

# Tower Junction

District Plan: “Large Format Retail”  
Previous Factsheets: “Retail Park zone”

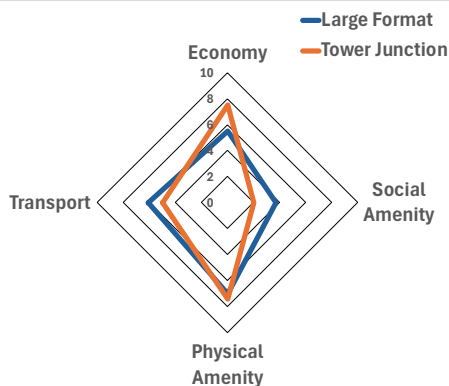
## INTRODUCTION

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

## LOCATION



## CENTRE SUMMARY SCORES



## CENTRE SUMMARY

Tower Junction emerged in the 1990s and 2000s from the redevelopment of land comprising the former railway workshops and land made vacant by road realignment. It was developed as a large format retail park. The centre was expanded in 2015 to offer more convenience retail and hospitality options. Further development of retail space replaced some car parking in the middle of the centre from 2017. More recently there has been redevelopment of sites to the north-west corner of the centre. Christchurch Railway Station is in the south-east part of the centre.

Economic indicators show an increase in spending since 2018. There has also been increases in business count and employment from 2018 although this has fallen back recently. The economic assessment notes the centre appears to perform a large format retail role well and more recent development has added more modern buildings. The expanded convenience options have broadened the appeal of the centre.

The physical amenity of the centre is above average with good provision of landscaping and grassed areas. The retention and incorporation of railway related heritage features (water tower) also adds to the amenity. New development has added modern buildings bringing with it a renewed appearance.

The centre is highly accessible by car and parking is adequate. However, surrounding roads are arterial routes and remain busy throughout the day and particularly at peak times. These busy roads also serve to make pedestrian access less pleasant to navigate. Cycle access to the centre carries higher risk due to high traffic volumes. The South Express cycle route passes the northern edge of the centre.

In summary, Tower Junction is a high quality large format centre that offers a diverse large format retail experience, supplemented by hospitality and niche retail.

### STRENGTHS

- Wide retail offer and solid anchor tenants.
- Good access by vehicle.

### WEAKNESSES

- Limited room for further expansion.
- Peak time congestion.

### OPPORTUNITIES

- Expansion of hospitality offer.

### THREATS

- Growing competition from the Central City.

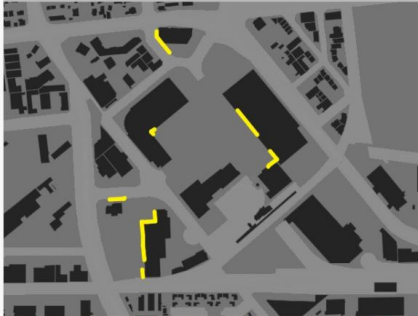
## ENVIRONMENT AND AMENITY

### ACTIVE STREET FRONTAGE (TIME OF DAY)

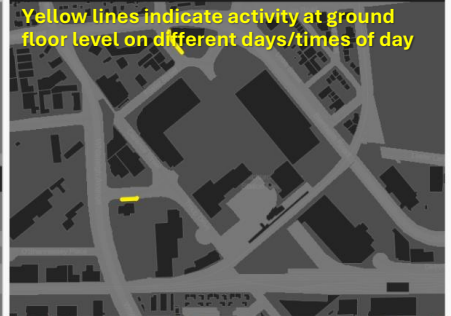
Weekdays: Daytime opening (9am-5pm)



Weekdays: Evening opening (5pm-9pm)



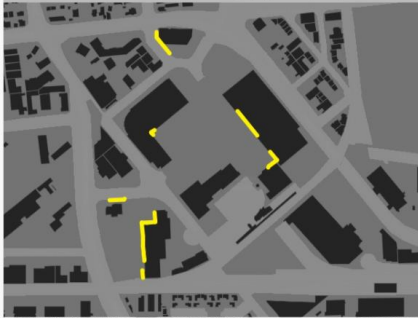
Weekdays: Nighttime opening (9pm on)



Weekends: Daytime opening (9am-5pm)



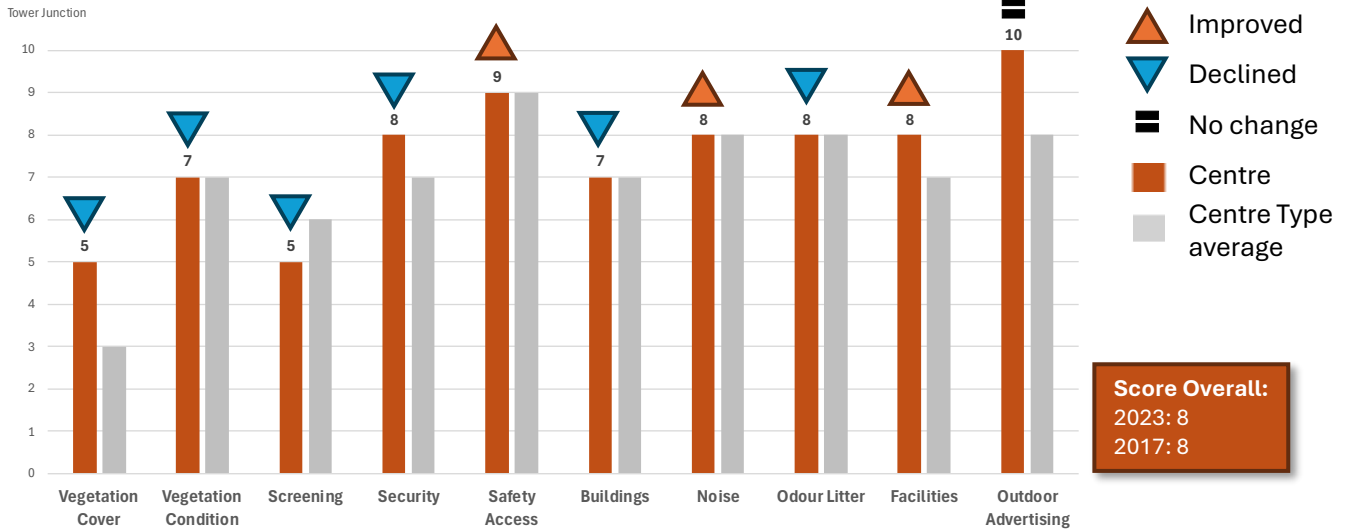
Weekends: Evening opening (5pm-9pm)



Weekends: Nighttime opening (9pm on)



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



## CENTRE IMAGES (2023)

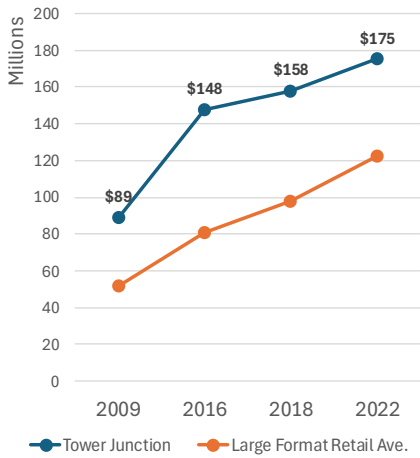


## ECONOMIC PERFORMANCE

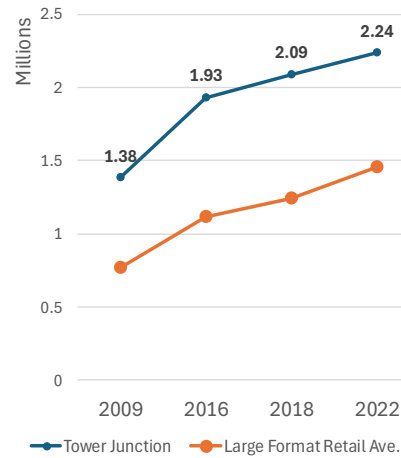
|                                                |     |
|------------------------------------------------|-----|
| Economic survey score 2023                     | 7.5 |
| Economic survey score 2017                     | 7.4 |
| Centre type average economic survey score 2023 | 5.5 |
| Vacant land in centre                          | 1%  |
| Centre type average vacant land                | 15% |



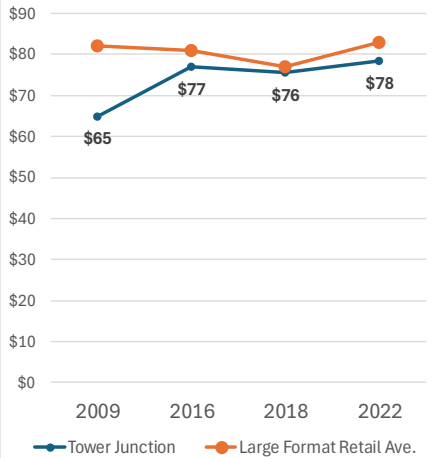
### TOTAL SPEND (\$)



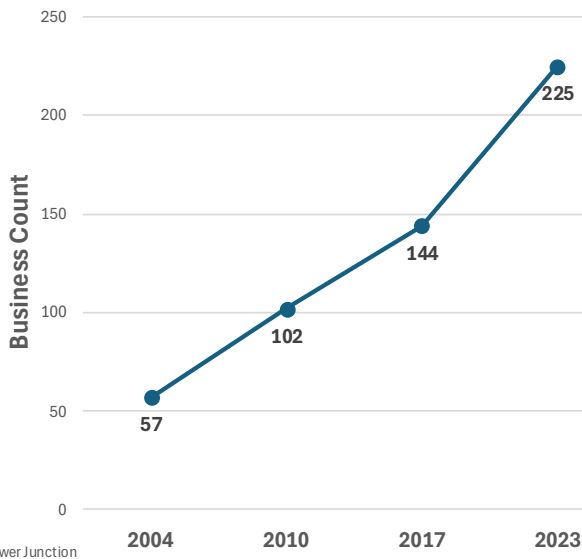
### TRANSACTION COUNT



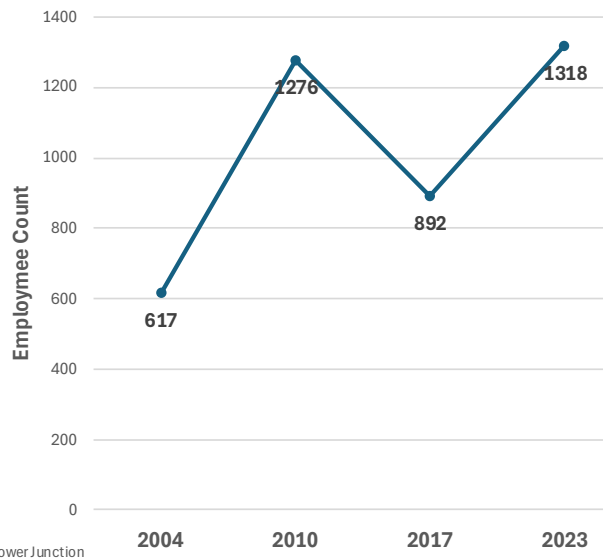
### TRANSACTION AVERAGE (\$)



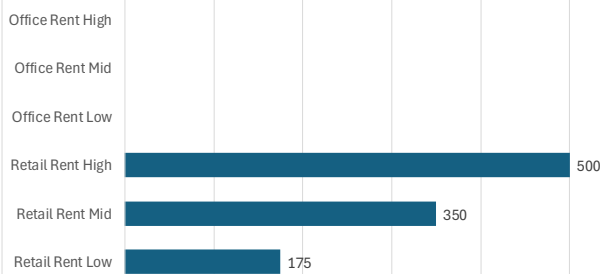
### BUSINESS COUNT



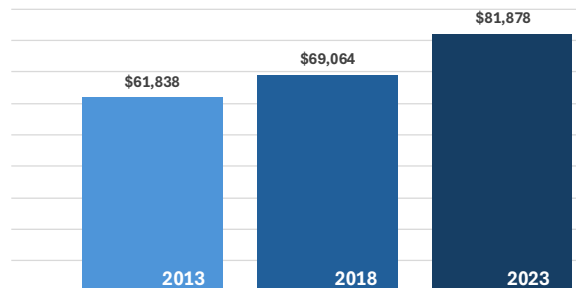
### EMPLOYMENT COUNT



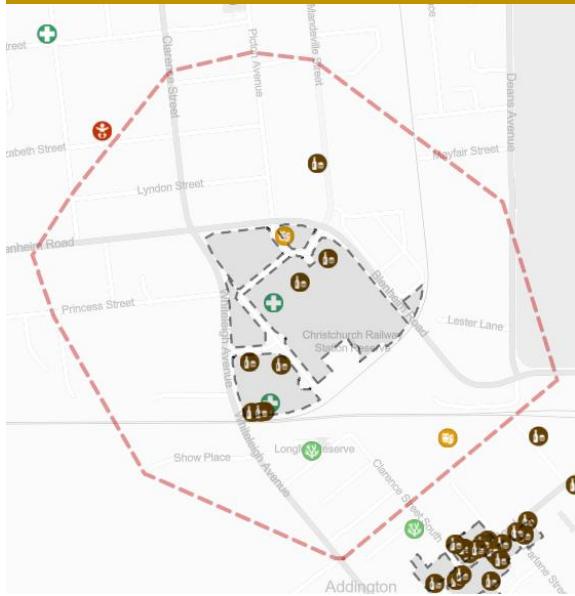
### OFFICE AND RETAIL RENTS (\$/m<sup>2</sup>)



### HOUSEHOLD INCOME (CATCHMENT AVE.)



## SOCIAL WELLBEING, CATCHMENT STATISTICS AND PLANNING

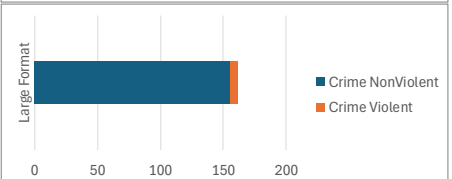
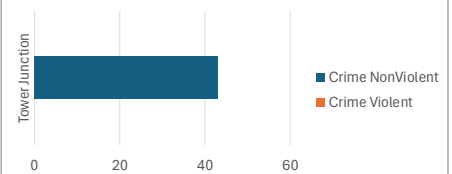


| CATCHMENT PROFILE             | 2013 | 2018 | 2023 |
|-------------------------------|------|------|------|
| Residents under 15yrs         | 13%  | 12%  | 10%  |
| Residents 65yrs and over      | 5%   | 6%   | 12%  |
| Residents on Social welfare   | 11%  | 7%   | 11%  |
| Average % of hh with no car   | 7%   | 6%   | 8%   |
| Average number of vehicles/hh | 1    | 1    | 1    |

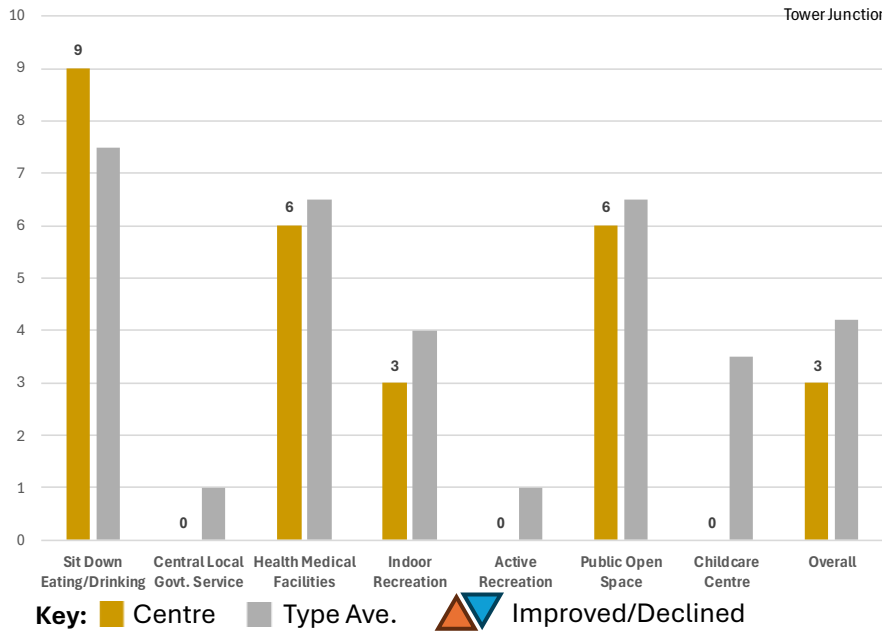
### CATEGORY

- 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)

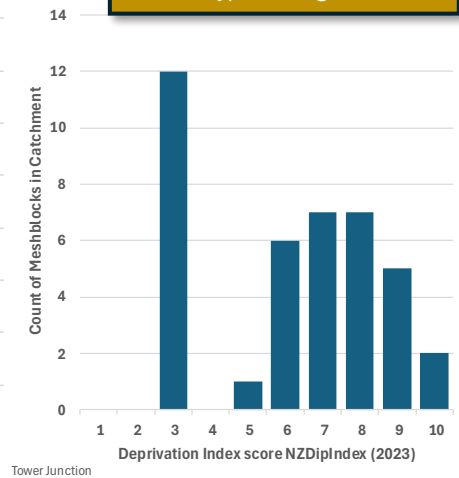


### SOCIAL WELLBEING ASSESSMENT (CENTRE AND TYPE AVERAGE)

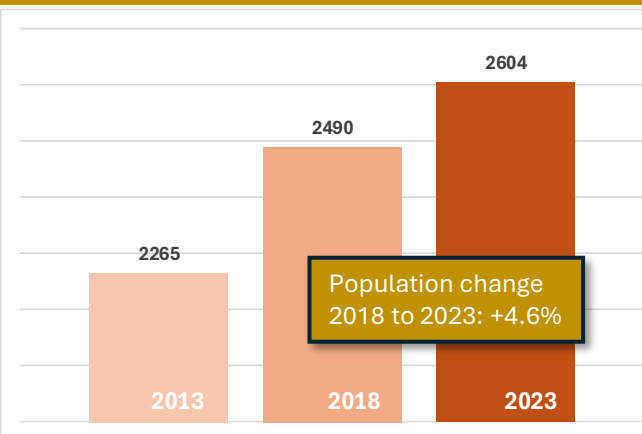


### DEPRIVATION RANGE (2023)

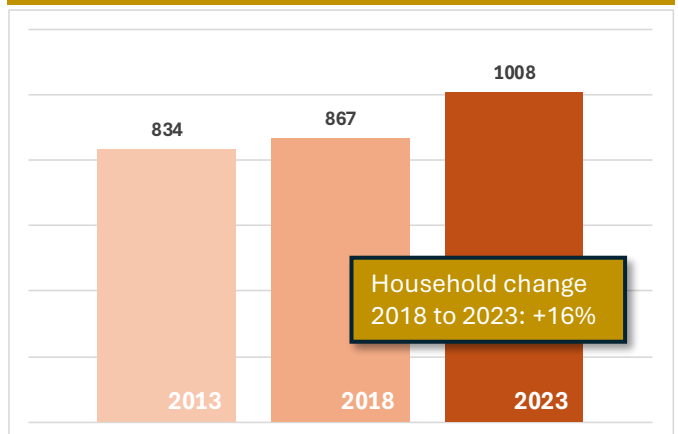
Tower Junction Average: 6  
Centre Type average: 5.6



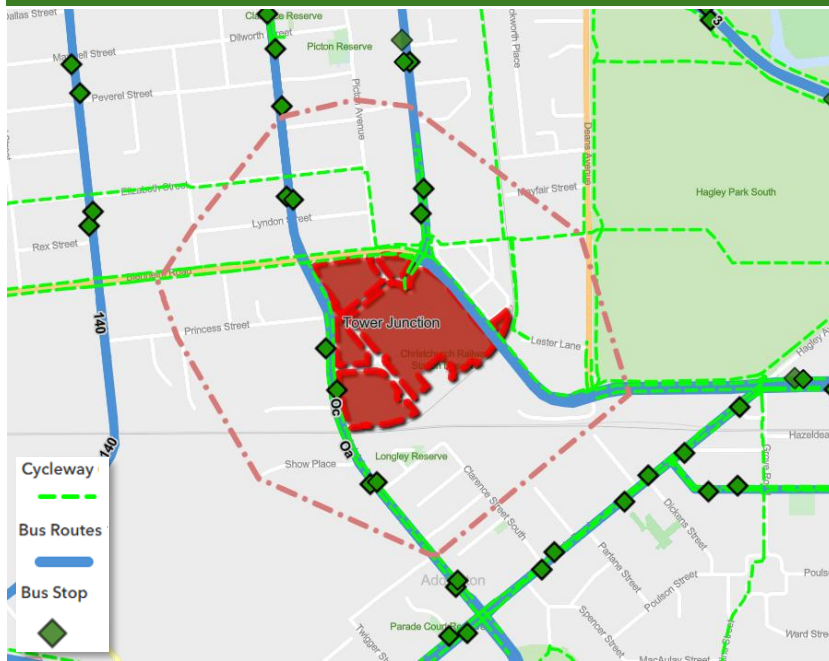
### CATCHMENT POPULATION 2018-2023



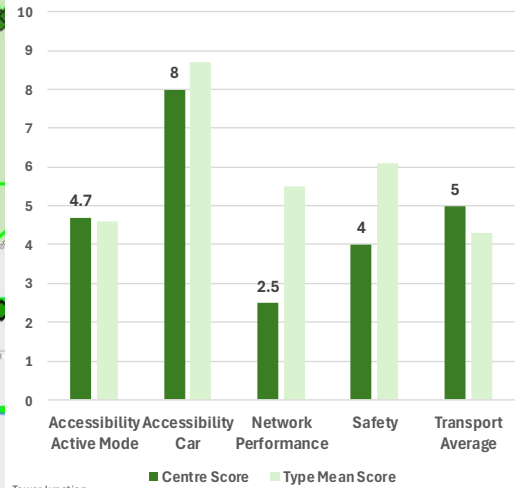
### HOUSEHOLD COUNT 2018-2023



## TRANSPORT

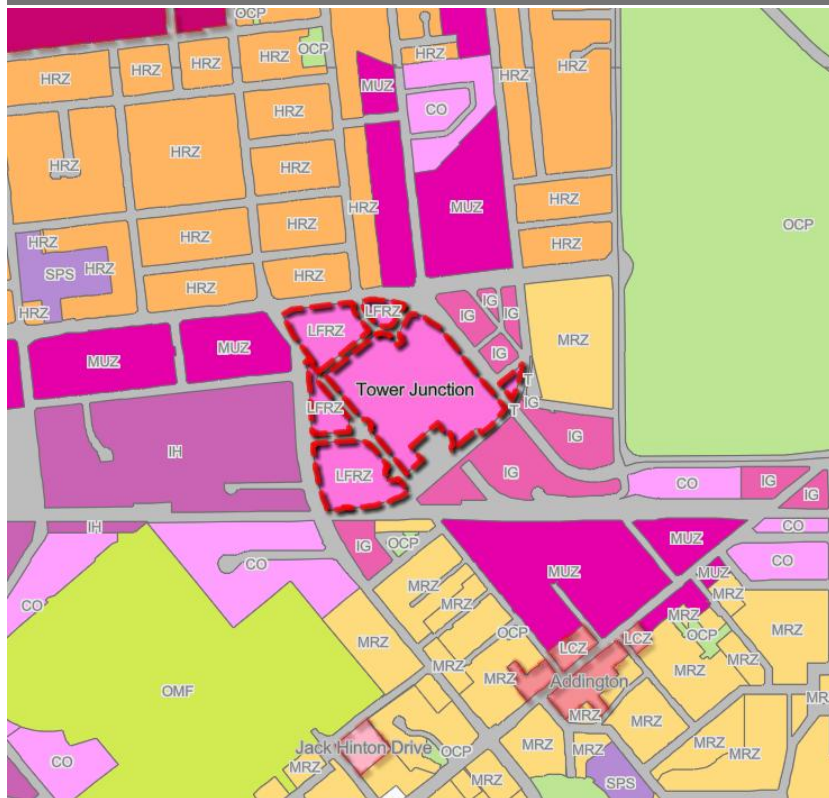


## TRANSPORT SURVEY



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

## LAND USE ZONES (OPERATIVE NOVEMBER 2025)



### Planning zones legend and detail

|             |                                                   |
|-------------|---------------------------------------------------|
| <b>MUZ</b>  | Mixed Use Zone<br>(commercial activity)           |
| <b>LFRZ</b> | Large Format Retail Zone<br>(commercial activity) |
| <b>MRZ</b>  | Medium Density Zone<br>(townhouses)               |
| <b>RS</b>   | Residential Suburban<br>(low density homes)       |
| <b>IG</b>   | Industrial General<br>(commercial activity)       |
| <b>IH</b>   | Industrial Heavy<br>(commercial activity)         |
| <b>OCP</b>  | Open Space Zone<br>(parks and recreation)         |
| <b>SPS</b>  | Special Purpose Zone<br>(schools and facilities)  |

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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