

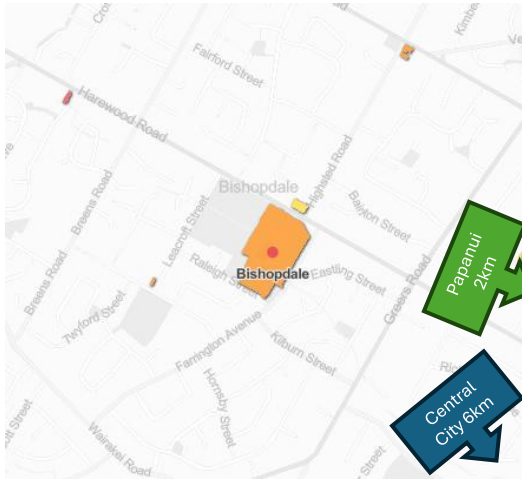
Bishopdale

District Plan: "Local"
Previous factsheets: "Neighbourhood"

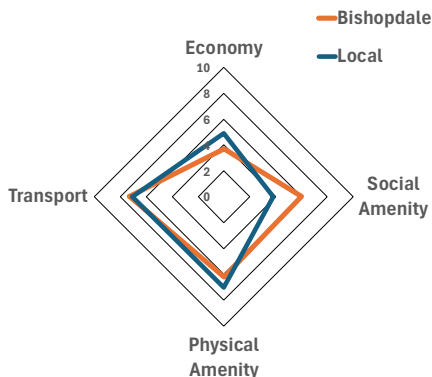
INTRODUCTION

This information sheet provides an objective appraisal of the Bishopdale commercial centre, drawing on statistical data sources, specialist advice and surveys.

LOCATION



CENTRE SUMMARY SCORES



Bishopdale Mall was developed in the 1960s, part of the development of the suburb of Bishopdale. The centre is built around a central pedestrianised, open air, shopping arcade surrounded by expansive car parking. The centre is largely inward looking but also with a road-facing frontage along Farrington Avenue. This part of the centre remains intact but the centre now has multiple focus points due to development at the periphery (an expansion to the commercial area was added in the 1990s to the north, replacing car parking). A supermarket anchors the centre, with most other tenants being independent retail, services and some education providers. In addition to the retail core, the centre contains the YMCA recreation centre and the Bishopdale Library. Bishopdale Park borders to the north-west.

The centre is performing similarly to when previously assessed in 2018. The spend in the centre has risen slightly. Business numbers are down and employment numbers are also down. The overall economic score is unchanged from 2018, but longstanding vacancies are impacting the centre. The centre faces strong competition being positioned reasonably close to the expanding Papanui and Airport centres.

The centre scores above average for social amenity, with a good range of health, community and recreation facilities. Bishopdale Park provides both open space and active recreation options. The YMCA and the library are both great assets for the centre.

The centre offers an attractive environment with landscaping and seating areas within the core. The built environment is of lower quality with maintenance and upkeep on some buildings requiring attention. The periphery of the centre is more car-dominated with expansive car parking and busy roads. However, these areas also feature several large mature trees. The frontage to Farrington Street, while engaging well with the street, is lacking in landscaping and street trees.

Vehicle access is good, with a good supply of parking. Busy roads make pedestrian access less attractive from some directions. Once in the centre, the pedestrian environment is good through the core but less attractive and disjointed away from it. The roads linking to the centre are not cycle friendly, however the proposed Wheels to Wings Cycleway will improve this. Bishopdale is served by a single bus route.

In summary, Bishopdale is well located to serve the surrounding community. Shop front vacancy rates are notable and the built environment is in need of further investment to enable it to compete equally with newer centres.

STRENGTHS

- Well landscaped and, at the core, a well-structured centre.
- Good range of social amenity facilities.
- Good car access and parking.

WEAKNESSES

- Ageing and less well-maintained buildings.
- Confusing pedestrian environment away from the core.
- Busy roads impede pedestrian/cycle access from some directions.

OPPORTUNITIES

- Redevelopment of underutilised Council-owned land.
- Proposed redevelopment/reuse of a former anchor tenant building (hardware store).

THREATS

- Vacancies and inactive frontages undermine perceptions of safety.
- Rising competition from newer centres.

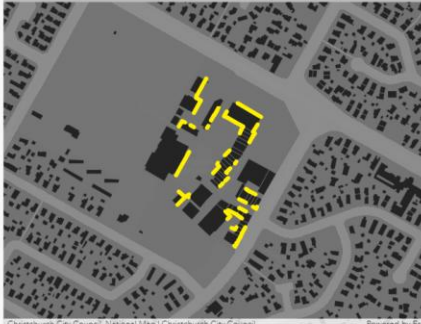
ENVIRONMENT AND AMENITY

ACTIVE STREET FRONTAGE (TIME OF DAY)

Weekdays: Daytime opening (9am-5pm)



Weekdays: Evening opening (5pm-9pm)

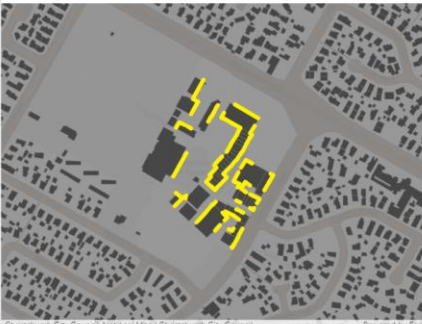


Weekdays: Nighttime opening (9pm on)

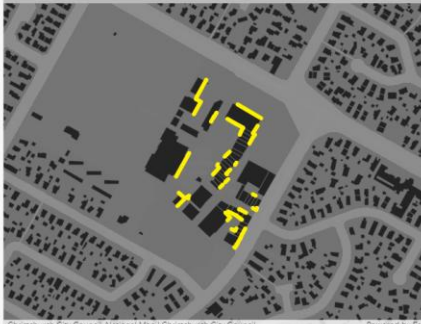


Yellow lines indicate activity at ground floor level on different days/times of day

Weekends: Daytime opening (9am-5pm)



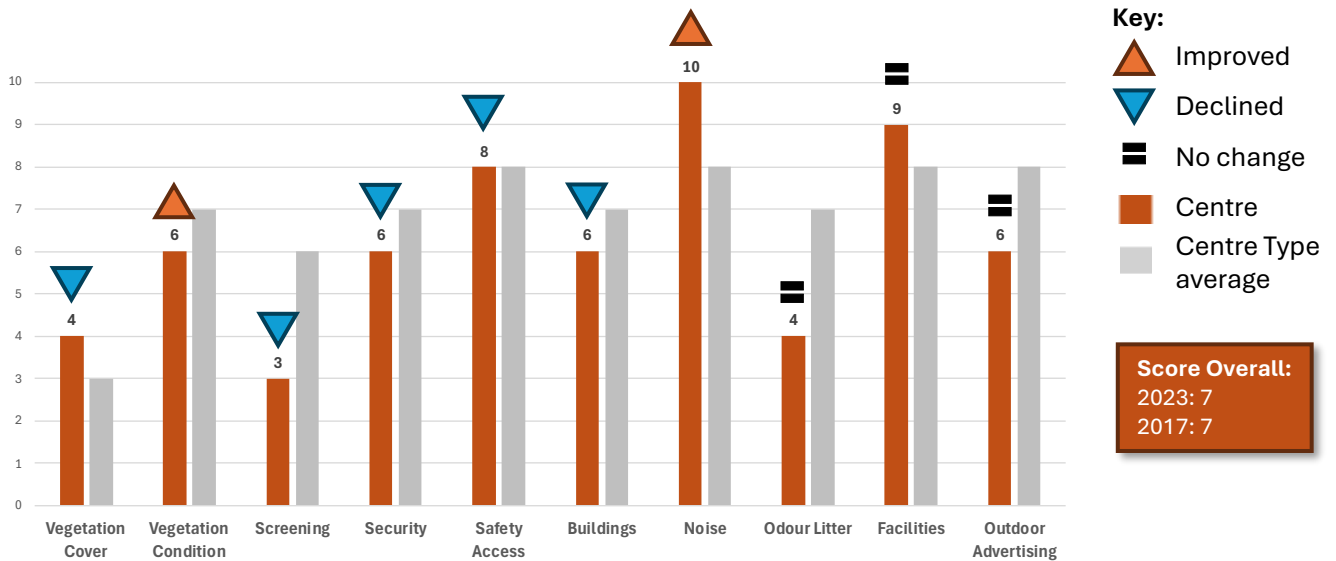
Weekends: Evening opening (5pm-9pm)



Weekends: Nighttime opening (9pm on)



PHYSICAL AMENITY ASSESSMENT (SURVEY RANGE LATE 2022/EARLY 2023)



CENTRE IMAGES (2023)



ECONOMIC PERFORMANCE

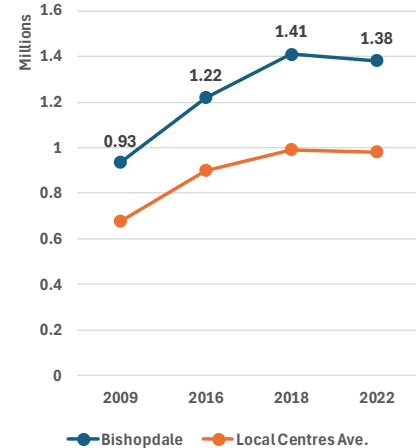
Economic survey score 2023	3.7
Economic survey score 2017	3.7
Centre type average economic survey score 2023	4.9
Vacant land in centre	3%
Centre type average vacant land	15%



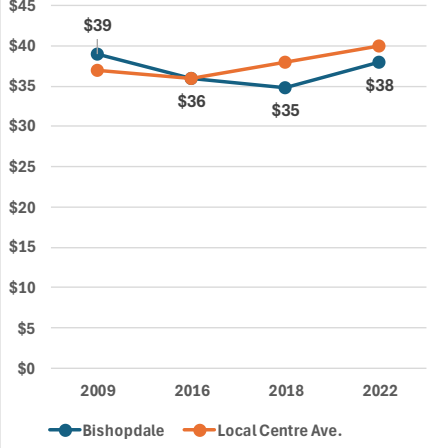
TOTAL SPEND (\$)



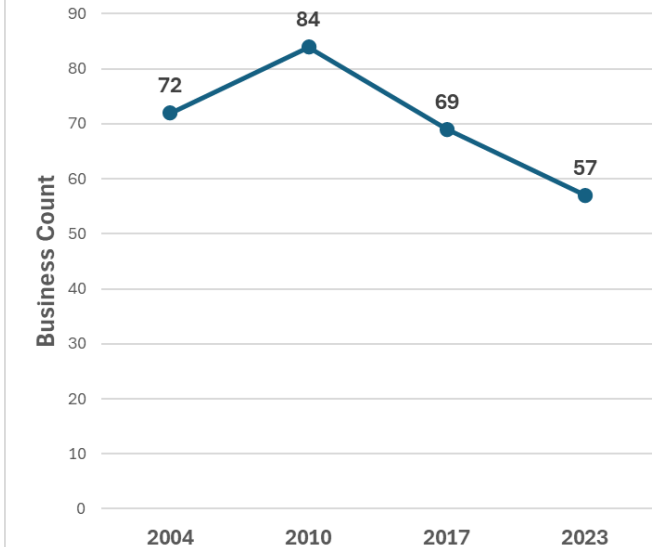
TRANSACTION COUNT



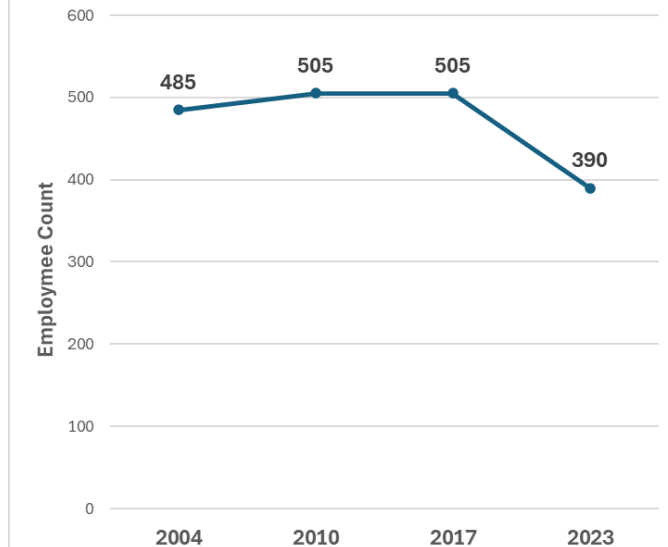
TRANSACTION AVERAGE (\$)



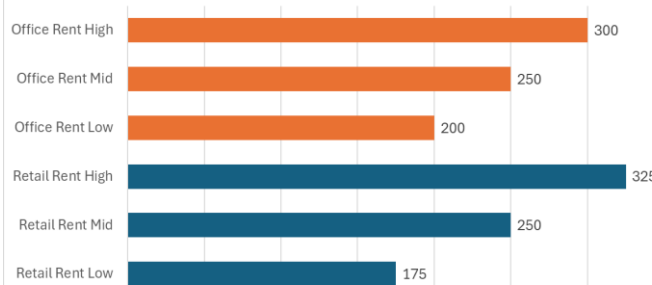
BUSINESS COUNT



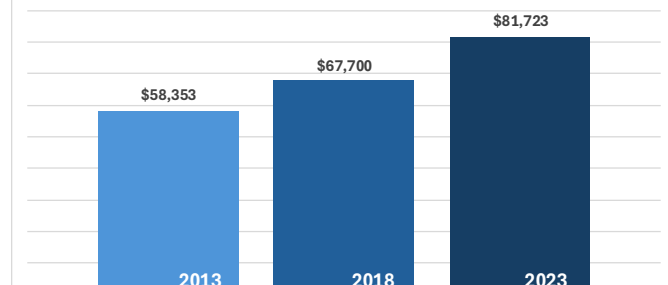
EMPLOYMENT COUNT



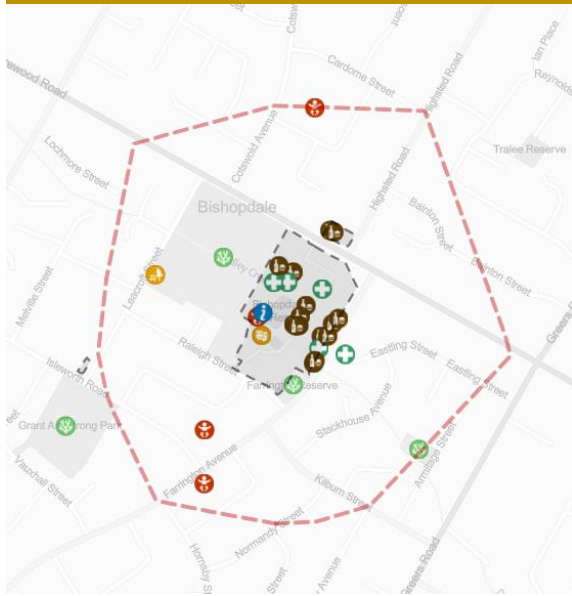
OFFICE AND RETAIL RENTS (\$/m²)



HOUSEHOLD INCOME (CATCHMENT AVE.)



SOCIAL WELLBEING, CATCHMENT STATISTICS AND PLANNING

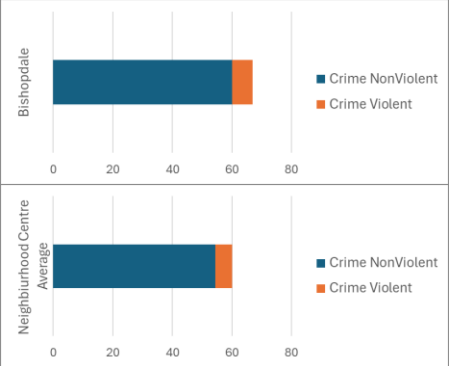


CATCHMENT PROFILE	2013	2018	2023
Residents under 15yrs	16%	17%	17%
Residents 65yrs and over	23%	20%	20%
Residents on Social welfare	3%	2%	5%
Average % of hh with no car	4%	4%	4%
Average number of vehicles/hh	1	1	1

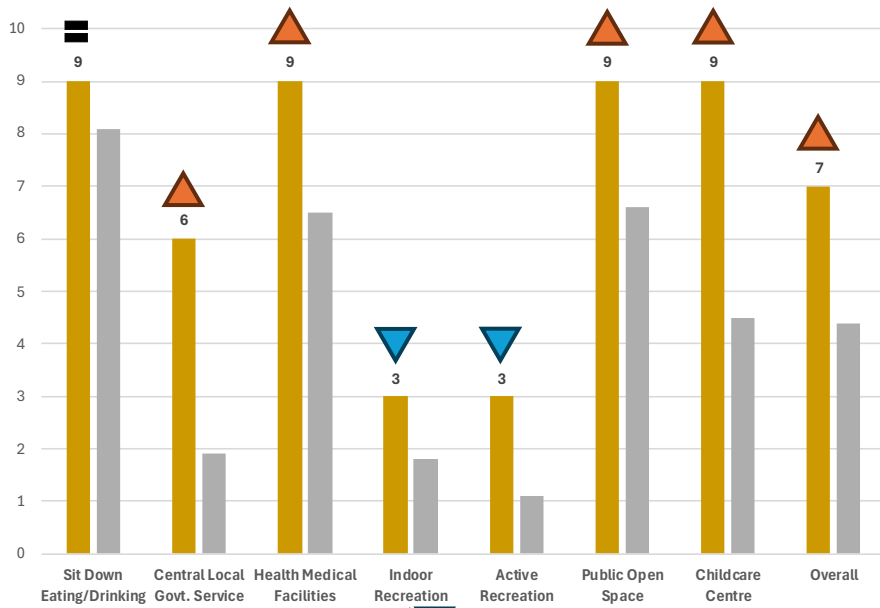
CATEGORY

- Cafe Bar Restaurant
- Public Open Space
- Health Medical Facilities
- Childcare Centre
- Indoor Recreation
- Central Local Government Service
- Active Recreation
- Community Owned Operated Facilities

CRIME (2022)

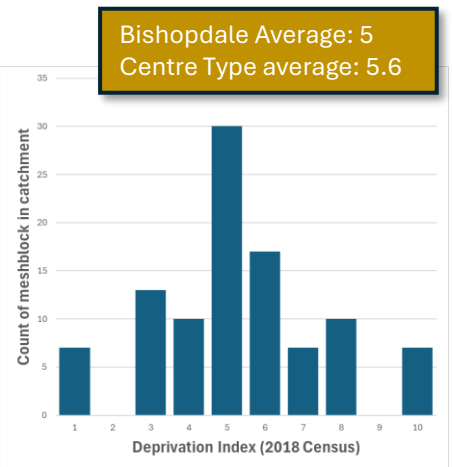


SOCIAL WELLBEING ASSESSMENT (CENTRE AND TYPE AVERAGE)

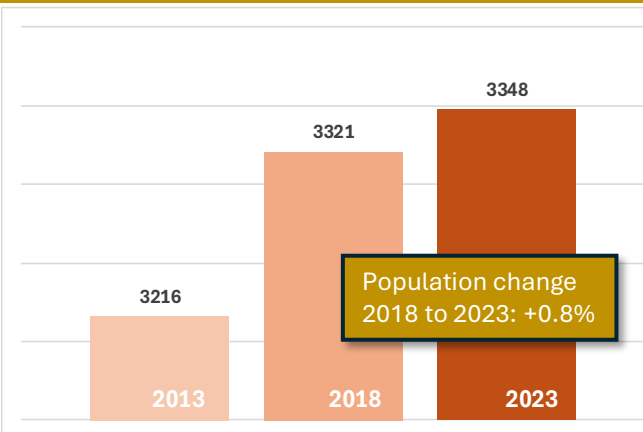


Key: Centre Type Ave. Improved Declined No Change

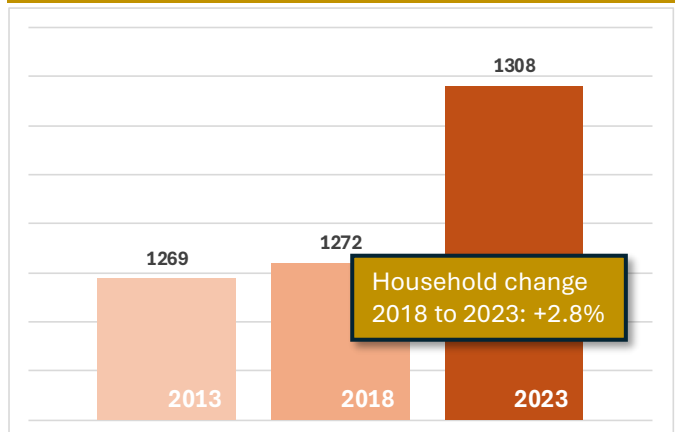
DEPRIVATION RANGE (2018)



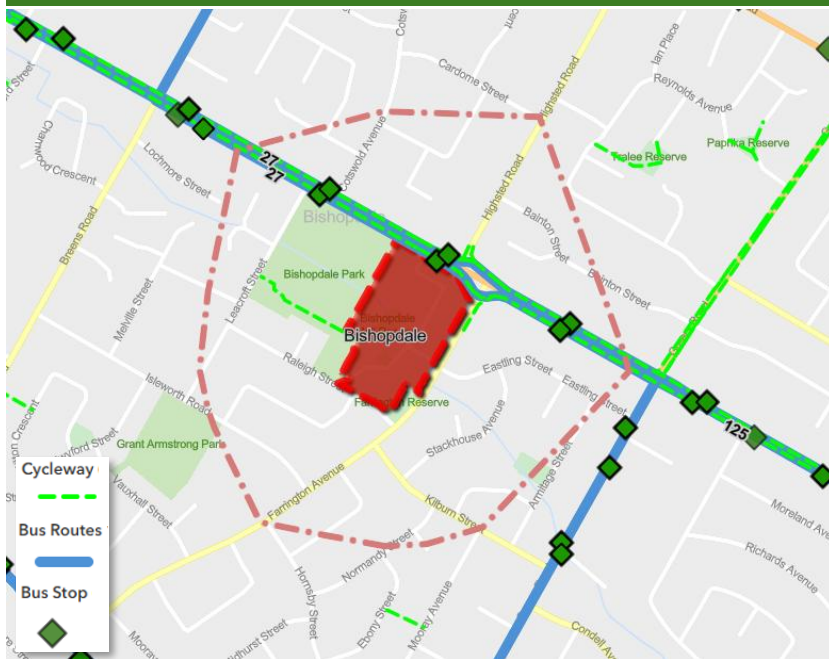
CATCHMENT POPULATION 2018-2023



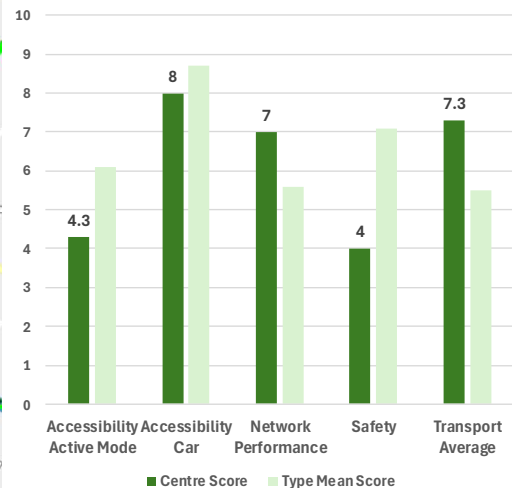
HOUSEHOLD COUNT 2018-2023



TRANSPORT

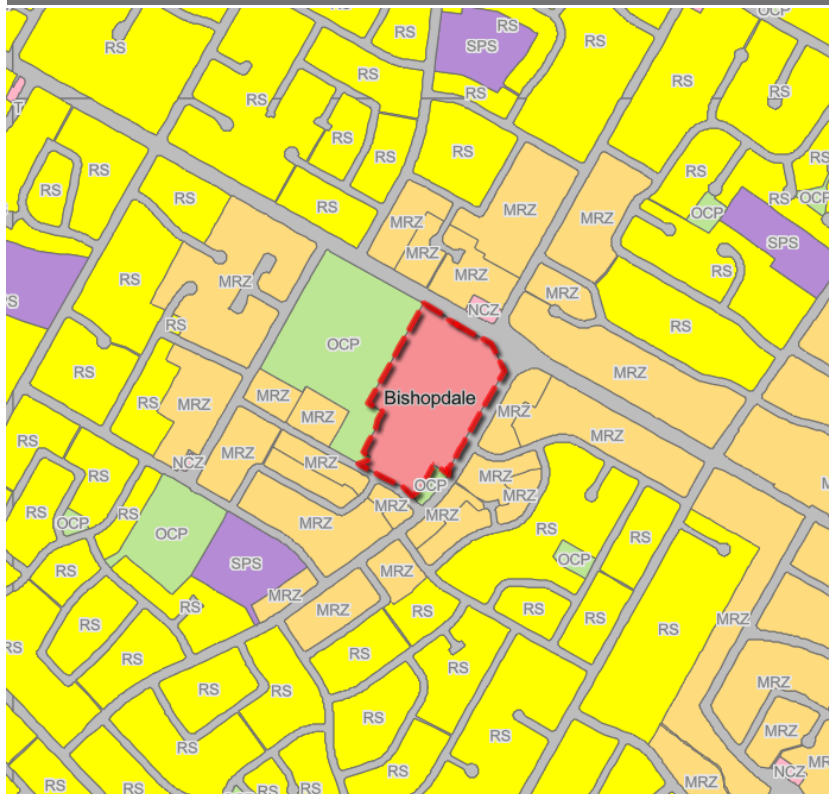


TRANSPORT SURVEY



Survey approach changed for 2023. Results not comparable to previous factsheets

LAND USE ZONES (OPERATIVE AS OF NOVEMBER 2025)



Planning zones legend and detail

LCZ	Local Centre Zone (commercial activity)
MRZ	Medium Density Zone (townhouses)
RS	Residential Suburban Zone (low density houses)
OCP	Open Space Zone (parks and recreation)
SPS	Special Purpose Zone (schools and facilities)
NCZ	Neighbourhood Centre Zone (commercial activity)

Refer to 2017 CCFS for the pattern of zones from the District Plan prior to Plan Change 14.

*****GUIDANCE***** – See guidance sheet for further information on the Commercial Centre Factsheet purpose, the data presented and the data sources.

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