

## 5.0 Town Centres – Good Urban Design

### 5.1 Introduction

Selwyn District Council is a signatory of the Urban Design Protocol and therefore one objective of this discussion document is to promote good urban design in choosing the best option for the town centre. Urban design can be defined as the '*art of making places for people*'.<sup>17</sup>

The future of Rolleston is dependent on integrated and well planned development of the land within the 'Metropolitan Urban Limit' which is earmarked for development. It is imperative that the Structure Plan has strong urban design principles, which guide the development of future parts of the town in a coherent manner.

It is widely recognised that a good town centre offers a range of facilities to its community, more than retail outlets alone. The provision of a range of facilities and services, including quality green spaces, community centres, libraries, recreational facilities and entertainment options, are important factors to be considered. Successful town centres incorporate a number of traits which could be considered for Rolleston. Elements of good urban design for town centres are listed below and have been expanded on in the following sections:

- A hierarchy of centres serving neighbourhoods, town and district
- Good access, strong linkages and calmed traffic
- A mix of uses and users
- Streets and other public spaces
- A Safe, active and pleasant place
- Economically viable and vibrant
- High quality, flexible and robust landscaping
- Future proof for co-ordinated growth and changing community

### 5.2 A Hierarchy of Centres Serving Neighbourhoods, Town and District

A town within a rural context, such as Rolleston, will need to have a town centre that serves the needs of those living in large parts of the surrounding District, in addition to its urban population. It is important that the needs of these people are considered with easy access, adequate parking and appropriate facilities in a central 'one stop' location. Equally, for those living more densely within the town, the town centre might not offer the convenience or proximity to provide for daily needs. The provision of neighbourhood centres to support a town centre is equally important to reduce travel needs, congestion and public infrastructure investment. They can also provide the flexibility to cater for smaller speciality needs in particular locations, such as alongside highways or within single use residential or employment areas, where as town centres are better at offering greater choice.

### 5.3 Good Access, Strong Linkages and Calmed Traffic

A town centre should be easily accessible by all means of transport, including walking and cycling. Town centres tend to be located near junctions of major movement routes to facilitate this. It should be clear which street is the main street and designed so that Rolleston's pedestrian, cyclist and vehicular traffic all interact safely with space for different types of movement distributed in a balanced way. For people to efficiently circulate around the town centre there should be good level of



Figure 32: Strong Visual Link

<sup>17</sup> DETR / CABE. (2008) *By Design, Urban Design in the Planning System; Towards Better Practice* (Page.8)

permeability provided by small blocks or frequent pedestrian links. These linkages should be physically and visually integrated across the town centre as a whole. With higher levels of pedestrian activity, narrower streets and regular crossing points, vehicle speeds are usually kept to slower speeds.



**Figure 33: A Street for many types of movement**

## 5.4 A Mix of Uses and Users

The Urban Design Compendium<sup>18</sup> outlines a number of benefits of a mixed use centre; such as greater opportunities for social interaction, visual stimulation and delight of different buildings within close proximity, urban vitality and street life, and increased viability of urban facilities and support for smaller businesses. To achieve this, it is important that a town centre is publicly available for use by all members of society as a common place to gather. The inclusion of community facilities and services helps promote a diversity of users, which in turn supports a range of other activities. Shopping provision remains a key component of town centres, and makes a major contribution to the vitality and viability of town centres. It is important therefore that town centres retain retailing as a core function.

'Anchor' stores (e.g. supermarket) or community facilities (e.g. library) are larger facilities that are critical to draw users into a town centre. The provision of multiple anchors in strategic locations encourages people to move between them, which then support other secondary activities. It is important that a town centre is of sufficient size and quality to attract multiple anchor tenants.

A mixed use town centre encourages walking between its different parts. If laid out appropriately it can facilitate linked trips and shared parking. Parking could be considered for the town centre as a whole as opposed to individual provision for each activity within the town centre.

To balance the spread of activity across night and day periods and to improve the safety of the town centre it is important to include higher density housing within the mix. Once most of the day time employees return home, there is a resident community to utilise, reactivate and watch over the town centre. Residents also benefit from being close to the high quality facilities and amenities the town centre offers.



**Figure 34: Attractive Spaces in a town centre**

<sup>18</sup> English Partnerships. (2000). *Urban Design Compendium*. London. (Page 39)



**Figure 35: Night-time use of public spaces**

## 5.5 Streets and Other Public Spaces

High quality public spaces are important, including streets, squares and parks. Ensuring these spaces are well enclosed by buildings with a variety of uses along or around their edges will ensure their active use, creating a safer more welcoming environment for the community.

Streets are considered to have a dual role, as both a link and a place<sup>19</sup>. *‘As a link, a street is designed for users, both traffic and pedestrians, to pass through it as quickly and conveniently as possible, in order to minimise travel times. As a place, the street is a destination in its own right, where people are encouraged to spend time. The place function seeks to enhance the street’s social, economic and community functions’.*

New Zealand’s Urban Design Protocol also acknowledges the importance of streets by noting that ‘quality urban design treats streets and other thoroughfares as positive spaces with multiple functions’. A town centre with active building frontages<sup>20</sup> onto the street lends to a vibrant place. When there are a number of building entrances and shop fronts facing the street, the footpaths outside them are lively places with people. A street which is dominated by car parking lacks a sense of enclosure due to the distances between buildings and hinders pedestrian movements.



**Figure 36: St. Patrick’s Street, Cork City**

<sup>19</sup> Placemaking (CABE) (2008) *Resource for Urban Design Information [RUDI]*. Academy of Urbanism. (Page 74)

<sup>20</sup> Active Building Frontages: Frontages to the public realm, characterised by multiple entrances and windows, allowing an interaction of people between the public space and the premises facing the street.

The vision for Rolleston highlights the need for a 'strong identity' and the inclusion of street and urban spaces within the town centre encourages some distinction from retail malls. Spaces responsive to their natural environment or the character of the area can accentuate this identity and act as 'generators' to draw people into a town centre who are seeking a unique experience.

A successful centre has to be fit for its main user, the pedestrian. A walkable centre needs to provide pedestrians with both the basic amenities for walking, and attractions to motivate them to walk. A structure of generous footpaths and other pedestrian routes is not enough. Pedestrians need to have interesting destinations and the walk has to be interesting, even exciting. The ability to watch others 'promenade' along streets and the use of other public spaces for outdoor activities, such as markets, all add to this interest.

## 5.6 A Safe, Active and Pleasant Place

It is important when designing a town centre with strong pedestrian connections to ensure that these connections are safe, facilitate use and are easy to understand. Designing in safety through overlooking of pedestrian routes from adjoining buildings, avoiding narrow and dark laneways, and high blank walls and providing visually clear access points all encourage safe places for residents and visitors to use day and night.

People are more likely to utilise a more pleasant environment to walk to their local services as a comfortable and interesting route tends to reduce the perceived length of the journey. An interesting destination is also desirable<sup>21</sup>. In addition, to promote health and wellbeing green networks should be provided to facilitate movement and encourage physical activity. Green routes can also provide a choice to residents for movement within the town, which are separated from traffic and often a shorter route.

Walking fosters social interaction and provides a leisure aspect to the retail experience. By night the key focus of encouraging walking is safety which can be encouraged by increasing natural surveillance (from passing vehicles and pedestrian traffic) and improved lighting.



Figure 37: A market square with outside dining

## 5.7 Economically Viable and Vibrant

In order for town centres to achieve their full potential it is essential that they are economically viable and vibrant. This often involves achieving a good combination of all the elements above.

'Vitality is a measure of how active and buoyant a centre is, whilst viability refers to the commercial well-being of a town. In combination they highlight the relative strength and success in the retail

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<sup>21</sup> Evans and Kickert (REAL). *Vital and Viable Towns*

hierarchy. This will depend on many factors, including the range and quality of activities in a centre, its mix of uses, its accessibility to people living and working in the area and its general amenity, appearance and safety<sup>22</sup>. It is essential that Rolleston town centre offers a range of uses which serve the needs of the community.

Capturing the 'passing trade' of both residents and visitors is enhanced through the appropriate location of the town centre on key routes or where it can be identified from a distant location. Striking an appropriate 'urban form' for a town centre, where higher densities of users is matched to more intensive building designs and public transport connections, is important. Additional building height, particularly landmark buildings on corner sites, is frequently used to visually identify a town centre along its approaches or at key 'gateways'.

## **5.8 High Quality, Flexible and Robust Landscaping**

The Urban Design Compendium states that to 'enrich the existing' is an important element of urban design whereby existing urban places are enriched by new developments and encouraged to have distinctiveness yet which complements the setting.

To create a strong identity high quality landscaping is essential. 'There needs to be adequate green and open spaces to take a pleasant stroll, have a kick-about and provide habitats for wildlife to thrive, but it is the quality rather than the quantity'<sup>23</sup>. This is particularly important in town centres that public spaces should not be too big, both to maintain its vitality and not dilute the potential catchment of residents living within comfortable walking distance of a town centre.

Smaller spaces will be more intensively used and will therefore need to withstand a greater intensity of use. Higher quality treatments that are easy to maintain and a greater proportion of hard landscaping are two key qualities.

These spaces will also need to host multiple functions (e.g. markets, gatherings, events) and simple layouts tend to allow for greater flexibility and spontaneous activities when desired.

## **5.9 Future Proof for Co-ordinated Growth and Changing Community**

A good town centre is one that people can use at any stage of their life regardless of age or physical ability. As the population of Rolleston increases the needs of the population will change and the design for a town centre should be all inclusive and support a common vision.

In addition, the provision of public amenities and retail services should be provided at appropriate levels of population growth. This ensures that the services provided have an economically viable market amongst its local population and also that when new people move to an area that their needs are suitably catered for in the vicinity. Rolleston has been earmarked for significant population growth, therefore it is essential that the phasing of future development is prioritised within the Structure Plan.

Finally, there should be considerations of how the town centre can be jointly managed to ensure public and private initiatives contribute to its physical enhancement and popularity over the long term.

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<sup>22</sup> Department of the Environment (January 2005). *Retail Planning Guidelines Ireland*. DoE.

<sup>23</sup> English Partnerships. (2000). *Urban Design Compendium*. London. (Page.54)



## 6.0 Case Studies

Within New Zealand and overseas countries there are numerous examples of recent town centre developments and regenerations that provide some inspiration for the nature and context of Rolleston's future town centre. Rolleston is a unique town; its proximity to Christchurch, the high numbers of commuters and its history mean that none of the areas discussed are directly comparable with Rolleston, however they do provide some good style and visionary concepts.

In establishing the best practice comparable examples for Rolleston, a number of precedent projects were examined to determine their positives and negatives from the process and design stages, to the established town centres which are considered good examples. This approach does not seek to replicate other towns but to learn from their experiences, in particular, from towns which have undergone similar population growth to the planned growth of Rolleston. Learning from successes and avoiding shortcomings of such examples should lead to a robust approach in designing for the future of Rolleston.

The best practice examples which were examined can be categorised as follows;

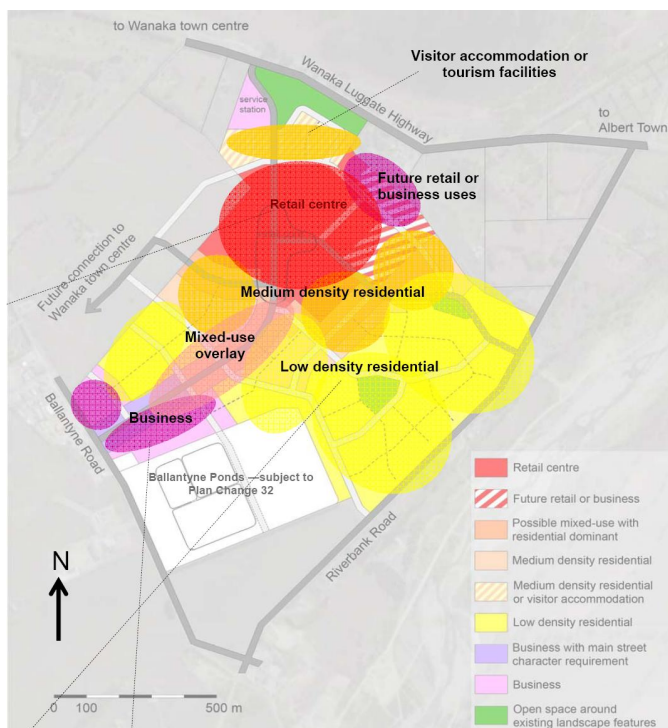
- Examples of planned town centre expansions of similar sizes to the planned expansion of Rolleston or new towns of similar sizes as the projected population of Rolleston
- Existing good town centres and their qualities
- Towns of population sizes comparable to the growth of Rolleston and comparing their land mass to the MUL of Rolleston.

### 6.1 Projects Recently Designed or Under Construction

#### 6.1.1 Southern Development Zone - Wanaka

In response to anticipated future growth in Wanaka, a Structure Plan was developed in 2004 that identified the need for an additional area to accommodate growth. The 100 hectare area referred to as the 'Southern Development Zone' has been planned to accommodate 750 houses, along with business and recreational land<sup>24</sup>.

A retail centre is planned to sit between the visitor accommodation/ tourist facilities and the medium density housing. The plan can be seen in Figure 38.



**Figure 38: Southern Development Zone Structure Plan**

<sup>24</sup> QLDC (May 2008). *Three Parks Discussion Document*.

The retail area of the Southern Development Zone is intended to complement the Wanaka town centre and provide a mix of large retail shops that cannot be accommodated in the current town centre and smaller specialist shops. The new town centre is intended to act as a social hub for the community with a high quality network of public streets and squares<sup>25</sup>.

The main principles of the retail centre are:

- A 'Main Street' approach to retail, walkable distances with shops facing towards the streets
- Low traffic speeds
- High quality footpaths, trees and street furniture
- Screening of large retail outlets with smaller, street focussed shops
- Attractive building designs characteristic of the area
- On-street parking with parking for larger retail behind the buildings
- A mix of retail store size totalling 30,000 m<sup>2</sup> by 2026.

Concept drawings of the proposed town centre can be seen below.



**Figure 39: Southern Development Zone Retail Concept Drawing**



**Figure 40: Southern Development Zone High Street Concept Drawing**

### Lessons to Learn

A positive of this proposal is the focus on the town centre through the creation of a street with a friendly pedestrian environment while still considering the need for access by vehicles and parking. The mix of larger outlets and smaller units creates a lively façade, minimising the visual dominance of car parking.

#### 6.1.2 Brooklands - Milton Keynes

Milton Keynes in the UK was planned in the 1970's as a new town development with the intention of reducing pressure on the existing cities. The City was planned on a grid and was intended to be congestion free. As a result of this vision the town centre as it is today is considered as lacking a heart, with low densities of people with public spaces often 'windy and unpleasant'<sup>26</sup>. The centre was deemed to require an injection of people at its core, after working hours the place shuts down and is all but deserted<sup>26</sup>.

<sup>25</sup> QLDC (May 2008). *Three Parks Discussion Document*.

<sup>26</sup> Janet Haslam (20 June 2001) 'Finding a Pulse', The Guardian

The new 153 hectare development of Brooklands was planned for Milton Keynes eastern expansion area which is expected to double the city's population in 20 years<sup>27</sup>. The development is planned to become the new gateway to the city, creating a strong urban feel with higher densities of up to 40 dwellings per hectare.<sup>27</sup>



**Figure 41: Brooklands Illustrative Master Plan**

The town centre for Brooklands is planned as mixed use which will help maintain densities of people outside of normal retail hours and create safe environments. The area is intended to provide a focal point for the community as well as attracting visitors.

The centre is based around a traditional market town high street, which will include a secondary school facing into the public square and city street. Public transport will be accessible with discrete public parking on street and within the development blocks.<sup>28</sup>

A 3.5 hectare, high profile urban square will be the first point of contact for most visitors and become the heart of the community with the following mix of uses:

- Retail – sizable convenience shopping including a 2,000 m<sup>2</sup> store
- Finance and professional services
- Restaurants, snack bars and cafes
- Pubs and bars
- Health facilities
- Sports pavilion
- Veterinary practice
- Community centre, crèche, police service 'one stop shop'



**Figure 42: Brooklands Square Conceptual Drawing.**



**Figure 43: Brooklands Square Conceptual Drawing.**

<sup>27</sup> RUDI - Brooklands, Milton Keynes, PLACEmaking

<sup>28</sup> Brooklands Development Brief, David Lock Associates, July 2006.



- Reserve site for community use
- Residential

The linear layout of the neighbourhood is intended to make the high street accessible to more of the residential areas surrounding it. A dedicated bus route will run down the high street.

### **Lessons to Learn**

The positive aspect of this example is the prioritisation of walkability within and connecting to the centre from surrounding areas. In addition, public transport is considered as integral to the development. An urban square is chosen as the focus of the town centre and a variety of uses are planned to front this square.

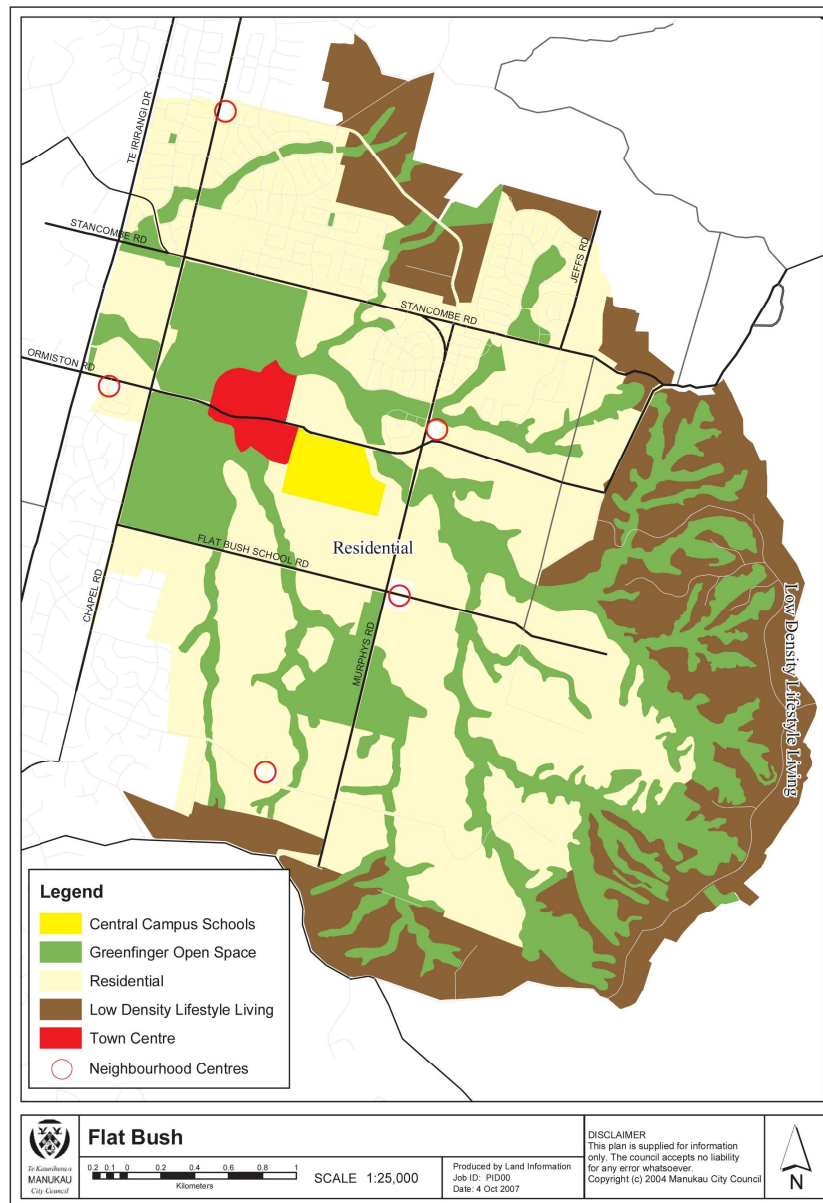
### **6.1.3 Flatbush**

Flatbush is a new town with a land area of 1,700 hectares located in the south east of Manukau. The projected population is 40,000 people by 2020. The town centre plan is currently being prepared for a 20 hectare site which is adjacent to the 94 hectare Barry Curtis Park. The town centre will be supported by five smaller neighbourhood centres and seven new state schools within the larger development. While most of Flat Bush is being developed by the private sector, Manukau City Council is also involved in planning and creating the town. This ensures an integrated approach, a focus on sustainable development and makes the community's needs a high priority. This approach saw the council's work on Flat Bush win the Gold award for Environmentally Sustainable Project at the 2007 International Awards for Liveable Communities.

Community research into current resident's impression of Flatbush found that most residents feel quite positive about the area and it is a good place to live. However, residents were concerned about the quality of some housing developments, "walkability", traffic speed and pedestrian safety, and possibly a more transitory population living in poorer quality and crowded homes. Residents had many positive suggestions for improvements, many of which the council is already acting on. These include a library/arts/community centre and swimming pool and recreation centre. The council is also carrying out a "walkability audit" to look at pedestrian safety issues<sup>29</sup>.

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<sup>29</sup> Flatbush text and the map are from [www.safermanukau.co.nz](http://www.safermanukau.co.nz)



**Figure 44: Map of Flat Bush, Manukau**

#### Other comments

The plan contained good principles of urban design however there was poor implementation of the urban design principles and some elements of the scheme are lacking, such as;

- Poor connectivity within the road network whereby the main routes were planned for but the minor roads do not connect well. The road widths proposed in the plan were too wide and lacked a sense of enclosure
- The town centre is adjacent to a 94 hectare park therefore; half of the population catchment of the town centre is parkland and reduces the proximity to many residents to the town centre which in turn may affect the centre's viability
- A lack of design guidance for building quality and amenity
- The development includes a well connected open space network that utilises natural features of the area

## 6.1.4 Adamstown, Co. Dublin, Ireland

Adamstown is a new town on the outskirts of Dublin City on a 220 hectare site currently under construction. This project has won awards from the Irish Planning Institute and the European Council of Spatial Planners for its “integrated and holistic approach to planning for large-scale new residential populations.” The ultimate population will be 20,000-25,000 and currently approximately 920 residential units are occupied.

All development at Adamstown is subject to a strict schedule of phasing, the objective being to ensure that infrastructure, services, facilities and amenities are provided together with residential growth. To allow flexibility, the phasing is sequential in line with the number of dwellings built and not time specific. An example of this phasing is the requirement for a railway station to be operational before 1000 dwellings were complete. This station opened in April 2007.

Overall the development will contain 15 childcare facilities, 3 primary schools, one secondary school, 8-10 community centres, 2 enterprise centres and 1 community civic hall. With regards to retail, a district centre located at the train station will include 2 anchor stores, 60 retail units, 8 screen cinema, public library, youth café, cafes, restaurants and pubs. Two local shopping centres with a convenience store and doctor surgery and smaller retail units will also be included. The overall public open space provision is 14% of the site area incorporated in 4 major parks, numerous pocket parks and pitches and courts.



Figure 2.4. Adamstown SDZ Planning Scheme 2003

Figure 45: Overall MasterPlan for Adamstown

### Extract from Phasing Plan

Dwellings No.	Provision
1001-1800	First primary school or secondary school
1800-2600	Leisure Centre with pool and all weather pitch, phase one of town centre provision (first 3000sqm retail)
2600-3400	A secondary school or primary school (whichever was not provided earlier in line with dwellings no.1800-2600) and a park
3401-4200	Phase 2 of the town centre (+5000sqm)



4201-5000	Second primary school, a central park and an enterprise centre
5001-5800	Main park with playing pitches and playgrounds, a neighbourhood centre, central civic building
5801-6600	Third primary school, second neighbourhood centre
6601-7600	Neighbourhood park, Phase 3 of town centre (+7300sqm)



**Figure 46: New Residential Street Adamstown**



**Figure 47: Adamstown Primary School**



**Figure 48: Adamstown Library (montage)**



**Figure 49: Adamstown Shopping Street (montage)**

(photos from [www.adamstown.info](http://www.adamstown.info))

### **Lessons to Learn**

This project is comparable to Rolleston as it ultimately will have a similar population of circa 20,000 people. This is a new build town so does not face the same challenges which Rolleston does for renewal of an existing town centre, and is at a higher density than Rolleston. However it does have a strict phasing / staging plan and hierarchy of town centres, approaches which may be relevant for the Rolleston Structure Plan. The Regional Policy Statement states that the increases in population in towns should be planned in stages and Adamstown illustrates one example of how this can be done.



## 6.2 Existing Good Town Centres and their Qualities

### 6.2.1 Nelson City Centre

Some positive aspects of Nelson's city centre are:



- Centrally located Library, information centre and other community buildings in landmark locations
- Parking behind main shop frontages, which is used for weekend market
- Well defined public space with shops along street edges
- Raised pedestrian crossings on corners and across shopping streets marked by street tree planting
- Strong visual connections along streets and to distant landscapes (i.e. coast)
- Good quality streetscape and pinched kerbs to moderate traffic
- Spill out areas for cafes and bars
- Community gathering and event spaces provided

Figure 50: Nelson Spill out areas for cafes and bars



Figure 51: Good quality streetscape



Figure 52: Good quality streetscape



**Figure 53: Nelson Centrally located civic centre**



**Figure 54: Nelson Saturday market in car park**

### **Lessons to Learn**

Like Nelson, the use of a strongly aligned main street that links between two key destinations (church and coast), which forms the main spine of the town centre, could be a positive approach for Rolleston. The pedestrian routes and crossing points along this street and throughout the town centre could similarly be wide and well landscaped to make Rolleston a more pleasant place to walk around. The provision of community facilities in a central location within Rolleston town centre, where they are prominent landmarks and can be easily accessed, would also be beneficial. The location of car parking areas behind the buildings on the main street could reduce their present dominance and may be designed as a multi-use space for other activities such as a farmer's market and public transport hub.

### **6.2.2 Tauranga City Centre**

The Tauranga City Centre has a generally successful structure from which the Council is currently looking to further improve on. It acts as a hub for the City and wider Bay of Plenty region and has the benefit of a strong employment base close by that assists with day time activity.

- A strong urban block pattern with public spaces at key intersections and along pedestrian thoroughfares
- A good human scale through appropriate street widths and building heights
- Pedestrian priority with generous pedestrian footpaths and good crossing points
- Small scale malls integrated into the town centre blocks but secondary to the main shopping streets
- Use of street furniture that reinforces its coastal character
- A coastal setting with a 'working' waterfront pedestrian promenade and associated public open spaces
- Library, Council Offices and public bus stops co-located within town centre along with other cultural attractions
- Parking areas that do not overly dominate

## Lessons to Learn

Rolleston is similar to Tauranga in that it could function as a hub for both the Selwyn District and the town itself. The centre of Tauranga is kept active during the day due to a higher concentration of employees residing in the local vicinity. This diversity of use might also be beneficial for Rolleston Town Centre on a smaller scale but also indicates that a strong connection to those potentially working at Izone may be beneficial. The use of coastal references throughout the streetscape design could be reinterpreted for a more rural based theme to reflect Rolleston's increasingly important function as a service town for the District. Tauranga's 'working' waterfront reinforces this character and a similar uses could be introduced to enhance the authenticity of Rolleston's local identity. Tauranga also demonstrates that a bus exchange centrally located adjacent to the library and council offices is a successful combination, which could also be applied to Rolleston.

### 6.2.3 Queenstown Town Centre

The historic Queenstown town centre is located adjacent to Lake Wakatipu with a mountainous backdrop and as a consequence is a popular tourist destination. However, despite this scenic setting, the town centre is well patronised and a successful place in its own right. Some of the positive features attributed to the town centre include:

- A well contained and compact town centre
- A strong urban block pattern
- A good human scale through appropriate street widths and building heights
- Use of laneways to improve through-block links and diversify the spatial experience of the town centre
- High quality streetscape and street furniture
- A number of small public spaces and promenades distributed throughout the town centre, some of which have the flexibility to host regular public events and festivals
- Direct visual links to lakes and mountains along streets
- Design Guidance to maintain and enhance the quality of buildings, particularly its historic character
- Visitor accommodation within and close to the town centre provides vitality at night
- Provisions for higher density living in adjacent residential areas
- Schools and tertiary colleges in close proximity



Figure 55: Good quality streetscape



Figure 56: Good quality streetscape





Figure 57: Café Spill out area



Figure 58: Visual connection to surroundings

### Lessons to Learn

Rolleston could adopt Queenstown's compact town centre approach, based on a small block pattern and/ or the wide-spread use of pedestrian connections through larger blocks. Wider footpaths, good crossing points and use of high quality street furniture could further enhance the pedestrian experience in Rolleston. The allocation of small public parks throughout the town centre and consideration of a major natural feature, similar to Queenstown's waterfront, could be considered to generate a more attractive setting and supplementary destination for the town centre.

#### 6.2.4 Frankton – Queenstown

The Frankton area in Queenstown is currently undergoing major development with both the Remarkables Park and Five Mile providing examples of possible retail concepts.

Remarkables Park is a large retail development in South Frankton. The existing park is planned for expansion with big box retail including a large Pak N Save (5,800 m<sup>2</sup>) and Mitre 10 Mega due. The new anchor stores are expected to provide a large retail pull and provide significant employment. Consideration is being given to employee accommodation as part of this expansion and 1000 employee units are planned.



Figure 59: Remarkables Park Queenstown



Figure 60: Remarkables Park Queenstown





**Figure 61: Remarkables Park Queenstown**



**Figure 62: Remarkables Park Queenstown**

### **Lessons to Learn**

Although not all aspects of the development are successful from an urban design perspective (e.g. car parking dominates), Rolleston could benefit from using some of the more positive aspects identified above. A diversity of smaller land uses, such as a medical centre, banks, cafes in addition to a large format supermarkets, can improve its popularity for visitors. Small public spaces, surrounded by cafes and restaurants that spill out and activate the space, can add to the sense of liveliness. A few pieces of public art scattered throughout the town centre create visual interest and potentially adds to Rolleston's character. The appearance of the town centre would benefit from buildings and hard landscaping using local materials and a greater attention to the architectural detailing.

The Five Mile development planned for 80 hectares of land in east Frankton provides a further retail concept for consideration. The planned development included residential apartments, live work units, commercial office space, LivingSpace accommodation, numerous retail tenancies, a university campus, light industrial buildings, civic buildings and public open space<sup>30</sup>. The promotional material for the development provides some conceptual drawings which demonstrate a high street approach and the use of open space and water features.



**Figure 63: Five Mile Conceptual Drawings Live and Work Units**



**Figure 64: Five Mile Conceptual Drawings Town Square shown with Civic Building in the centre.**

<sup>30</sup> [www.propertyventure.co.nz](http://www.propertyventure.co.nz)

## Lessons to Learn

The positive aspects of the Five Mile development concepts include integrated big box retail and diversifying architecture. The negatives are that it is very car focussed.

### 6.3 Population v's Land Mass Comparison

A number of towns within New Zealand are of similar size to the projected growth population of Rolleston. A comparison has been undertaken of the land mass of these towns and the new urban limit of Rolleston. The towns, listed in the table below, range from 9,648 to 19,494 people. To demonstrate how much land these towns currently occupy, an aerial photograph of each is included in Appendix C, on each aerial the Metropolitan Urban Limit of Rolleston is superimposed.

Masterton	19,494	Largest town in Wairarapa, 100km NE of Wellington, commuters by train to Wellington, Lower & Upper Hutt, Service Town
Levin	19,134	Largest town in Horowhenua District, on SH1, 50km from Palmerston North, Country town
Whakatane	18,204	Bay of Plenty Region, 90km from Tauranga / 89km from Taupo
Ashburton	16,836	On SH1, 86km from Christchurch, Service Centre
Feilding	13,890	Manawatu District 19km from Palmerston North
Tokoroa	13,530	3rd largest town in Waikato, midway between Taupo and Hamilton on SH1, has warehousing and distribution centre
Oamaru	12,681	Main town in Waitaki, 80km south of Timaru
Hawera	10,776	2nd largest town in Taranaki, 75km from New Plymouth
Kaipoi	10,449	20km North of Christchurch, in the Waimakariri District
Te Awamutu	9,777	Waikato Region, 30km south of Hamilton. Is council seat of the Waipa District and serves as a service town
Greymouth	9,672	Largest town in West Coast Region, seat of Grey District Council
Gore	9,648	2nd largest town in Southland, 67km from Invercargill

The aerial photograph and the streetmap illustrate how much land is required for towns of certain sizes when compared to Rolleston's urban limit. This gives an impression of how much Rolleston will expand by and acts as an aid to visualise the size that Rolleston will be. The towns chosen are similar to Rolleston in that some are service towns and some are close to larger cities.