

3.0 Planning and Policy Context

The planning context for the Rolleston Structure Plan arises from the Resource Management Act 1991 (RMA) and the Local Government Act 2002 (LGA). Selwyn District Council and Environment Canterbury have a number of planning processes underway, and which are at different stages in the public participation process.

The Rolleston Structure Plan (RSP) will be adopted by Council under the provisions of the LGA. It is anticipated that the RSP will be implemented through changes to the District Plan and/or the Long Term Council Community Plan (LTCCP).

Planning processes associated with the RSP are to enable effective community consultation and participation.

3.1 Urban Development Strategy

The Greater Christchurch Urban Development Strategy (UDS) is a growth management strategy to 2041 with an associated action plan for the Greater Christchurch metropolitan area which was adopted in 2007. The area comprises the Christchurch urban area and hinterland within the jurisdictions of Christchurch City, Waimakariri District and Selwyn District Territorial Authorities. Rolleston is located within the UDS boundary in the south-western sector.

The strategy promotes a settlement pattern for residential, commercial, business and rural residential growth with 60% of the growth allocated to intensification and 40% to new development. The UDS has identified Rolleston as a future growth area (mainly new developments) and as a key activity centre.

As part of the UDS implementation measures Environment Canterbury has prepared Chapter 12A (Development of Greater Christchurch) of the Regional Policy Statement which is discussed in more detail in the following Section.

3.2 Regional Policy Statement

3.2.1 Introduction

The Regional Policy Statement provides an overview of the resource management issues of Canterbury. It sets out how natural and physical resources are to be managed in an integrated way with the aim to achieve sustainability.

Methods to implement the requirements of the RPS include the NRRP, resource consents and investigations.

The following map which in part is based on the Regional Policy Statement illustrates Rolleston's proximity to Christchurch and its geographical importance within the region as a service centre. It also illustrates the areas shaded red which are designated to grow and currently developed land which is shown in grey.

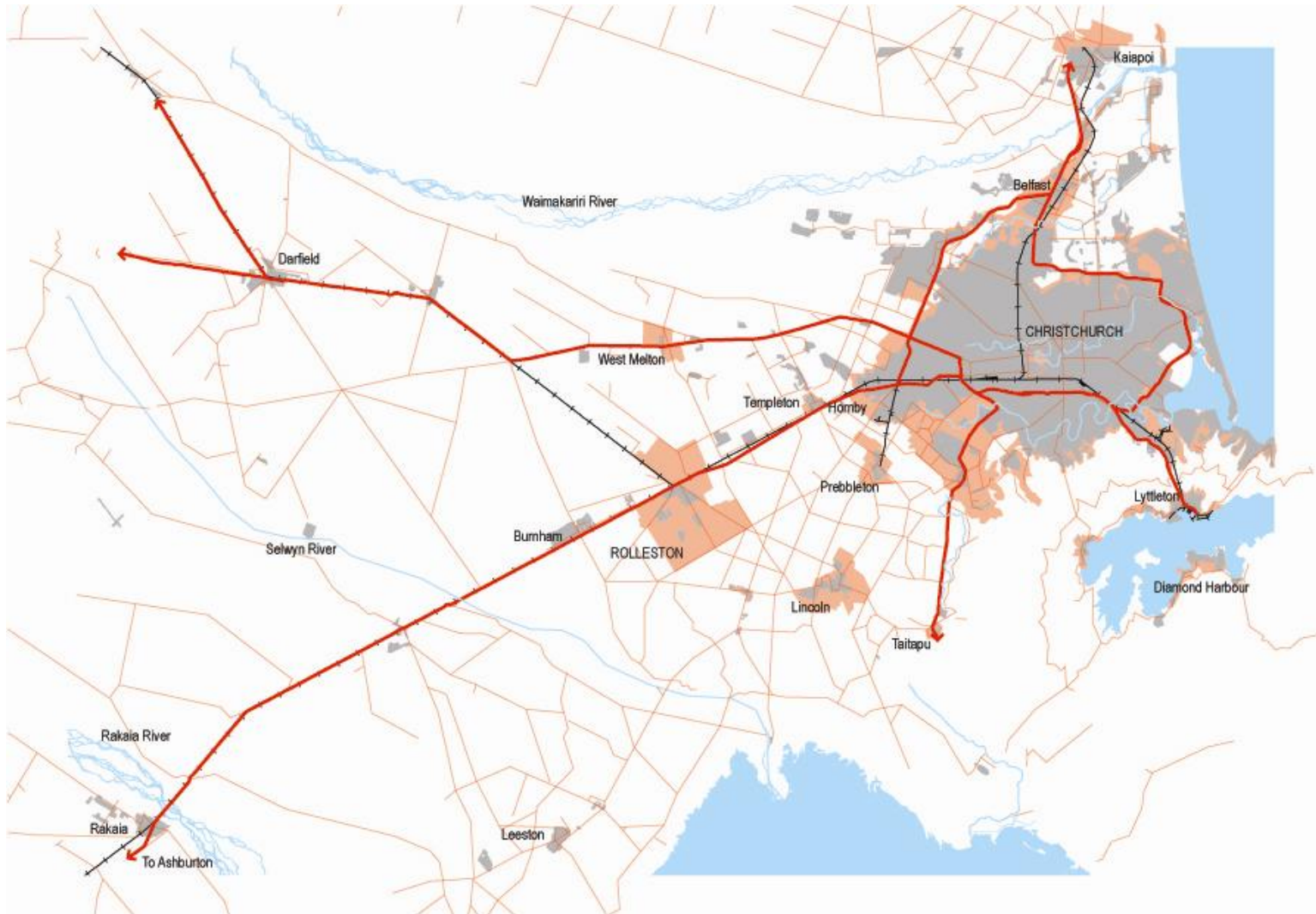


Figure 7: Map Illustrating the Location of Rolleston Relative to the Surrounds.

3.2.2 Proposed RPS Change No.1 (Change No.1)

To implement the vision and strategies of the Greater Christchurch Urban Development Strategy (UDS) Environment Canterbury has released Proposed Change No. 1 (Change No.1) of the Regional Policy Statement. Change No.1 proposes to insert a new Chapter 12A, Development of Greater Christchurch, into the RPS. Chapter 12A is expected to have a great impact on future growth and development.

Chapter 12A contains new policies and maps for managing growth, development and enhancement of Greater Christchurch including the Rolleston Structure Plan area. These include:

- Setting urban limits
- Identifying areas where urban activities and development will not be permitted
- Setting residential densities (urban and rural)
- Sequencing development at specific locations
- Identifying key activity centres where retail and business development will occur

3.2.3 Variation No.1 to Proposed Change No.1 (Variation No.1)

When Change No.1 was notified in July 2008 there were still outstanding issues to be resolved for a number of townships including Rolleston. These issues have now been resolved and Environment Canterbury proposed Variation 1 in August 2008. Variation 1 includes amended provisions of new household numbers for Rolleston and the urban limit of Rolleston.

3.3 CRETS

The Christchurch Rolleston and Environs Transportation Study (CRETS) was completed in order to provide a transport strategy for the period up to 2021. The strategy addresses transport and growth related issues in the Rolleston to Christchurch area, the key stakeholders being Selwyn District Council, Christchurch City Council, the NZ Transport Agency (formerly Transit New Zealand), and Environment Canterbury.

It proposes a roading hierarchy with improved connections between Christchurch and the growth townships within the Selwyn District, in addition to strengthening freight corridors, the primary SH 1 access route from the south into the city, public passenger transport and cycle networks.

The strategy makes the following recommendations which are relevant to Rolleston and the town centre:

- Encourage use of the rail corridor for freight transport, especially for industrial generators in Rolleston's Izone
- Bus based public transport will be most cost effective, rail is not viable in the near future due to low population numbers living close to the rail corridor
- Create a park and ride facility in Rolleston
- Create a public transport corridor connecting Rolleston with Lincoln
- Introduce recommended roading hierarchy (affecting any new roads or re-routing)
- Promotion of inner and outer ring with associated road and intersection upgrades
- New collector road south of Rolleston (within the urban limit)
- Link Rolleston township and Izone with a grade separated access across State Highway 1
- Upgrade of Hoskins Road (improve access to Izone and Rolleston township)

The following more general recommendations are also made:

- Develop an alternative route to State Highway 1 between Rolleston and Hornby
- Upgrade of road corridor between Lincoln, Springston and Rolleston
- Promote Rolleston Road and Boundary Road as a cycle route from Rolleston to Lincoln connecting to the Rail Trail in Lincoln

A close working relationship will be required with the NZ Transport Agency in order to ensure that roading improvements and connections to the state highway network are coordinated effectively and meet the needs of both the community and road users. This will be significant in relation to Rolleston, the town centre, and Izone.

Opportunities to enhance public passenger transport services and routes also need to be recognised and linked with the town centre. There is an opportunity for the park and ride facility to have a close connection with the town centre.

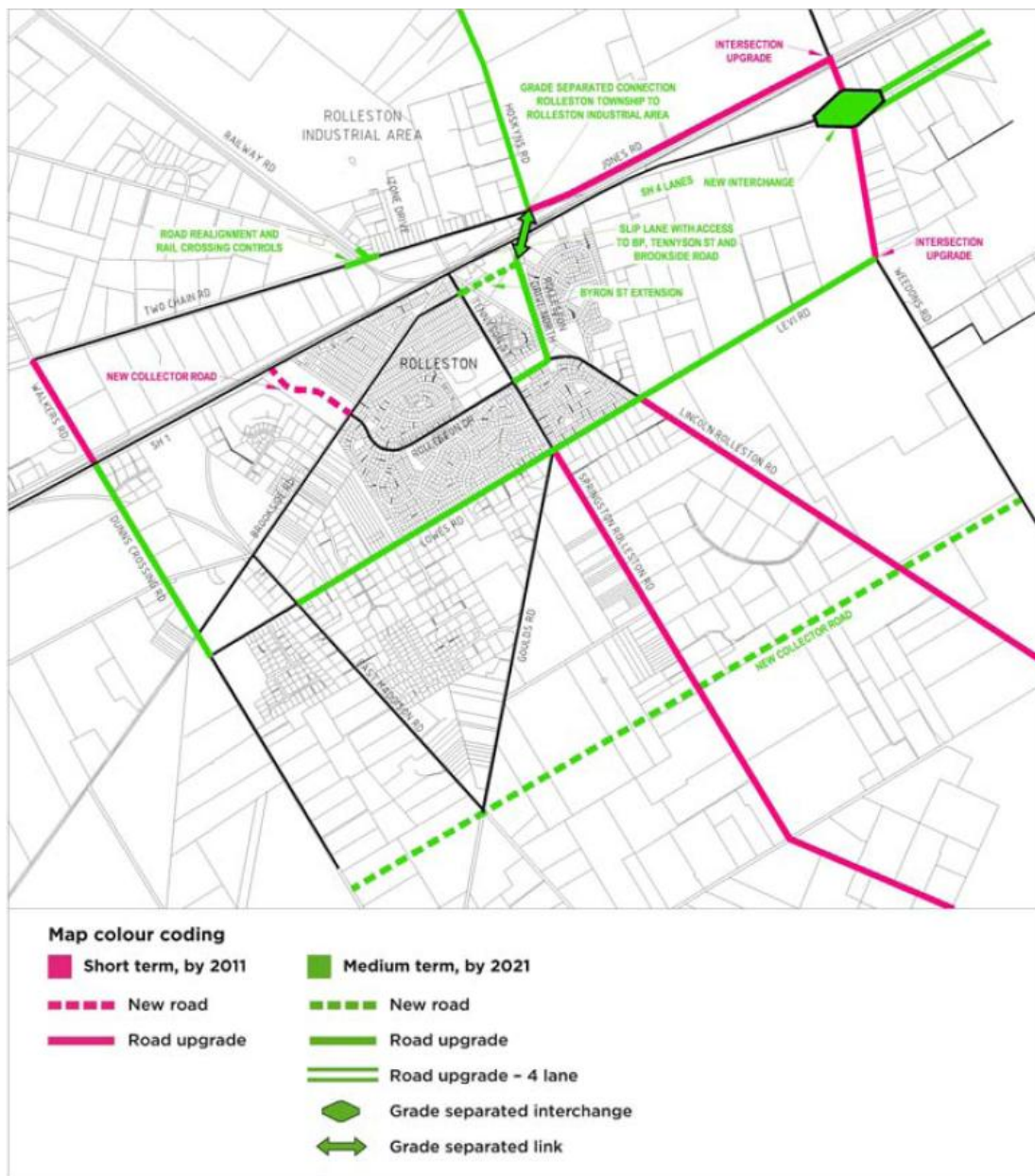


Figure 8: Rolleston Transport Strategy under CRETS.

Source: Connell Wagner Ltd (2007). *Christchurch, Rolleston and Environs Transportation Study, Transportation Strategy, Final Report, Executive Summary*. Transit NZ

3.4 District Plan

The Selwyn District Plan prepared under the Resource Management Act 1991 became operative in July 2008 with the exception of provisions and designations which are still to be resolved.

3.4.1 Growth of Townships

Chapter 4 in Part B of the Township Volume of the District Plan contains objectives, strategies and policies relating to the growth of townships and covers the following aspects:

- Residential density
- Subdivision of land
- Residential and business development,
- Development contributions

The following Table 3 summarises the objectives in Chapter 4 which are of relevance to the town centre options.

Table 3: Summary of District Plan Objectives Relating to the Growth of Townships

	Summary of Objectives
Residential and business development	<p>B4.3.1 No adverse effects on</p> <ul style="list-style-type: none">• natural or physical resources• other activities• amenity values of the township or the rural area• sites with special ecological, cultural, heritage or landscape values <p>B4.3.2 Compatible density development adjoining townships or low density around townships to achieve compact township shape and consistency with preferred growth direction and other provisions in District Plan.</p> <p>B4.3.3 Use consistent and equitable process for rezoning land for residential or business development.</p>

The objectives for each aspect are followed by a number of generic policies. Those of particular relevance relating to residential and business development are as follows:

Policy B4.3.2 Require any land rezoned for new residential or business development to adjoin, along at least one boundary, an existing Living or Business zone in a township except that low density living environments need not adjoin a boundary provided they are located in a manner that achieves a compact township shape .

Policy B4.3.3 Avoid zoning patterns that leave land zoned Rural surrounded on three or more boundaries with land zoned Living or Business.

Policy B4.3.4 Encourage new residential or business development to occur on vacant land in existing Living or Business zones, if that land is available and appropriate for the proposed activity.

Policy B4.3.5 Encourage townships to expand in a compact shape where practical.

Chapter 4 then contains a specific section on Rolleston which establishes a number of policies around future growth of the township.

Some of the policies in the Rolleston section deal with the location of suitable land for rezoning. It has to be noted that the location, size, density and sequencing of future urban development is also identified by the Regional Policy Statement.

3.4.2 Business Zones - Town Centre

Of relevance to the discussion regarding town centre options is Policy B4.3.64:

Encourage land rezoned for new business development to adjoin existing Business zone of similar character, where sites are available and appropriate for the proposed activity

Retailing – Business 1 Zone (bounded by Rolleston Drive, State Highway 1 and Dick Roberts Place)

For this area (see Figure 9) an Outline Development Plan has been included in the District Plan that restricts the vehicle access to one crossing on Rolleston Drive and defines a setback of 10m from boundaries. This is to address any potential adverse traffic effects of the zone.

Rule 22.13.1 states that any retailing in this area is a non-complying activity. The rationale for the introduction of this rule was to develop all Business 1 land along Rolleston Drive first. Some of the land is still vacant.

An additional area of land between the BP garage and to the West of the Business 1 zone shown below, has been purchased by SDC in preparation for the Byron Street extension.

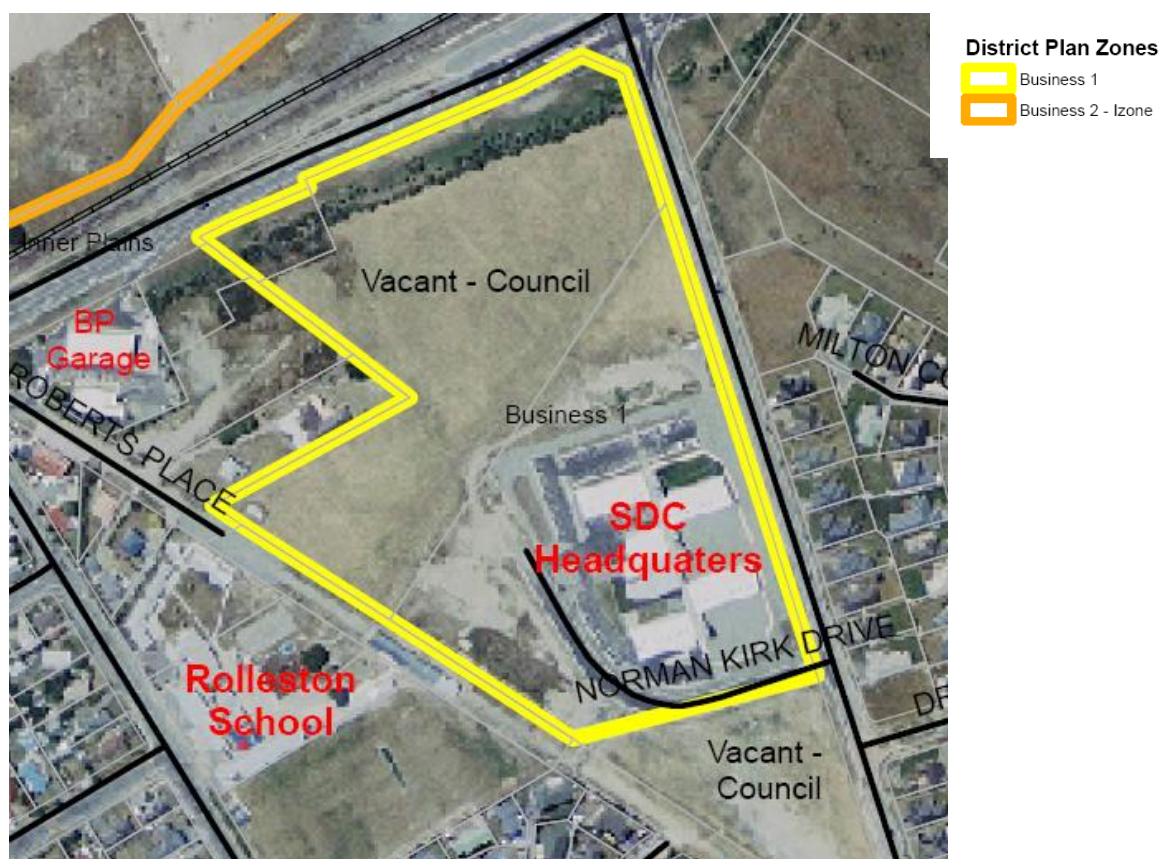


Figure 9: Business 1 Zone adjacent to SH1.

Business 2 Zone (Izone)

For this area an Outline Development Plan has been included in the District Plan. It shows recession planes, landscaping and light spill requirements, access restrictions, a proposed reserve and an indicative roading layout.

Retailing in Business 2 Zone (Izone) is permitted under Rule 22.12.1 under the condition that the retail activity only occupies up to 20% of the gross floor area of a building or 2,000 m², whichever is lesser. If not complying with this rule retailing is a discretionary activity under Rule 22.12.2.

3.4.3 Designations

Within the Rolleston there are a number of sites designated by Selwyn District Council or other requiring authorities in the vicinity of the existing town centre. These include:

- Recreation reserve on Rolleston Drive
- Recreation reserve Brookside Park
- Rolleston School (Minister of Education)
- Rolleston Police Station (Minister of Police)
- Several sites for road widening (Transit New Zealand now New Zealand Transport Agency)

3.4.4 Utilities

Policy B4.3.67 recognises the need for additional or upgraded utilities, community facilities and areas for business development in Rolleston to cater for population growth:

Encourage integration between rezoning of land for new residential development at Rolleston and associated provisions for utilities, community facilities and areas for business development.

3.4.5 Subdivision Design

Subdivision design guidelines specific for Rolleston have been included in the District Plan. These guidelines will be assessed by Council when assessing resource consent applications for subdivisions. The provisions in the guidelines relate to:

- Minimum width for walkways and paths
- Material for paths
- Maximum fence height on private sections adjoining walkways
- Lighting and signage requirements
- Neighbourhood entries
- Landscape planting in stormwater and utility areas, street trees

3.4.6 Other Relevant Policies

The District Plan also identifies some general policies (Table 4) which may be particularly relevant to the Rolleston Structure Plan.

Table 4: Other General Policies Relevant to the Town Centre

Section in District Plan	Policy	Issue
Section 2.1 Transport	Policy B2.1.22 Policy B2.1.23	Confining Rolleston to one side of SH1/SIMTL Christchurch International Airport
Section 2.3 Community Facilities (and Reserves)	Policy B2.3.1	Impact of rate of town growth on community facilities

Section 3.4 Quality of the Environment	Policy B3.4.35 Policy B3.4.36 Policy B3.4.38	Consolidating business zones and reverse sensitivity effects
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The current district plan zonings for the town centre can be seen in Figure 10.

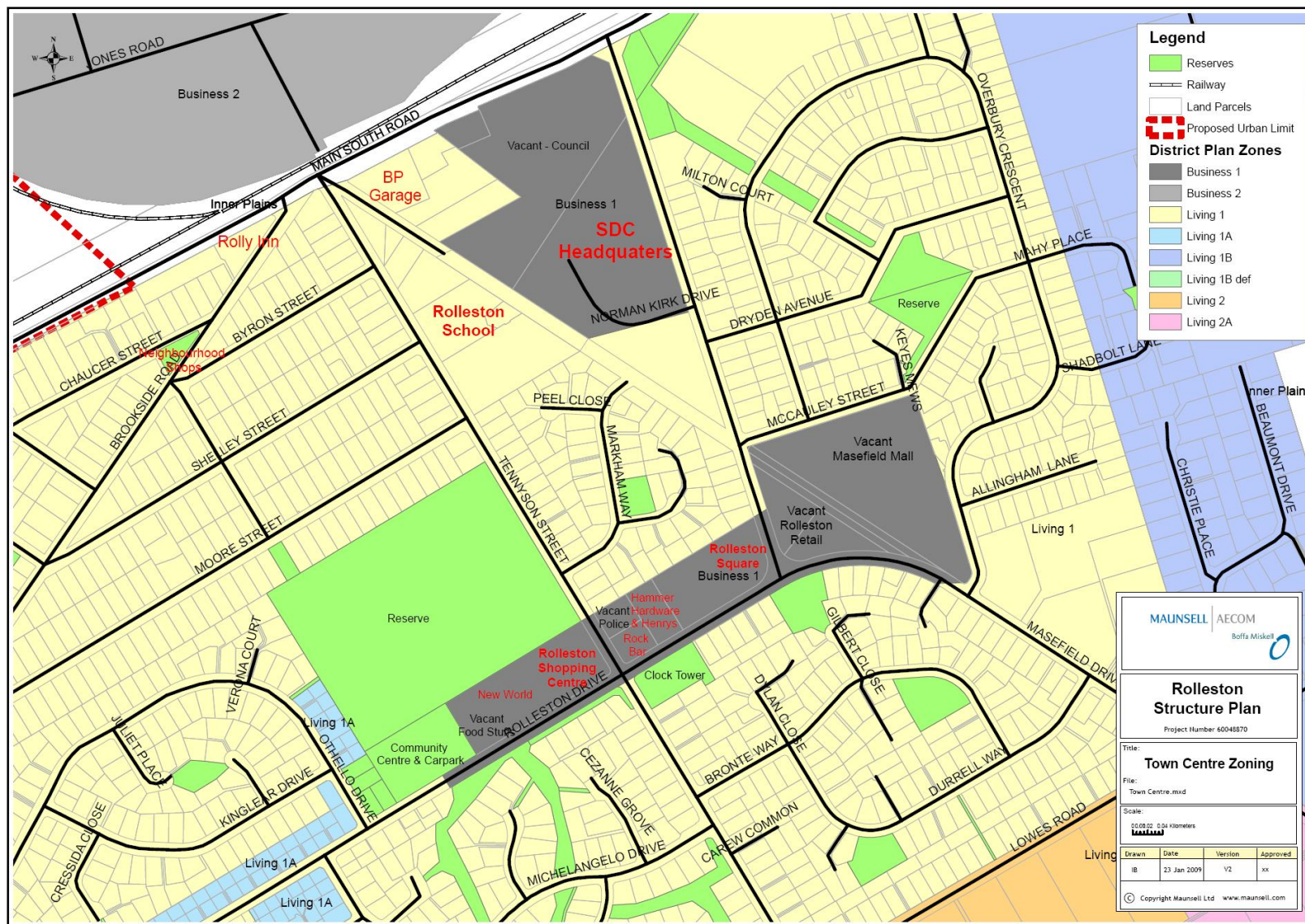


Figure 10: District Plan Zonings for Rolleston Town Centre

3.5 Long Term Council Community Plan

3.5.1 General

Selwyn District Council is under the Local Government Act 2002 required to produce a Long Term Council Community Plan (LTCCP). The Selwyn LTCCP 2006-2016 provides descriptions of activities (such as land drainage), outcomes, and council decision making over a period of 10 years.

3.5.2 Community Outcomes

Community Outcomes, several of which relate to the general environment, are:

- Air, land, water and general environment to be kept in a healthy condition
- A living environment where the rural theme of Selwyn is maintained
- Access to community and public health services
- Coordination of community/social services
- A safe living environment
- Educated Community
- Business-friendly environment
- Effective and accessible transport system
- An ability to experience cultural activities

The LTCCP defines a significant activity as *one that has a high degree of significance in terms of its impact on either: the well being of Selwyn; and/or persons likely to be affected by or with an interest in that activity; and/or the costs to or capacity of the Selwyn District Council to provide for the well being of the district.*

3.6 Urban Design Protocol (Ministry for the Environment)

The Urban Design Protocol has been developed by the Ministry for the Environment with the aim of “*making New Zealand towns and cities more successful through quality urban design*”. The protocol is a voluntary commitment by local authorities, to which Selwyn District Council has signed up, to undertake specific design initiatives.

The protocol provides guidance for creating successful towns and cities. The key principles are that towns must be competitive, thriving, creative and innovative; and they must create liveable environments and be environmentally responsible. Successful towns and cities have opportunities for all and distinctive identities. Having a widely shared vision and direction encourages community engagement.

The protocol identifies seven design qualities to guide sustainable quality urban design, these include;

- Context – the integration and linking of the elements of a town to ensure flow and cohesion
- Character – the reflection and enhancement of the character of a town, ensuring buildings are unique and complement the existing features
- Choice – inclusive design fostering diversity and offering choice, flexible and adaptable design creating resilient towns
- Connections – providing good connections to sustain healthy neighbourhoods and reduce travel times
- Creativity – quality design to add diversity and a point of difference
- Custodianship – reducing the impact of the town and ensuring sustainability
- Collaboration – creating a common vision that stands the test of time

As SDC has adopted the Urban Design Protocol, the Structure Plan will consider and reflect the seven C's of urban design.

3.7 SDC Subdivision Design Guide

Selwyn District Council has developed a draft set of subdivision guidelines with the purpose of establishing expectations for developments within the District. These guidelines apply district wide and are in addition to any town specific guidance contained in the district plan. The subdivision guidelines although tailored for residential development provide a series of principles that are applicable to commercial and retail development.

The sub division guide aims to provide development in Rolleston with the following qualities:

- Convenient providing easy access for the community
- Provide good links for walking, cycling and public transport
- Attractive
- Free from crime, designed in such a way as to prevent vandalism and personal attacks
- Make Rolleston a special place
- Sustainable with low environmental impact
- Provide facilities that people want.

The guidelines are currently in draft form and will be made available for consultation in early 2009.

3.8 Crime Prevention through Urban Design (CPTED)

Following collaboration with other local authorities, Selwyn District Council has adopted the crime prevention through urban design (CPTED) strategy. The objective of the strategy is to *'influence the opportunity for crime and the level of fear of crime'*. The strategy aims to increase natural surveillance making people less likely to commit crime and feel safer.

Natural surveillance can be enhanced using the following principles:

- Designing buildings to overlook streets and public spaces
- Ensuring clear sightlines along routes
- Providing good standards of lighting
- Ensuring plentiful activity
- Avoiding potential entrapment situations
- Keeping up a good appearance

3.9 Economic Development

Future growth will be influenced by both the Canterbury Regional Economic Development Strategy (CREDS) and Selwyn District Council's Economic Development Strategy. These identify potential opportunities and initiatives to support economic growth and will have some influence on the development of Rolleston.

The District's Economic Development Strategy aims to make the Selwyn District a great place to live, work and play. Fulfilling this goal is a key aspect in creating a sustainable, balanced and inclusive community within Rolleston. There are several ambitions of the strategy that should be incorporated into the Structure Planning process for the town centre, these include; supporting the growth of

existing businesses whilst encouraging new businesses, attracting and retaining quality staff and recognising the key role of agriculture as an economic driver.

These district wide statements translate specifically for Rolleston by recognising the role of Rolleston as a rural service town and the pivotal role IZone plays in attracting industrial and commercial businesses to the district. These factors will help to shape the nature, location, size and characteristics of the future Rolleston town centre.

Although tourism does not play a large part in either the town or district economy the strategy recognises the need to plan for its growth in order to protect the environment and communities. Tourism presents an opportunity for the expanding town centre.

3.10 Community Development

The Council has a Community Development Strategy that identifies a number of issues that need to be addressed in order to strengthen communities within the District. There are particular issues for Rolleston, such as the provision of services by social agencies, which need to be recognised and provided for in the town centre.

The Community Development Strategy complements the Economic Development Strategy in striving to ensure the district is a great place to live, work and play. The strategy contributes to this by ensuring communities have good access to community support and empowering the community promoting participation and involvement.

In order to make Rolleston a great place to live, work and play, the Structure Plan for the town centre should ensure the town has a sense of place, is self sustaining and connected to the district.

The strategy recognises the changing population dynamic with the over 65 age bracket being the fastest growing sector and the high number of main wage earners commuting to Christchurch for work. The unique and changing composition of population of the district means that towns need to adapt to meet community needs.

An increasingly cosmopolitan population means that a strong focus on community involvement is required to ensure a successful community. Catering for an aging population within the future town centre is likely to include provision of a diverse range of facilities to provide opportunities for older people to participate in the economic and social life of the community. Conversely a high density of younger age groups results in an alternative driver for community facilities within the future town centre of Rolleston to ensure sustainable and thriving communities.

3.11 Selwyn Walking and Cycling Strategy

This Strategy seeks to create 'A Selwyn where more people walk and cycle safely for transportation and enjoyment'. The strategy provides a framework for walking and cycling in the Selwyn District, with the objective of developing and improving walking and cycling networks, increasing the use of cycling and walking both for specific trips and for recreation, and to improve transport sustainability. It is supported by an Implementation Plan which identifies specific projects.

This Strategy will influence the physical design of the town centre and its surrounding environs to provide easy access, good linkages, a high level of walkability and a cycle friendly environment.

The key objectives of the Strategy are:

- 1) Improved safety for pedestrians and cyclists.
- 2) More people choosing to walk and cycle more.
- 3) Convenient and safe community environments and transport systems that encourage and support walking and cycling.
- 4) A transport system that is more sustainable in the long-term.

3.12 Sustainability Principles

Every local authority has a duty under the Local Government Act 2002 to consider environmental, cultural, social and economic well-being in undertaking their activities. Each authority has established a set of community outcomes as discussed in section 3.5.

SDC has developed a set of Sustainability Principles that provide a basis for Council activities. The principles include the four well-beings and can be seen in Figure 11.




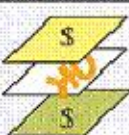



	Principle 1: Make decisions based on the four aspects of well-being Integrate environmental, economic, social and cultural considerations within Council decision making. Consider both the short-term and long-term effects of the decision.
	Principle 2: Observe the Precautionary Principle to provide contingency and enable adaptability of our community Err on the side of caution in the face of scientific uncertainty and a risk of serious or irreversible environmental damage.
	Principle 3: Seek "intra-generational" and "inter-generational" equity Improve quality of life and create opportunity for all of the current generation, without compromising the quality of life and opportunity of future generations.
	Principle 4: Internalise environmental and social costs Develop and adopt a system that recognises the true costs and benefits of protecting and restoring environmental/ecological, human, social and cultural resources affected as a result of the services that Council provides.
	Principle 5: Foster community welfare Support and encourage the region to prosper socially and culturally. Our assets are not just our built assets but our people, their skills and the connections between them.
	Principle 6: Act to halt the decline of our indigenous biodiversity and maintain and restore remaining ecosystems Conserve, and sustainably use and manage, the district's biodiversity, recognising the various services that ecosystems provide to humans as well as the environment's intrinsic value.
	Principle 7: Consider, and promote the sustainability of our neighbouring communities and work with governing bodies for sustainable outcomes Recognise that we are part of a whole globe system whether we can physically see the impacts of our actions or not.

Figure 11: Sustainability Principles.

3.13 Climate Change

As stated in Section 7 of the RMA 1991, a territorial authority shall take account of the effects of climate change when developing and managing its resources. The Ministry for the Environment has prepared a Climate Change Effects and Impacts Assessment (MfE 2008) in order to support councils assess expected effects of climate change, and prepare an appropriate response when necessary.

The MfE data shows that climate change in the future is due to lead to increased mean annual temperatures and more frequent extreme rainfall events as a result of increased moisture holding capacity of warm air. Reduced annual mean precipitation and increased drought condition are expected.

These effects are expected to impact lifestyles, increased temperatures and decreased rainfall frequency and could therefore encourage longer and more frequent use of outdoor spaces and recreation options.

4.0 Town Centre Description

4.1 Overview

The following section outlines the aspects of the existing town centre in Rolleston. They are as follows:

- Location
- History
- Character
- Walkability
- Demographics
- Climate
- Function

The information contained in this section provides you with a basis from which to compare Rolleston with the urban design models and case studies covered in section 5 and 6 of this document.

4.2 Location

A key characteristic of Rolleston is its close proximity to Christchurch and as such it is seen as a satellite town. As a result, there has always been a question of what should be included in a town centre for Rolleston and how viable over time it would be (for example the amount of retail required in Rolleston). The location and size of the existing town centre was provided for in Plan Change 60 adopted in 2003.

This plan change described the town centre as providing “a new focus for development in a central area around the Community Complex which will be more accessible from existing and new residential areas and will avoid the traffic conflicts which would arise from expansion of the present commercial area”. “The town centre is proposed to be part of a larger park area which could contain a lake in addition to the existing recreation and community facilities. These are hoped to draw people to the “hub” of the township, developing a “sense of place” and community spirit”.

The area referred to as the existing town centre consists of:

- Two distinct retail areas in the centre of Rolleston; Rolleston Square and Rolleston Shopping Centre both of which front onto Rolleston Drive
- Vacant Business 1 zoned land (adjacent and to the East of the town centre)
- Rolleston Reserve
- Rolleston Community Centre & Library
- Rolleston Clock Tower

An aerial view of Rolleston town centre can be seen in Figure 12.

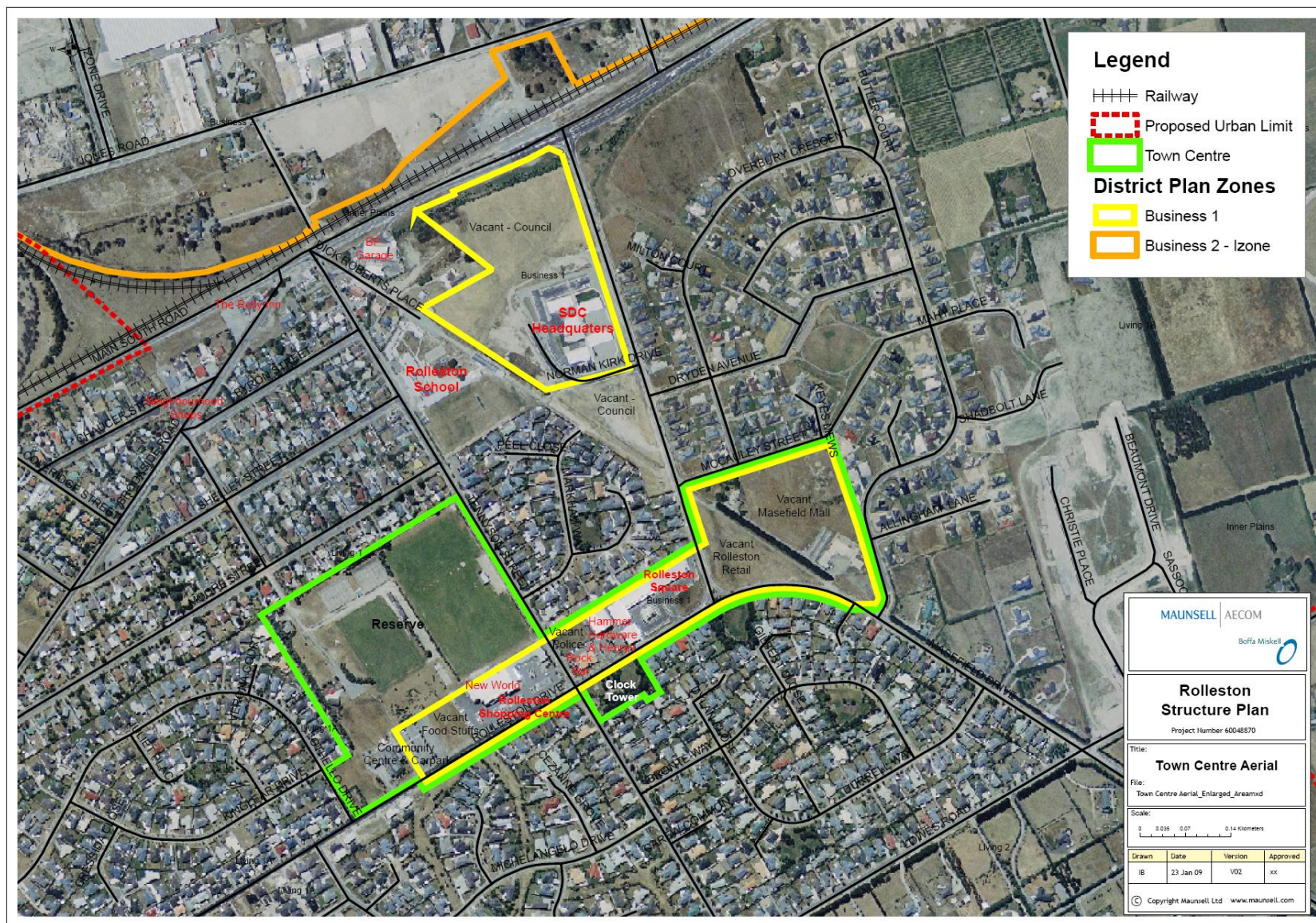


Figure 12: Aerial view of Rolleston Town Centre

4.3 History

4.3.1 Establishing Rolleston

Rolleston and the Canterbury plains were uncultivated and covered in forest until around 1700. When the early settlers arrived the land was covered in tussock, manuka, matagouri, speargrass, kanuka, broom, flax, cabbage trees and kowhai⁷.

The land was initially settled following the creation of crown land, and by 1855 the Canterbury Plains was divided up and entirely leased. Most of the first buildings in Rolleston were made of sod with a lifespan of 10-20 years.

In 1866 William Rolleston was leading the debate surrounding the railway expansion, coal mining had begun in the Malvern Hills and grain production in the Ellesmere region was booming⁷. Rolleston proposed to put the railway through the middle of these two areas which would be connected by branch lines. The point where these connections met became the town of Rolleston which became a service town for the railways. The Christchurch Rolleston line was opened on 13th October 1866⁷. Railway heritage has traditionally been strong in Rolleston and as such the heart of the town was located near the railway station.

The first successful subdivision in Rolleston was created in 1878, there was an earlier attempt in 1863 but sections did not sell. The 1866 subdivision created the area that is now considered the old part of town including Moore Street, George Street and Tennyson Street⁷.

4.3.2 Early Rolleston Businesses

The licence for the Rolleston Hotel was transferred in 1867 and it was located opposite the then railway station. The hotel was destroyed by fire in 1930 and a temporary building was used whilst the hotel was rebuilt in its original location nine months later. The only other business to operate in Rolleston before 1900 was the blacksmiths located on Springston Road and subsequently Brookside Road⁷.

Stock sales were held every fortnight until 1905 on the corner of Lincoln and Main South Roads.

Groceries were delivered twice weekly to Rolleston from Templeton from 1880. These horse and cart deliveries were replaced in 1920 by a van that also sold dress material and eggs and butter. A grocers store was later built on Springston Road⁷.

Rolleston's first butchers shop was established in 1918, the butchers shop later started a mobile service offering deliveries which operated until 1974. A couple of general stores have operated in Rolleston including one that ran from the Junction Service Station. None of these stores appear to have lasted for a significant period time⁷.

The first service station opened in Rolleston in 1932 with the Junction Service Station opening in 1941. Under various names the service station operated until 1986 on the Main Road near Elizabeth Street⁷.

A post office was opened in 1866 in the new Railway station and was operated by the station master. Banking facilities were introduced in 1885 and telegraph by 1888. The post office in the railway station operated until 1959 when a new post office was opened in the store on Springston Road⁷.

Other early businesses in Rolleston included saw milling and a tile factory.

4.3.3 Rolleston Expansion – 1960's

During the 1960's with the development of Hornby, faster cars and better roads the appeal of living in a more rural area but with easy access to the city grew. As a result the original Rolleston subdivision was

⁷ Palmer 1988

redeveloped. A scheme for 324 households was planned by John Booth (Canterbury Tractor and Saleyards company) with quarter acre sections that mirrored the 1878 subdivision⁷.

The new subdivision included a block of shops on Chaucer Street (assumed to be the location of the current Brookside Rd shops) which included a small supermarket/dairy, hairdresser and hardware store.

4.3.4 Rolleston City

In 1973 it was planned to develop Rolleston with a population of 585, into a 'carefully planned new town' of four thousand hectares with a population of 80,000 by 2000. To enable construction of the new town the government intended to purchase land from the current owners; many residents sold to the Lands and Survey department, others decided to stay. The intention was to encourage development outside Christchurch and slow growth in Auckland⁷.

The expansion plans included a large industrial area on the site currently occupied by Izone, with private industry receiving government support. Social and recreational needs were to be provided within walking distance of any house. Transport needs were considered and trams, trolley buses and diesel buses were considered. The railway was to be moved half a kilometre west into the industrial area.

Following a change in government in 1975 the project was disbanded and all land purchased has subsequently been sold off.

4.3.5 Later Expansion 1990's

The 1990's represented another stage of growth for Rolleston. Land was cheaper than that available in Christchurch and as such Rolleston experienced growth.

Over the last five years Rolleston has continued to experience growth particularly from families seeking larger sections at lower prices.

Source: The information source used in this section is a publication *Two Visions Fulfilled; The Story of Rolleston* by David Palmer originally published in 1988 and reviewed in 2001.

4.4 Character

The current town centre is largely functional with limited character. The centre consists of two shopping areas with large car parks, a reserve, clock tower, community centre and library.

The retail developments are modern with an out of town retail development feel. The car parking predominates the character of the developments with shoppers having to cross the car park to access the shops from the street. Opposite the shopping areas the town clock is set in a landscaped park which provides a unique feature to the centre. The town centre is located adjacent to a large reserve with sports fields and open space. Community facilities in the form of a community centre and library are located to the west of the Rolleston Shopping Centre that link into the rear of the reserve. The key elements of the existing town centre are not well integrated or linked.

The housing in Rolleston has a rural feel with large expanses of flat farming land stretching to views of the Southern Alps. Large lifestyle blocks exist in the town bordered in places with shelterbelts.

Anecdotal evidence suggests that the town centre does not provide a focal point for the community and lacks identity and cohesion.

4.5 Walkability

A walkability assessment has been undertaken for the current town centre. The assessment identifies residential areas within 5 minutes (400 metres) and 10 minutes (800 metres) of the current town centre. These distances and timing are considered to be typically amenable walking distances to access shopping areas. The walkability assessment can be found in appendix B.

New residential development near the existing town centre is typically low density in a cul de sac pattern. There are some “green” linkages for walking and cycling, however as the diagram in appendix B shows there are some pockets of development which while physically close to the town centre have low walkability because they are not well linked.

The older grid pattern of roads to the north of the town centre has better walkability in terms of access to the town centre.

The pattern of roads, walkways and cycle linkages will be important features of new development around the town centre.

4.6 Demographics

The average household size in Rolleston in 2008 was 3.04 persons per household, which is significantly higher than the Canterbury average of 2.5. Most households consisted of couples with children (55.3%), which was also reflected in the low percentage of residents 65 years and over (4.9% in Rolleston compared with 13.9% of the total Canterbury) and the high percentage of married couples (63% in Rolleston compared with 49% in Canterbury).

4.7 Climate

The climate in Rolleston is hot and dry and prone to drought conditions. The climate is well suited to outdoor living which is a consideration when planning for the town centre for Rolleston. There is no dependency on air conditioning or covered shopping areas due to extreme weather conditions.

4.8 Functions

4.8.1 Retail & Commercial

The two main shopping areas in the Rolleston town centre are located in one section of Business 1 zoned land. This section of land totals approximately 11 ha⁸ and is currently owned by 6 separate parties.

Rolleston Shopping Centre

Foodstuffs own a 1.7⁹ hectare block of land that includes the Rolleston shopping centre which houses the 2,200 m² New World Supermarket. The organisation operates as a co-operative and the supermarket is owner operated. Foodstuffs invested in Rolleston early and opened the first major retail outlet in town.



Figure 13: New World Supermarket

Rolleston shopping centre also houses a series of smaller units; these units took two years to become fully tenanted but are now considered to be part of a successful retail area. The New World works well as an anchor for these smaller retail outlets and the area appears to be busy when visited.

⁸ Total Business 1 zone including roads .

⁹ SDC Rating Database – Valuation # 2405400400



Figure 14: Rolleston Shopping Centre

Rolleston Shopping Centre contains the following types of businesses:

- Domino's Pizza
- Hairdresser
- Insurance company
- Video Ezy
- Café
- Pharmacy
- Dentist
- Real Estate Agent

Rolleston Square

Rolleston Square is owned and operated by Rolleston Square Limited, and currently provides 2,000 m² of retail floor space, once complete a further 2,000 m² will be provided. The development will on completion of stage two provide 4,000 m²¹⁰ of retail space on 1.21 ha¹¹ of land. The following types of business are currently located in Rolleston Square:

- Bakery
- Café
- Real Estate Agents
- Pizza restaurant
- Indian restaurant
- Dry Cleaners
- Clothing
- Westpac ATM
- Bank of New Zealand

¹⁰ Rolleston Square website accessed November 2008 – '4,000 m² leasing now'

¹¹ SDC Rating Database – Valuation # 2405350000

Stage one of the Rolleston Square development currently provides 2,800 m² of retail space but is not yet operating at full capacity. Rolleston Square considers that once at capacity the development has the potential to provide 100 jobs.

Stage two of the development which can be seen in Figure 17 below, will provide another 11 units which would provide approximately an additional 1,200 m²¹² of retail space.



Figure 15: Rolleston Square



Figure 16: Rolleston Square

¹² Estimated from Rolleston Square Plan

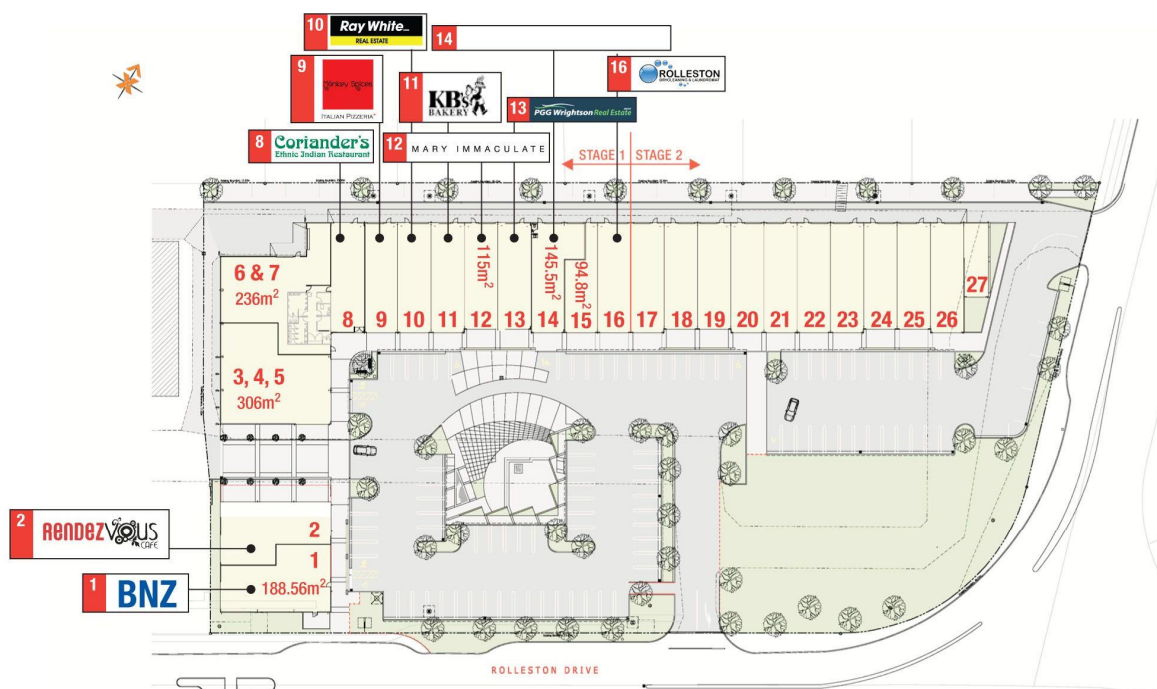


Figure 17: Rolleston Square Development Plan

Source: www.rollestonsquare.co.nz accessed January 2009

As part of the Rolleston Square development a public seating area has been provided in the centre of the main car park in the diagram above. The area is screened from the road and faces the shops. A power supply has been provided and the area can be used for public events.

There is also a bar (The Rock) that sits on a 0.21ha¹³ plot and a Hammer Hardware and a Henrys Wine and Spirits (0.33 ha¹³) adjacent to the Rolleston Square site which utilise the same entrance way.



Figure 18: 'The Rock' Bar



Figure 19: Hammer Hardware

Brookside Road Neighbourhood Centre

This small neighbourhood centre adjacent to the Fire Station contains a dairy, fish & chip shop, computer repair centre and Post Shop. The post shop at this location is the only postal outlet in Rolleston and includes rural post boxes.



Figure 20: Brookside Road Shops

BP Garage



A large 24 hour BP garage is located on the corner of Main South Road and Tennyson Street. The garage is one of the largest BP garages in the South Island and was opened in March 2001.

Figure 21: BP Garage

Big Box Retail

There is currently no big box retail within Rolleston such as Mitre 10 or The Warehouse. Currently the community shop for such purchases in Hornby or Christchurch.

Vacant Business Zoned Land

Currently there is approximately 5.33 ha¹³ of vacant business zoned land in Rolleston town for retail (Masefield Mall block, Rolleston Retail block and vacant Foodstuffs plot) and this land is marked as vacant in the following diagram. The Business 1 zone that surrounds the Council headquarters that can be seen in Figure 12 is zoned in such a way that it does not allow future retail development.



Figure 22: Vacant Business Zoned Land owned by Rolleston Retail

¹³ Calculated by Maunsell using GIS, based on parcel boundaries

A 4.71 ha¹³ block of vacant business zoned land exists on the corner of Masefield and Rolleston Drives. The 1.15 ha¹³ section of land adjacent to Rolleston Square is owned by Rolleston Retail (the owners of Rolleston Square). The parcel of land is divided by a now stopped paper road and the rear section of land (3.3 ha¹³) is owned by Masefield Mall.

A section of land owned by Foodstuffs at the western end of Rolleston Shopping Centre is currently vacant and is estimated to be approximately 0.4 ha¹³.



Figure 23: Business Zoned Land in Rolleston Town Centre

(Source: District Plan GIS layers overlain with Aerial Photo. Areas calculated exclude roads).

4.8.2 Industrial

There is no industrial land within the existing town centre, however the relationship between the town centre and the industrial zone needs to be recognised.

Selwyn District Council adopted the Economic Development Strategy in August 2000. This strategy identified the need to zone more industrial and business land in the Selwyn District¹⁴. As a result Selwyn District Council purchased 130 hectares of land from a local farmer north of the Rolleston township across SH1 in April 2001. A designation change was undertaken and the land granted commercial status (Business 2 zoned). The Izone development was a concept created by Selwyn District Council to foster economic growth in the Selwyn District. The area currently zoned for Izone makes it the largest industrial park in New Zealand.

The Izone development is located on a green field site and offers industrial land at \$70-80 per m²; which is cheaper than that available in Christchurch, in addition lower occupancy costs such as rates are attracting more businesses. Izone offers the opportunity for lease or purchase of land. Izone has to date been more successful than was initially anticipated and as such further expansion plans have been made.



Figure 24: Izone Development Plan

Source: www.izoner.org.nz

As of June/July 2008 \$20 million worth of Izone land had been sold with a future target of selling 10-15 hectares per year. The development has attracted some major businesses such as The Warehouse Ltd's southern distribution centre which opened in 2003 and occupies 7 ha with allowance for expansion of a further 3 ha.

¹⁴ Izone Statement of Intent 2008



Figure 25: The Warehouse – Izone

Izone currently occupies 120 ha of land, and an application for development of further areas known as SR1 and SR2 (56 ha) have been accepted by ECan. A consent submission for a further 100 ha of land adjacent to SR1 and SR2 (across Hoskyns Road) has been opposed by ECan. It is possible that by 2041 the development will occupy a total of 350 ha of land.

It is also possible that Izone will ultimately employ up to 6,000 to 7,500 people. The service needs of current and future employees require consideration, and some provision for employees has been included in the first stage. A small public space and car parking facility has been created in the current development (see photo below).

As part of the Structure Plan consideration will be given to how Izone and the town centre interact. The following questions should be considered:

- What services should be included in Izone?
- How should Izone and the town centre be linked and interact? Provision of public transport and walking/cycling links?
- How will Izone influence the development of the town centre?
- How will Izone and the rest of the town differ?

It is possible that the following services could be considered for inclusion in future Izone development:

- Cafes
- Food outlets
- Convenience shops
- Medical facilities
- Sports facilities
- Hotel/conference facilities

As detailed in section 3.4 of the District Plan, retail within Izone is only permitted where it occupies up to 20% of the gross floor area of a building or 2,000 m², whichever is lesser. Non compliance with this ruling is discretionary for SDC.



Figure 26: Public Seating Area in the Izone Development.

There are also some 15 residential properties adjacent to and in the vicinity of the Izone development.

4.8.3 Employment

The 2006 census showed that Rolleston had an unemployment rate of 3.4% for people aged 15 and over compared with an average of 4% across Canterbury. The most common employment group in Rolleston is managers followed by clerical and administrative workers and professionals.

The population of Rolleston has a higher than average income compared to the Canterbury region. The median income for those aged 15 and over is \$31,900 compared to \$23,500 for the Region¹⁵.

These facts influence the scale and type of services that the town centre should offer.

4.8.4 Tourism

Tourism is not currently a major part of the economy or character of Rolleston. Several privately owned bed and breakfast businesses operate in the town and the BP garage on SH1 could be considered the only major draw for passing tourist trade.

4.8.5 Entertainment & Dining

There are currently two bars in Rolleston; the Rock Bar located adjacent to the Rolleston Square development and the Rolly Inn Tavern on the corner of Main South and Brookside Roads. The Rolly Inn occupies the site of the original Rolleston Hotel.

Within the Rolleston Square and Rolleston Shopping centres several fast food and dining establishments exist.

There is scope for a wider range of family focussed dining establishments within the township.

4.8.6 Living (housing)

Typically section sizes in Rolleston are a minimum of 300 m² (Living 1a) and 1 hectare (Living 2a) with the smaller sections often having 3 or 4 bedroom houses. As Figure 27 shows there is a small area of higher density housing (Living 1a) on Rolleston Drive near the town centre. There is currently a lack of variety and quantity of high density housing in the town.

¹⁵ 2006 Census

The majority of the older residential area surrounding the town centre is zoned as Living 1 (average not less than 750 m²). The newer development on the outskirts of the current town are larger 1 ha and 1,200 m² sections. There is an area of 5,000 m² sections located on the intersection of Lowes Road and Springston Rolleston Road that will under the new urban limit be more centrally located within the future footprint of the town.

Most of the planned development is on green field sites. There is limited in-fill development currently planned. However by the nature of the Living 1B deferred area it is expected that some of the 5,000 m² sections will be subdivided into 1,200 m² lots after January 2010 when the restrictions are lifted. The area known as SR3 (Figure 5) is the first residential area identified for development in the Regional Policy Statement however there are some infrastructure constraints relating to wastewater that may influence the sequencing.

The diversity of residential land use surrounding the future town centre will have an influence on the vibrancy of the town centre.

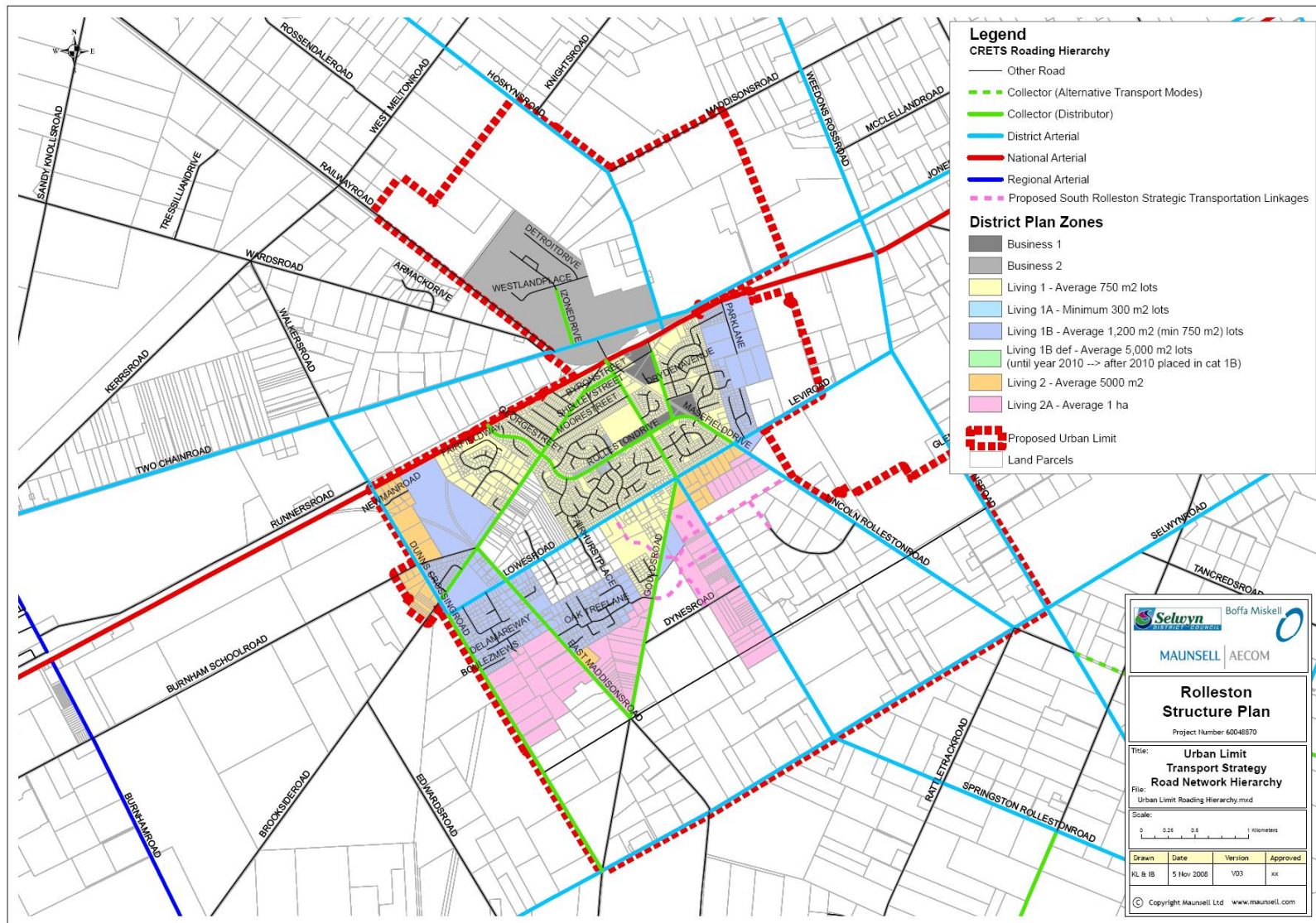


Figure 27: District Plan Zones & CRETS Rooding Hierarchy

4.8.7 Community Facilities and Social Services

Health Care

A medical centre is located on Brookside Road near the neighbourhood shopping area. Rolleston Dental Centre is located in Rolleston Shopping Centre. There are no health facilities within the existing town centre.

Education

A Primary School is currently located on Tennyson Street. The current school is at capacity and additional class rooms have been being added to the site. Rolleston does not currently have a high school and students commonly travel to Lincoln or Darfield High Schools.

The Ministry of Education has lodged a Notice of Requirement (NoR) for the establishment of a pre-school and primary school on their 10.6 ha site between Lowes Road and Goulds Roads. It is expected that the new primary school will be operational for the 2010 school year. It is expected that 6-8 ha of land would be required for a secondary school and proposals are still being developed. The timeframe for a secondary school could be in the region of 5 to 15 years.

A third primary school is planned in concept for completion by 2041.

Community Centre

A community centre located on Rolleston Drive was opened in April 1999 providing recreational facilities to the town. The centre contains a community room, small gym and fitness suite and a sports hall offering sports including a high ropes course. The multi-purpose centre has a total overall floor area of about 1,600 m². There is parking for 150 vehicles.

The community centre is co-located with the library on land west of the New World Supermarket backing onto the reserve. The current library is considered to have reached capacity and an extension is planned for 2010. Land to the South West of the current community centre has been purchased by SDC in preparation for the planned expansion.



Figure 28; Community Centre

There are currently no outlets for government or social services agencies within the town centre or township generally. This is of concern as it reduces the ability of these agencies to service the local community. There is a need for the provision of space for social services in the new town centre, and there may be benefits in co-locating these facilities with the community centre should space become available.

Reserve



Figure 29: Reserve

An 8.6 ha¹⁶ reserve is located behind the current town centre that houses rugby, soccer, netball and tennis clubs as well as an early childhood centre. The reserve is predominately open grassed fields with some planting around the fringes.

A new facility is planned for construction in the area of reserve directly to the rear of the shopping centre, and consultation has been carried out. This facility will provide for youth activities.

Recreational Facilities

Aside from the facilities offered within the community centre and reserve, public consultation is currently being undertaken regarding future construction of a swimming pool. A facility such as this requires rates funding and as such willingness to pay is being gauged. Current thinking is that a key community facility such as a pool should be co-located with other community and leisure facilities such as the reserve, future recreation centre or a secondary school.

Council Headquarters

The new Selwyn District Council headquarters was opened in September 2007 just off Rolleston Drive. The building was designed with a rural theme with parts of the building clad with river stone, timber and steel plate. The building was designed with sustainability in mind and could provide a specific reference point for future urban design.

4.8.8 Movement

The key road access to Rolleston is via State Highway 1 from Christchurch or Rakaia. There is also a network of two-lane rural district arterial roads connecting Rolleston with other rural townships such as Springston, Kirwee, Lincoln and West Melton.

Rolleston is located in direct proximity to a node of the two main South Island railway corridors, the Main South Railway line from Invercargill to Christchurch and the Midland Line from Greymouth to Christchurch/Lyttelton. Currently these railway lines are mainly used for freight transport, especially coal from the West Coast.

Within Rolleston the collector and distributor roads are a grid pattern with additional diagonal links. The current town centre is intersected by two collector roads.

Within many subdivisions a lack of connectivity of residential streets can be observed, featuring a series of isolated cul-de-sacs.

Commuting

Rolleston has a role as a dormitory town to Christchurch, with large numbers of people commuting for work, returning to Rolleston to eat and sleep.

The following graph shows that the majority of people (74%) drive to work as their main means of transport. This is well above the regional average of 59%. Very few people in Rolleston travel to work using public transport or walking and cycling which jointly represent 4% of journeys to work. This can in part be assumed to be a result of poor public transport links and commuting to Christchurch and surrounds for work.

¹⁶ SDC Rating Database – Valn # 2405400100

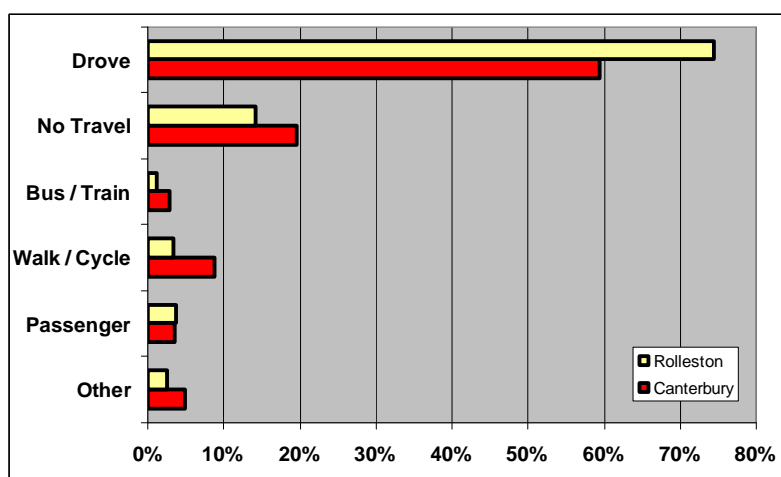


Figure 30: Main Means of Travel to Work (Data Source: Census 2006)

Public Transport

There is a limited bus service within Rolleston and connecting with the surrounding areas. Metro Service Bus Route 520 connects Hornby Mall Exchange with Burnham and travels via Rolleston. The travel time between Rolleston and Hornby is about 20 to 26 minutes depending on the time of the day. No bus services are provided linking Rolleston to other townships within Selwyn such as Lincoln, Springston and Kirwee.

On a weekday between 8:00 am and 9:00 pm Metro Service bus route 520 commutes hourly between Rolleston and Hornby. Two additional express buses run to Christchurch in early morning and return to Rolleston later in the afternoon, these express services are aimed at people commuting from Rolleston to work in Christchurch.

On Saturdays buses travel hourly between Rolleston and Hornby and vice versa between 7:00 am and 9:00 pm and on Sundays between 9:00 am and 5:33 pm.

The frequency and reliability of the public transport system is a common complaint from the local community.

It is expected that there will be sufficient demand in the future to warrant provision of a park and ride service connecting to Christchurch and surrounding areas.

Roads, Traffic & Safety

The current town centre is divided into two parts by Tennyson Street and fronts onto Rolleston Drive. This area is particularly busy with cars and there are no pedestrian crossings between the Rolleston Shopping Centre, Rolleston Square side of the development and the clock tower reserve (as shown in the photo below).

Council have initiatives underway to make improvements to remedy some of the known traffic safety issues on Rolleston Drive.



Figure 31: Cross Roads of Rolleston Drive and Tennyson Street

The current town centre is currently well served by the road network with direct access from the state highway along Tennyson Street and Rolleston Drive.

The Izone development is not well connected to the current town centre with no walking or cycling links.

The nature of the previous growth in Rolleston has meant that many of the sections of development are not linked with a high number of cul-de-sac roads leading off main routes.

Walking and Cycling

Walking and cycling links in the town were highlighted as an area for improvement. It is common for many of the subdivisions to have footpaths on one side of the road only and this may be a deterrent for some people.

Evaluation of town centre options will need to consider the objectives of the Walking and Cycling Strategy and seek to improve walking and cycling links to and from the town centre.