautification projects suggested by respondents are welcomed. The list of potential projects presented in the Master Plan is not exhaustive; rather it is intended to provide inspiration for similar projects in the centre, which can be developed by the community, or in partnership with the Council and other agencies, such as Greening the Rubble and Gap Filler.

The suggestion for providing historical photographs referring to key historical persons from the Edgeware area is consistent with the projects identified under Action 14 and is aligned with investigations currently being undertaken by staff into the scope and design of such a feature.

Staff Recommendation

- Retain the action concept as currently shown and endorse Action 14 for inclusion in the final Master Plan.

Action 15: Improve building signage

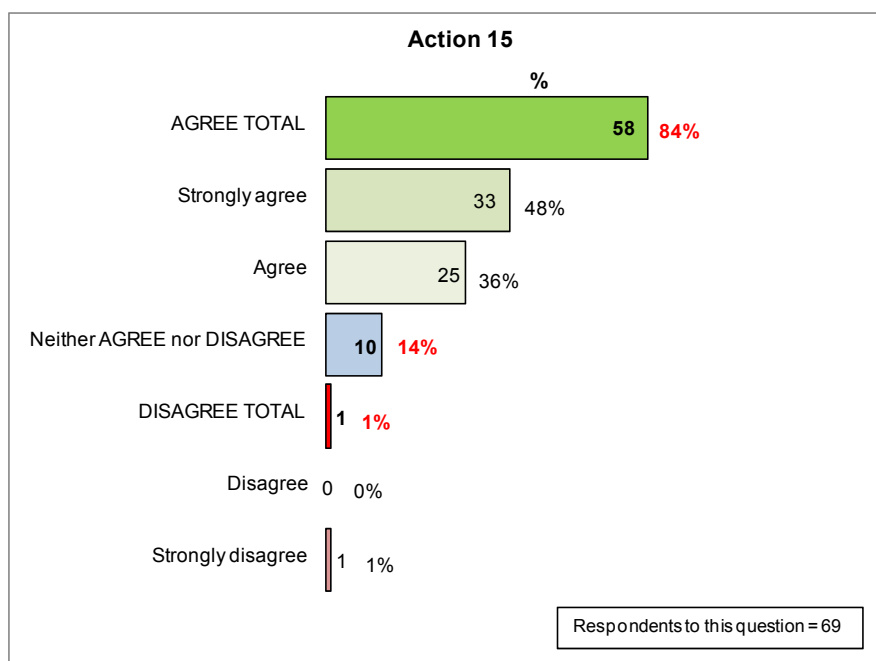


Figure 30: Overall Agreement or Disagreement with Action 15

Figure 30 shows there was strong overall agreement with this action with 84% of respondents either *strongly agreeing* or *agreeing* with this action. This is compared with 1% who *strongly disagreed* with this action. A relatively high proportion of respondents (14%) gave a neutral response (10 respondents).

Best aspects

Three comments were made identifying this action as one of the best aspects of the draft Plan. One of these comments stated:

Great to see retail signage being addressed - if done to best practice this will enable our members to identify and locate businesses.

Aspects that need improvement

There was one comment:

Improve building signage (P54) this would be a great opportunity to highlight a commitment to smokefree by incorporating smokefree signage at the onset of development (Cancer Society).

Staff Comments

The appropriate siting, size and design of signage billboards and banners is important for minimising visual clutter in the village and providing for safe, uninhibited movement for all users. The action proposes that a guide for signage will be developed to address these specific matters.

Staff recommend that the text in the draft Plan is amended in order to provide design principles for signage, which can be integrated into the Master Plan, rather than producing a separate stand-alone design guide. This approach would provide greater clarity for business and property owners up-front in terms of the signage design principles that would be encouraged and would not preclude the business community from producing their own stand-alone signage design guide in future (as proposed as an implementation measure for Action 15), if required.

As outlined for Action 2b, the Council's Smokefree Public Places Policy does not apply to commercial areas and it is the responsibility of business owners to determine whether to enforce smokefree areas and provide smokefree signage. If this was to change in future the Council would work with property owners and the local community to promote Edgeware Village as a smoke-free centre.

Staff Recommendation

- Retain the action, but incorporate text changes to provide design principles for appropriate signage in the village (Note: Any changes made to the draft document will be submitted to the Council when approval is sought for the final Master Plan).

Action 16: Retain case management service

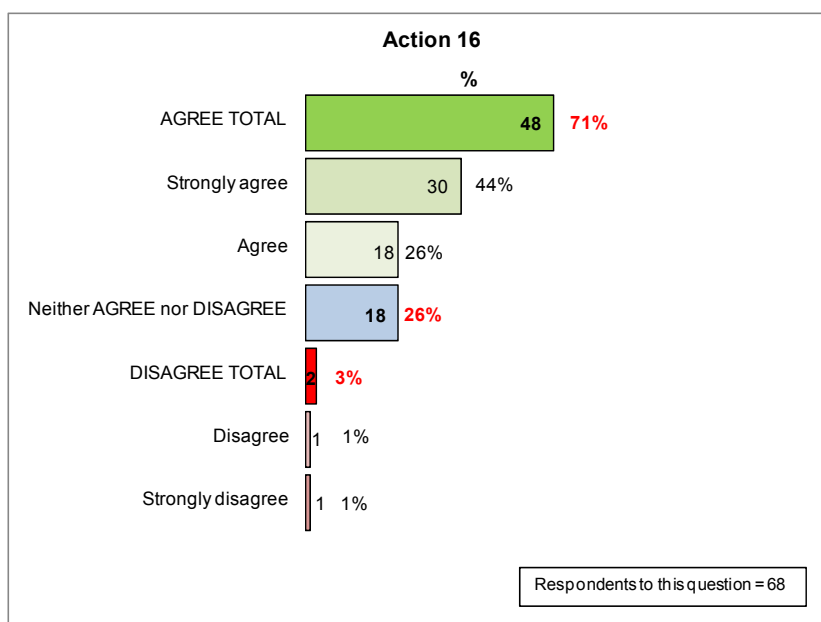


Figure 31: Overall Agreement or Disagreement with Action 16

Figure 31 shows that there was general support for this action with 71% of respondents *strongly agreeing* or *agreeing* with it. A high proportion of respondents (26% or 18 respondents) did however, give a neutral response.

Best aspects

No comments were made in the 'best aspects' section of the submission form in response to this action.

Aspects that need improvement

No comments were made in the 'aspects that need improvement' section of the submission form .

General comments

No comments were made in the 'general comments' section of the submission form in response to this action.

Staff Comments

Case Management seeks to work collaboratively with landowners to provide support and advice in relation to redevelopment proposals. However, exactly what case managers can achieve for the community is largely defined by the City Plan and the standards that apply to each private development proposal. The Master Plan when adopted by Council will provide staff with a clear vision for the village centre and will be a useful tool in decision making.

Staff Recommendation

- Retain the action as currently shown and endorse Action 16 for inclusion in the final Master Plan.

Other Comments

This section relates to comments submitted in response to the 'what aspects of the draft Plan can be improved' and 'general comments' sections of the submission form that did not fall under particular actions. These other comments have been grouped into the following categories, set out under each sub-heading below:

- Master Plan scope;
- Aspects considered to be missing from the draft Plan;
- The Master Plan process;
- Implementation;
- Other comments.

Master Plan scope

One respondent made the following suggestion in respect to the geographical coverage of the Plan:

Sherbourne and Cranford need to be included in the plan, in the current draft these streets are largely left out, there are businesses on Sherbourne and Cranford street but the Cranford section has nothing identified to add to the overall improvement. WHY

There was also a suggestion to investigate what is happening with land which the St Albans creek flows through and whether this land is suitable for rebuilding.

Aspects considered to be missing from the draft Plan

Many of the comments submitted in response to the 'what aspects of the draft Plan can be improved' and 'general comments' sections of the submission form were concerned with aspects considered to be missing from the draft Plan. These suggestions have been categorised into the following sub-sections: activity mix, services, community and transport.

Activity Mix

Additional or alternative activities were suggested by respondents as needing to be included within the draft Plan. Most commonly suggested was the requirement to provide a replacement swimming pool:

incorporate development of swimming pool and community garden areas- these areas have not been mentioned at all.

The council to build a new community complex on the site of the old Edgeware Swimming Pool that incorporates both a swimming pool and community centre.

Move the pool to Cranford Street to co-locate with the school and ASB park, or around English Park using the large area of the now vacant land on Cranford Street.

Suggestions for other activities that should be included or considered in the draft Plan were:

- Village centre – village green, a pond, a pub, a church, garden benches, small rose garden, war memorial;
- Community garden;
- Sports hub around English park;
- Recreation spaces;
- Branch library;
- CAB etc;
- Art house;
- Include development of community spaces in the plan;
- Inclusion of Sunbeam Kindergarten and children in the development of the area;
- Professional services;
- Westpac or ANZ for convenience;
- Mitre 10 – missed by residents;
- Children's toy shop;
- Bakery, hardware and garden stores – want the return of these;
- Consider a small children's play area;
- A small office for the local police/a drop in for the community constable.

Services

Additional services proposed for inclusion within the draft Plan included:

- A depot with CCC pamphlets and a pamphlet stand in the mall;
- Public toilet;
- Recycling rubbish collections;
- Provision of rubbish bins by the bus stop on the north side of Edgeware Road;
- Provision of smokefree and tobacco free public health information at key transport hubs and community hubs.

Community

Respondents commented upon the requirement for the following community facilities or services:

- Build a community centre on the Hardie & Thomson site;
- Create a neighbourhood watch – to prevent tagging and vandalism;
- Introduce an alcohol control policy or have alcohol bans in place – to help to protect residents from drunks and address bottles, urination and vomiting;
- Implement a community wellbeing report to identify the things that adversely affect residents.

Transport

Suggested additional transport facilities, modes or services, included:

- A cycle storage area;
- A tram line;
- Whether/how walks at Cornwall Gardens might be incorporated (award winning gardens, streams and walks at 27 Cornwall Street) within the draft Plan; Provide enhanced connections between the Edgeware village and surrounding focal points and smaller commercial centres:

Residents of St Albans see Edgeware Village as the commercial hub of the suburb with smaller hubs also supporting the area, including Rugby Park, Rutland St, Mairehau Shops on Innes Rd, Warrington Village, Westminster/Cranford St Shops, Barbadoes St and Bealey/Colombo shops. It would be great to see all the villages in St Albans connected by appropriate walkways and cycleways.

Staff Comments

The focus of the Master Plan is the commercial shopping centre of Edgware, as defined by the business zones in the Christchurch City Plan. Sherborne Street and Cranford Street are outside of the project scope of the Master Plan, as is the land abutting the St Albans Creek. The same is true for many of the additional activities, services and community facilities proposed by respondents. For example, the former swimming pool site at 43a Edgware Road falls outside the Edgware commercial area and in turn, the scope of the Master Plan. Any future decision in respect to the swimming pool site will be determined by separate Council processes.

That said, the wider area does provide an important context and the draft Plan has been developed so as to have regard to linkages between the village centre, the surrounding residential area and nearby community sites and facilities. Key examples under the Master Plan include the development of the major cycleway, improved crossing points on adjacent streets and installing wayfinding signage to direct people to local amenities, such as the community centre.

The suggestion raised by respondents to create a village green was investigated during the development of the draft Plan. This option was discounted; the physical constraints of the centre and existing property arrangements do not facilitate the establishment of a dedicated area of green space. Furthermore, two parks (English Park and Abberley Park) exist in the immediate vicinity of the centre providing for local recreational opportunities. It is anticipated instead that the provision of shared urban space through the creation of courtyards, the enlarged footpath, area, seating, amenity planting and the establishment of a market or similar events in the 1064 Colombo Street car park, will provide opportunities for the community to meet and linger.

Whilst no specific children's play equipment is proposed in the Master Plan, the proposed sculpture under Action 1f is proposed as an interactive 'fun' element for children to play with.

Other services and facilities raised by submitters as being absent from the Master Plan, such as the provision of rubbish bins and recycling collections, will be investigated during the detailed design phase and the implementation of the draft Plan. The establishment of community services, such as a Neighbourhood Watch group, will be the responsibility of others. Crime Prevention Through Environmental Design (CPTED) issues have however, been integrated into the Master Plan concepts and will be an important consideration during the detailed design phase.

Staff Recommendation

- Retain the current scope of the Master Plan as the commercial shopping area.
- Amend the text under Action 1f to refer to the proposed sculpture being designed as an interactive and fun feature for children to play.

Master Plan Process

Several respondents made comments in relation to the process used for the preparation of the draft Plan. Two respondents expressed dissatisfaction at the information gathering and consultation processes used to inform the draft Plan, which had led to some landowners not being spoken to and accordingly, not 'buying into' the Plan.

Another respondent expressed dissatisfaction with the format of the Submission Form in terms of it not reflecting what is needed or required for the centre.

Implementation

A number of respondents commented upon the timing for implementation of the draft Plan and the desire for this to be progressed in a timely manner to support the recovery of the centre:

'Overall I like the plan and hope we can move on with it ASAP'

'Go for it'

'Get it moving soon!'

'Love most of it – can't wait for it to be implemented'

'This document should not become a wish list like so many of the other plans'

Respondents also commented in relation to the successful implementation of the draft Plan. These included concerns about there being suitable mechanisms in place to ensure that the Plan achieves its vision and goals, in view of the reliance of the Plan upon businesses, property owners and transport operators/decision makers. To address this, one respondent stated that:

'The master plan should be given statutory support as proposed under the draft land use recovery plan. The plan would also need to be included in the Christchurch City Council budget plan so that funding is set aside'

MKT, in their long submission, identifies a gap in the current implementation of actions that would fulfil the aspirations of tangata whenua – in regard to the treatment of storm water and encouraging sustainable design.

Other Comments

It was observed that sustainability issues are lacking in the plan, that disability access to buildings must be incorporated and that there needs to be some strict guidelines on smoking areas outside so that the proposed spaces are not covered in cigarette butts.

MKT, in their long submission, commented that the village redevelopment is not a high priority for Ngāi Tūāhuriri Rūnanga in the context of the full suite of Council planning and other activities. On this basis, MKT state that specific actions for tangata whenua aspirations in their own right are not necessary and have not therefore, required that there are specific proposals to address tangata whenua interests.

There were two comments that the area is more correctly identified as St Albans Village, rather than Edgware village. Similarly there was a request for the community space to be given back to the St Albans community identity – the St Albans Residents Association is locked out of the management of the site.

One respondent sought for Edgware Village Green to be given assurance of their involvement in the area and to develop their project.

Another respondent sought for there to be lifts installed for disabled access into new buildings.

Staff Comments:

Dissatisfaction with the process used for the preparation of draft Plan was raised by a couple of submitters. Landowners, businesses, residents and community groups and organisations were consulted prior to the drafting of the Plan and again following the release of the draft Plan. Case management with some landowners in relation to prospective rebuild plans has also been undertaken. Links have also been established with the Edgware Business Association.

Public consultation identified support for moving the Master Plan forwards in a timely manner. The timescales for the completion and adoption of the Master Plan will be largely informed by the Council's decision whether or not to hold hearings and to accept staff recommendations regarding the required changes to the draft Plan. Should hearings not be held and the staff recommendations for the required changes to the draft Plan are accepted, then it is anticipated that the draft Plan could be amended and adopted in late 2013.

The Master Plan, once adopted, will provide a framework for how Edgware Village can be redeveloped. Whilst it will not carry statutory weight, it will be referred to when making Resource Consents decisions.

The expedient and successful implementation of the adopted Plan will be dependent upon a range of stakeholders – the Council will take responsibility for improvements to the public realm, including the movement network, but the buy-in and partnership of private landowners and the business community will be required for actions pertaining to private land or commercial activities and events.

The capital improvement project identified within the draft Plan, for the proposed streetscape enhancements in the village centre (Actions 1a-1f), has been included in the Draft Three Year Plan, which was consulted upon in April/May 2013. A total of \$2.8 million has been allocated for capital funding for the project in 2015/2016.

In response to MKT's comments, there will be opportunities at the detailed design stage to investigate the treatment of stormwater, whilst also determining the type of amenity planting to be used under

Action 1e and whether rain gardens may be a suitable option.

Sustainability issues and design/access arrangements for less mobile users will also be investigated as part of the detailed design phase for the implementation of the public realm improvements. Disability standards for new buildings built within the centre will be regulated through the appropriate building consents procedures.

Staff Recommendation

- Retain project staging of the public realm improvements as allocated in the draft TYP, i.e. aim to commence implementation of the Master Plan concepts in 2015-2016.

Appendices

- 1. Submission Form**
- 2. List of 'Long Submissions'**

Submission form

Suburban Centres Programme | Draft Edgeware Village Master Plan

Submission Form

1. Overall, how much do you agree or disagree with the direction (visions and goals) of the Draft Edgeware Village Master Plan?

Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree

2. Completing the tables below, please indicate how much you agree or disagree with individual projects included in Draft Edgeware Village Centre Master Plan.

Improving the public realm					
Action reference	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Action 1 – Streetscape and movement improvements					
1a Develop a pedestrian priority environment and 'gateways'					
1b Incorporate major cycleway					
1c Reconfigure parking and taxi arrangements					
1d Retain existing bus stops					
1e Install amenity planting					
1f Install street furniture, cycle stands and lighting					
Action 2 – Access and wayfinding improvements					
2a Improve crossing points					
2b Install wayfinding signage					

Enhancing courtyards, laneways and off-street parking					
Action reference	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Action 3 – 1064 Colombo Street building and car park improvements					
3a Develop north-south internal connection					
3b Develop outdoor courtyard spaces					
3c Improve layout and landscaping of the car park					
Action 4 – Monitor parking, investigate new off-street car park, if required					
Action 5 – Edgeware Village Mall enhancements					
5a Enhance indoor walkway					
5b Redevelop laneway between Mall and 'Domino's' building					

Submission Form

Rebuilding earthquake damaged sites					
Action reference	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Action 6 – Hardie & Thomson site redevelopment					
6a Redevelop retail and sales buildings fronting Sherborne Street					
6b Integrate parking on Sherborne Street frontage with Edgeware Mall					
6c Rebuild Colombo Street shops, with parking to the rear					
<i>Action 7 – Consider a comprehensive development of the Northern Block</i>					
<i>Action 8 – Consider a reconfigured Brumbys/Peter Timbs development</i>					

Supporting future development concepts					
Action reference	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
<i>Action 9 – Explore future comprehensive development west of Colombo Street</i>					
<i>Action 10 – Explore future redevelopment and intensification of Edgeware Mall</i>					

Addressing long-term commercial demand					
Action reference	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
<i>Action 11 – Monitor commercial demand and enable expansion/rezoning if required</i>					

Supporting business and community initiatives					
Action reference	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
<i>Action 12 – Support development of an Edgeware Village market</i>					
<i>Action 13 – Investigate new Edgeware Village Centre events</i>					
<i>Action 14 – Develop transitional activities / beautification projects</i>					
<i>Action 15 – Improve buildings signage</i>					
<i>Action 16 – Retain case management service</i>					



Suburban Centres Programme | Draft Edgeware Village Master Plan

Submission Form

3. What are the best aspects of the Draft Edgeware Village Master Plan?

4. Are there any aspects of the Draft Edgeware Village Master Plan that need improvement? If so, what are these and why are the changes needed?

5. General comments:

Please note: Upon request, we are legally required to make all written or electronic submissions available to the public, including the name and address of the submitter subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council's Public Affairs Consultation Team Leader, telephone 941 8999.

Submission Form

Contact details

Name: _____
 Organisation (if representing): _____
 Role within the organisation: _____
 Postal address: _____

 Postcode: _____ Phone – home/work/mobile: _____
 Email (if applicable): _____
 Signature: _____ Date: _____

If submissions on the Draft Edgeware Village Master Plan are heard by the Council, do you wish to be heard?

☐ Yes, I would like to be heard ☐ No, I would not like to be heard

Local people and organisations can be well placed to lead or assist with the implementation of Draft Edgeware Village Master Plan actions:

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

(b) I wish to assist as:

☐ An individual
☐ A member of the following organisation: _____

NB: No anonymous submissions will be accepted.

How to make a submission

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

By using the online submission form at:

www.ccc.govt.nz/haveyoursay

By emailing your submission and any attachments to

EdgewareVillageMP@ccc.govt.nz

(please ensure your full name and address are included with your submission)

By mail (no stamp required):

Freepost 178
 Draft Edgeware Village Master Plan
 Strategy and Planning Group
 Christchurch City Council
 PO Box 73012
 Christchurch 8154

By hand delivery to:

- Civic Offices, 53 Hereford Street; or
- At the drop-in sessions

Public drop-in sessions will be held on the following dates:

- **Saturday 9 March 2013 at Beulah Church**
140–146 Springfield Road, St Albans, 10.30am–2pm
- **Wednesday 13 March at ASB Football Park (former English Park Stadium)**
127 Cranford Street, St Albans, 3.30–7pm

Please make sure your comments arrive before the consultation period closes at 5pm on 28 February 2013.

Long Submissions from organisations

We suggest, that these submissions are considered as whole individual documents, additional to how they have been included and analysed under particular themes in this report.

- Cancer Society
- Environment Canterbury
- Living Streets
- Progressive Enterprises
- St Albans Residents Association
- The Advertising Clubb Ltd, Braille Signs Ltd and Banner Media NZ
- Mahaanui Kurataiao Ltd on behalf of Ngāi Tūāhuriri Rūnanga

