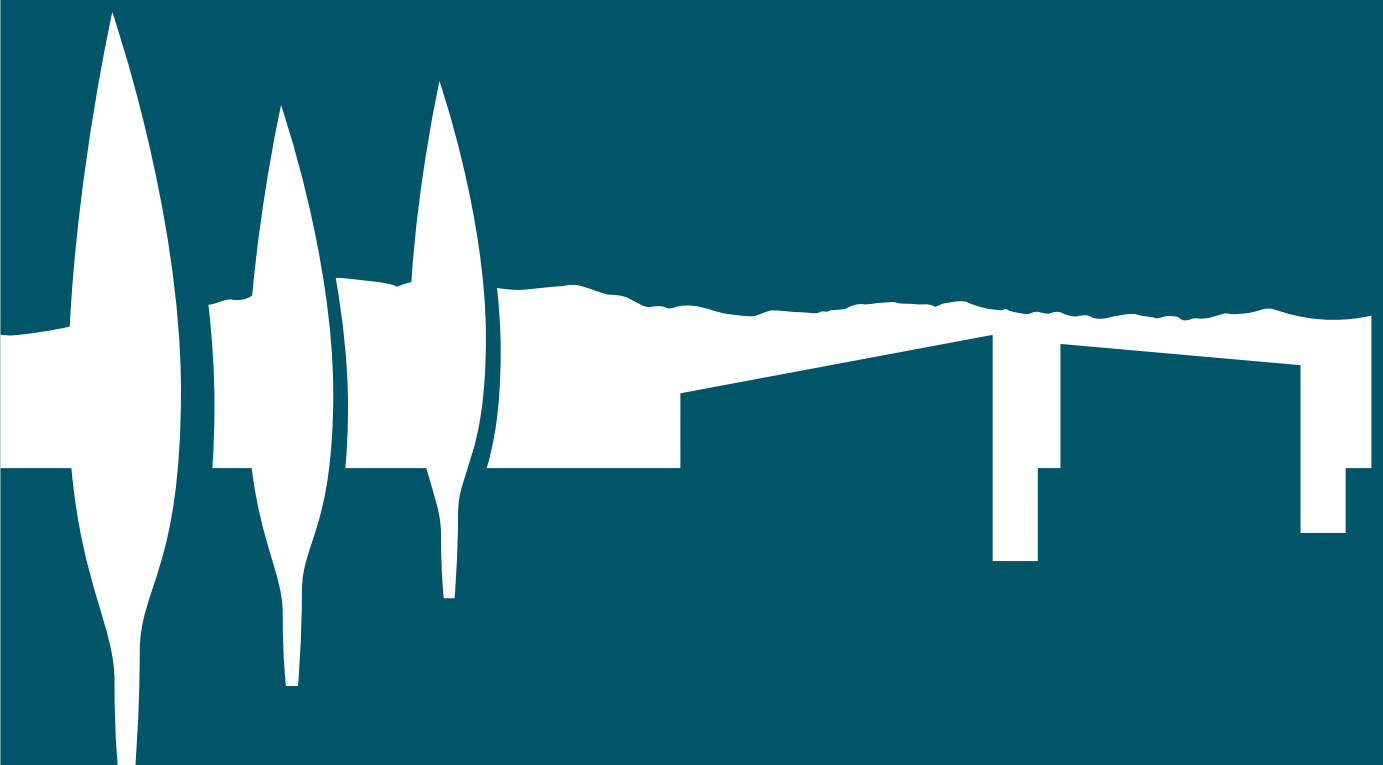




# 3.0

## Context Analysis



### 3.1 Regional & District Context

Rolleston is located in the Selwyn District, south west of Christchurch on State Highway 1. A key characteristic of Rolleston is its proximity to Christchurch and the role it plays as a service town for rural communities of the District.

Rolleston is the most significant town in the Selwyn District, due to its central location, links to other townships and proposed long term size.

### 3.2 Statutory & Planning Framework

The Greater Christchurch Urban Development Strategy (UDS) seeks to strategically manage growth in Christchurch, Waimakariri and Selwyn Districts until 2041, with an associated action plan. This was adopted by all of the Councils in 2007. The UDS has identified Rolleston as a future growth area and as a Key Activity Centre.

To implement the vision and strategies of the UDS, Environment Canterbury has released Proposed Change No. 1 (Change No.1) of the Regional Policy Statement (RPS). Change No.1 proposes to insert a new Chapter 12A, which determines urban limits, sets residential densities and provides sequencing for development in Rolleston.

Relevant variations to the RPS include; Variation No.1 to Proposed Change No.1 which will set the urban limit for Rolleston and Variation No 4 to Proposed Change No 1 which identified a revised airport noise contour of 50 dBA for Christchurch Airport which was adopted at the end of 2007.

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

### 3.3 Strategies and Guidelines of Influence

In addition to the statutory planning and policy documents, there is a series of strategies and guidelines that inform the Structure Plan. These include; the Ministry for the Environment Urban Design Protocol, SDC Subdivision Design Guidelines, the Crime Prevention through Environmental Design Strategy (CPTED), adopted by Council, and SDC Economic and Community Development Strategies.

One of the key inputs to the development of this Structure Plan is the Christchurch Rolleston Environs Transportation Study (CRETS) that provides a transport strategy up to 2021. The strategy seeks to address growth-related issues in the Rolleston and south-west Christchurch area by proposing a roading hierarchy with improved connections. CRETS has identified changes to the junctions connecting Rolleston to the State Highway and key routes into the town.

## 3.4 Existing Context

### 3.4.1 MORPHOLOGY AND HISTORICAL DEVELOPMENT

Gaining an appreciation of Rolleston's development history helps inform future development strategies. Rolleston's urban form developed in three broad stages:

- Rural roads - accessing the plains (see Figure 3.2)
- Grid pattern - the original housing and commercial activities set on a grid street pattern (see Figure 3.3)
- Piecemeal subdivision - Housing developments accessed largely by looped roads and culs-de-sac with poor integration between them and increasing plot sizes radiating out from the town centre

Rural roads and the grid pattern provide a strong basis for future expansion of the town and have guided the Structure Plan approach.

Development of the town centre area will seek to link the early subdivisions based on a grid pattern to the new parts of town, expanding and reinforcing the early grid pattern whilst providing links through to the newer development areas.



Figure 3.1: Aerial Photo Rolleston 1960s



Figure 3.2: Land Holdings Rolleston 1863-1866

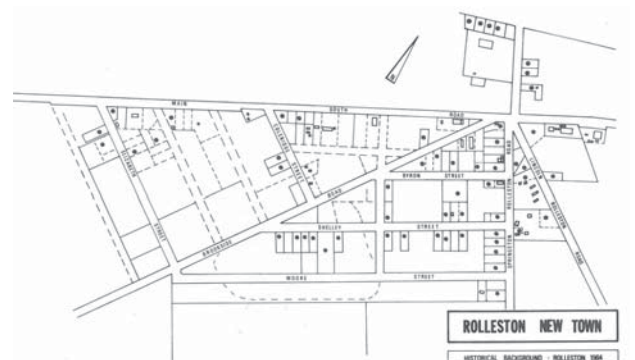


Figure 3.3: Map of Rolleston 1964

### 3.4.2 POPULATION GROWTH

The 2008 population of Rolleston was estimated to be 6,800 people, residing in 2,242 households. A high proportion of married couples and young families lives in Rolleston, while low numbers of residents aged over 65 were recorded during the 2006 census.

Variation No.1 of the Regional Policy Statement (RPS) determines target future household growth allocations for Rolleston. The growth has been staged into three phases until the year 2041 with a total of 7,651 households allocated by 2041 (5,409 new households). Further detail is provided in Section 6.2.1.

Selwyn District Council undertook some population prediction modelling for Rolleston that estimated an increase in the number of residents to 18,368 by 2041 with persons per household decreasing from 3.04 in 2008 to 2.63 in 2041.

Using the estimated persons per household and applying these to the RPS household allocation, a future population range of between 21,200 and 23,400 is estimated for 2041.

In addition to the RPS allocation for greenfield development, areas within the existing residential zoned land have been identified as likely for intensification and subdivision to occur. Should all the anticipated intensification occur an additional 3,000 households could be built. The actual rate of growth will naturally depend on market demand for new properties.

The possible maximum population has been included in the Structure Plan because it has the potential to affect facility planning, for example the amount of school places that may be required.

The urban limit identified by the RPS includes an area of 886 ha (gross) of greenfield sites for residential development. This area will not be fully developed during the period to 2041. To achieve the desired household densities (discussed further in Section 6.2), development of much of the land inside the urban limit will occur post-2041. With development of all land within the urban limit an anticipated population range of 43,000 to 49,000 is expected; the time at which this population range is reached will depend on market demand for properties within Rolleston.

### 3.4.3 KEY ISSUES, CONSTRAINTS AND OPPORTUNITIES

An analysis of the key issues, constraints and opportunities within Rolleston has been summarised in Table 3.1. The Structure Plan aims to tackle these issues considering the constraints identified. A series of opportunities for Rolleston have been highlighted during the development of this Structure Plan, these have been carried forward and incorporated into the Structure Plan wherever possible.

Table 3 1: Key Issues, Constraints and Opportunities for Rolleston

Item		Key Issues and Constraints	Opportunities
Planning and Urban Design	Urban framework	No overall cohesion or pattern of urban development within the township	Provide a well planned, high quality urban environment in Rolleston that caters for the current and future populations of the town. Large areas of greenfield site with single land owners provide opportunities for comprehensive developments.
		Urban growth constrained by urban limit and low density household provision	Large greenfield development area of 886 ha (gross) identified for residential development. Provide a range of housing densities within greenfield and existing areas. Utilise areas within the existing residential zones to increase housing densities
		No distinct interface between urban and rural areas of the town	Provide distinctive urban character to the town. Manage the urban rural interface with green buffers providing links and recreation opportunities
	Segregated residential developments	Individual developments within Rolleston are unlinked	Enhance connectivity within Rolleston providing good walking, cycling and vehicle access routes to key facilities within the town.
Town Centre	Viability, accessibility and functionality	Current town centre does not provide for expected future population	Ability to use vacant blocks of land owned by Council or private developers to expand and enhance the town centre
		Segregated nature of the town centre	To visually and physically integrate the town centre with residential developments using urban design techniques and good linkages. Use anchors such as large stores to draw pedestrians through the town
		Vehicle-centric nature of the town centre	To create good walking and cycling routes and pedestrian priority areas
		Long distance between town centre and new developments at the southern urban limit	To provide good public transport, walking and cycling routes to the town centre

Item		Key Issues and Constraints	Opportunities
Land-Use	Residential	Lack of mixed density housing to cater for a range of demographic groups particularly single occupants and the elderly	Plan for provision of a range of housing densities
	Community Facilities	Inadequate school places (primary and secondary) for a growing population	Include development of adequate primary and secondary schools for Rolleston that are well located and co-located with other community facilities
		Limited medical facilities	To provide integrated medical care facilities that meet the needs of the community
		Need for more structured recreation opportunities	To provide recreational facilities that appeal to the residents of Rolleston and surrounding communities
		Need for expanded community facilities to cater for existing demand and growth	Review the provision of the current community centre and library and plan for expansion where required
		Lack of cemetery in Rolleston; nearest cemetery is located near Springston and has high water table issues	Plan for cemetery provision within Rolleston with ample capacity to cater for residents in and surrounding Rolleston
	Airport Noise Contour	Presence of the 50 dBA airport noise contour to the east of Rolleston	Identify other opportunities for land under the contour such as a regional/district park.
	Open Space	Lack of hierarchy and strong linkages in the open space network	Provide enhanced green network with streetscapes, open spaces, reserves, a green buffer around Rolleston, pedestrian and cycling routes and landscape planted areas

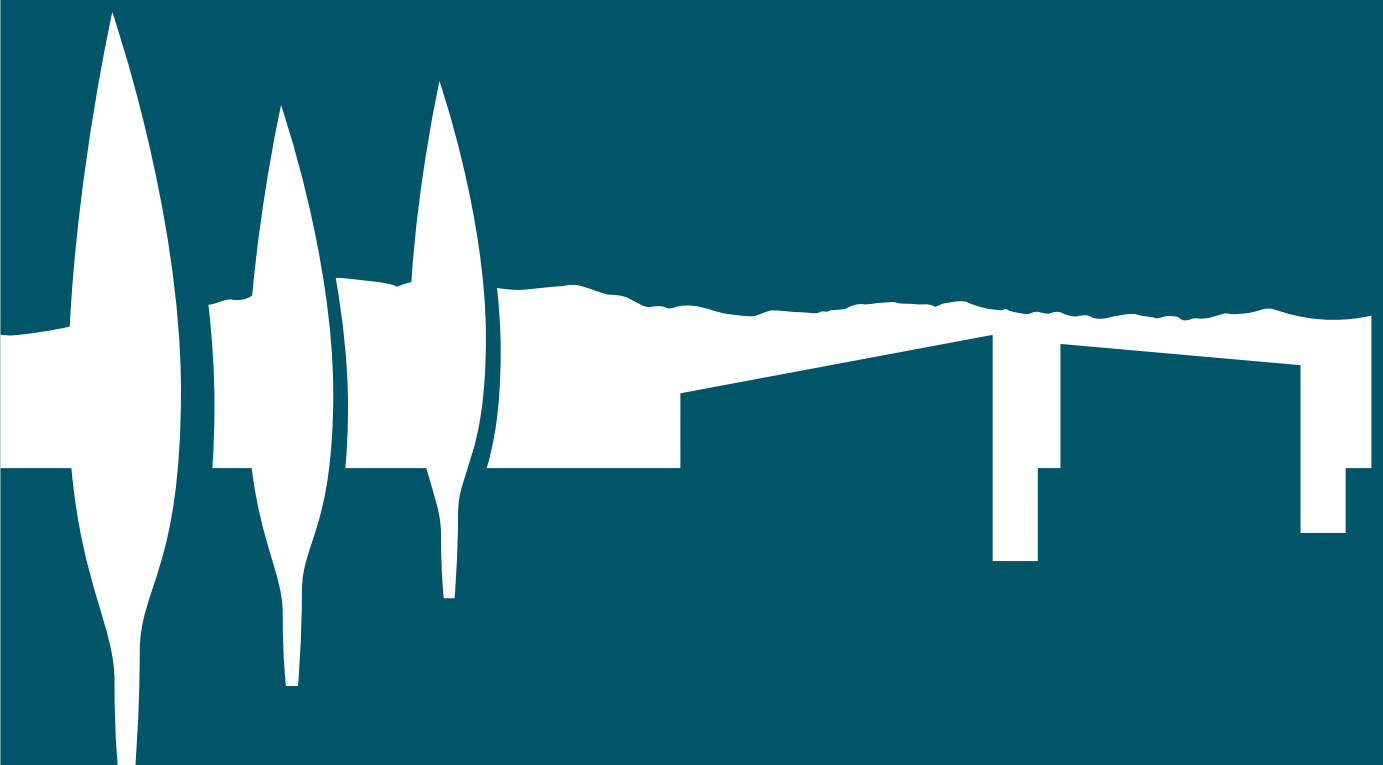
Item		Key Issues and Constraints	Opportunities
Movement	Vehicular	High use of private vehicles for access to areas outside and within the town particularly related to commuting	To enhance the walking and cycling network and provide good public transport links. To investigate other sustainable transport options.
		High speed rural roads and interface with urban areas	To maintain the rural character of Rolleston's rural roads whilst managing community safety and traffic speeds
		Over-reliance of culs-de-sacs design, poor linkages	To further reinforce the principles of good urban design established as part of SDC's subdivision standards
	Cycling & Walking	Increasing use of roundabouts which are not cycle and pedestrian friendly	To consider the most appropriate traffic control mechanisms for all road users
		Lack of defined movement networks for pedestrians and cyclists	To provide an integrated network of walking and cycling routes connecting main nodes within the town
	Izone	Segregation of Izone from the rest of the town by the State Highway	To improve linkages between Izone and the town providing good access
	Legibility	Current entrance experience into the Township is not clearly defined	To provide legible and attractive entranceways and through routes into and around the town



Item		Key Issues and Constraints	Opportunities
Infrastructure	Water Supply	High water demand putting a strain on aquifer resources	To incorporate sustainability principles into the future of Rolleston
	Water Courses	A lack of natural surface water courses limits opportunities for enhancement and creation of water based recreation facilities/ amenity values	To utilise water races for amenity value
	Wastewater	Increasing demand for sustainable wastewater treatment for Eastern Selwyn District	To integrate expansion plans for the wastewater network and treatment into strategic planning for the town
		Required expansion of the wastewater network	As above
	Stormwater	Stormwater disposed of to ground with no integrated management	To incorporate the use of sustainable stormwater treatment and disposal methods into planning for the future of Rolleston
	Water Races	Operational water races flowing through the town with periodically poor water quality	Opportunity to maximise amenity value of water races whilst maintaining operational status
	Soil	Free draining soil types require high levels of irrigation & impacts on land scaping opportunities	To include sustainable water reuse initiatives into the future planning for Rolleston.

# 4.0

## Structure Plan Overview



## 4.1 Structure Plan Approach

The Structure Plan has been developed with a focus on four main areas; the centres (e.g. town centre, neighbourhood centres and local centres), land use patterns and community facilities, movement network and infrastructure. The following chapters provide greater detail on each of these layers and describe how they have responded to the vision, objectives and development principles outlined in the earlier. Integrated management of these four layers is critical to the successful growth and development of Rolleston for the next 35 years and beyond.

This chapter provides a summary of the key aspects proposed for the town, its character features, development and neighbourhoods it is intended to be built around. These were developed through consultation, expert advice and the use of current growth projections. Finally, the expectations for the staging of the Structure Plan are explained.

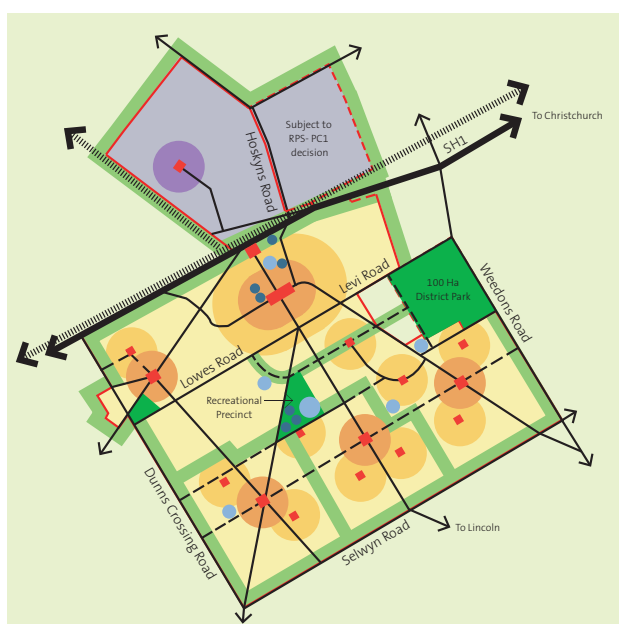


Figure 4.1: Rolleston Structure Plan Diagram

## 4.2 Key Aspects of the Structure Plan

Overall, the Structure Plan provides for consolidated, sustainable and coordinated development and the staged provision of all services. Its urban limit was developed on non-natural growth boundaries, including State Highway 1 (Main South Road), the proposed airport noise contour, The Pines (wastewater treatment plant) and rural roads. Within the urban limit, cadastral boundaries have generally been used to define the growth areas.

The key features of the Structure Plan (see Figures 4.1 and 4.2) are summarised under the four main areas as follows:

### Centres

1. The existing Rolleston Town Centre is reconfigured with the proposed core focused on the intersection of Rolleston Drive and Tennyson St. This allows for the potential enhancement and intensification of the existing Rolleston Reserve and a strong connectivity with the proposed growth areas of the town.
2. The Town Centre will consist of a mix of uses, including retail, Civic Precinct (e.g. SDC Offices, town hall) and Cultural Precinct (e.g. library, art gallery), high quality open spaces, pedestrian priority areas and comprehensive residential housing.
3. Five neighbourhood centres are proposed, based on the expected densities of the Structure Plan, these are intended to serve the broader residential community and Izone employees without affecting the viability of the town centre. They will also be supplemented by a range of smaller local centres that will provide for the daily needs of the community.
4. A specialist local service centre adjacent to the State Highway is to accompany the BP Service Station and proposed Park 'n' Ride facility adjacent, creating a higher profile address to the town.
5. Anchor developments (retail or community) have been included in the Structure Plan to act as a destination to attract passing trade and draw pedestrian traffic through the key retail areas.

### Land use patterns and community facilities

6. A mix of living zones will be provided in Rolleston to create diversity in the community and deliver a range of residential housing types to meet community needs. For greenfield areas in Rolleston, the Structure Plan provides a density spread of 20, 15 and 10 households per hectare. In these areas section sizes would range between 375m<sup>2</sup> to 750m<sup>2</sup>. Higher proposed densities are concentrated in close proximity to the town centre and supporting neighbourhood centres, including some comprehensive housing developments within or immediately adjacent to these. Further residential infill intensification is anticipated in underdeveloped parts of existing zoned land.
7. The Structure Plan achieves an average density approximately 13 households per hectare across the greenfield development areas.
8. A range of community facilities will be provided which include additional primary schools, a secondary school, extended library, art gallery and a cemetery, with others to be provided by the public agencies or the market as demand increases (i.e. social services, child care, medical centres etc.).
9. Provision of a Recreational Precinct will consolidate both indoor and outdoor sports facilities on a centrally located site near Goulds Road/ Dynes Road. The precinct will offer an indoor stadium and heated swimming pool, sports clubs headquarters and outdoor community (youth) park sports fields & hard courts. The proposed High School will be co-located with the Recreational Precinct.
10. The Recreation Precinct will be the focus of a well connected open space network throughout Rolleston. Green corridors, providing ecological habitat and non trafficked pedestrian and cycle ways, radiate out from the precinct and connect to a 50m wide Green Belt following Dunns Crossing, Selwyn and Weedons roads. Many of these define neighbourhoods and follow water race alignments, where possible.
11. A 100 Ha District Park is proposed for a large rural block under the flight path along Weedons and Levis Road. This provides for larger more rural based activities, which complement the Recreational precinct.

### Movement Network

12. Clear gateway features are to be provided at key entry points into the town with strong avenue planting along primary movement routes leading towards the town centre.
13. A legible hierarchy of movement routes based on existing rural roads, new connections and a number of new roads, which connect between neighbourhood and local centres.
14. An expanded public transport network offering local loops between neighbourhood and local centres, a connection to Lincoln and express connections to Christchurch, including an interchange based around a proposed park 'n' ride facility.
15. A range of non-trafficked walking and cycling routes along green corridors and Green Belt within the 100 Ha District Park.
16. Strong physical and visual connections are provided between the town and Izone through the new grade separated interchange and pedestrian footbridge.

### Infrastructure

17. The infrastructure layer aims for an efficient, sustainable and operable provision of infrastructure assets, staged to meet future needs, and provide opportunities for water re-use.
18. This layer includes water supply, wastewater, stormwater, water races, power, telecommunications and gas.
19. Infrastructure will typically be provided by developers at the time of subdivision, however Council will need to make some significant forward investments especially in wastewater network provision and new water supply wells.
20. New stormwater management principles are to be developed to encourage a more consistent and

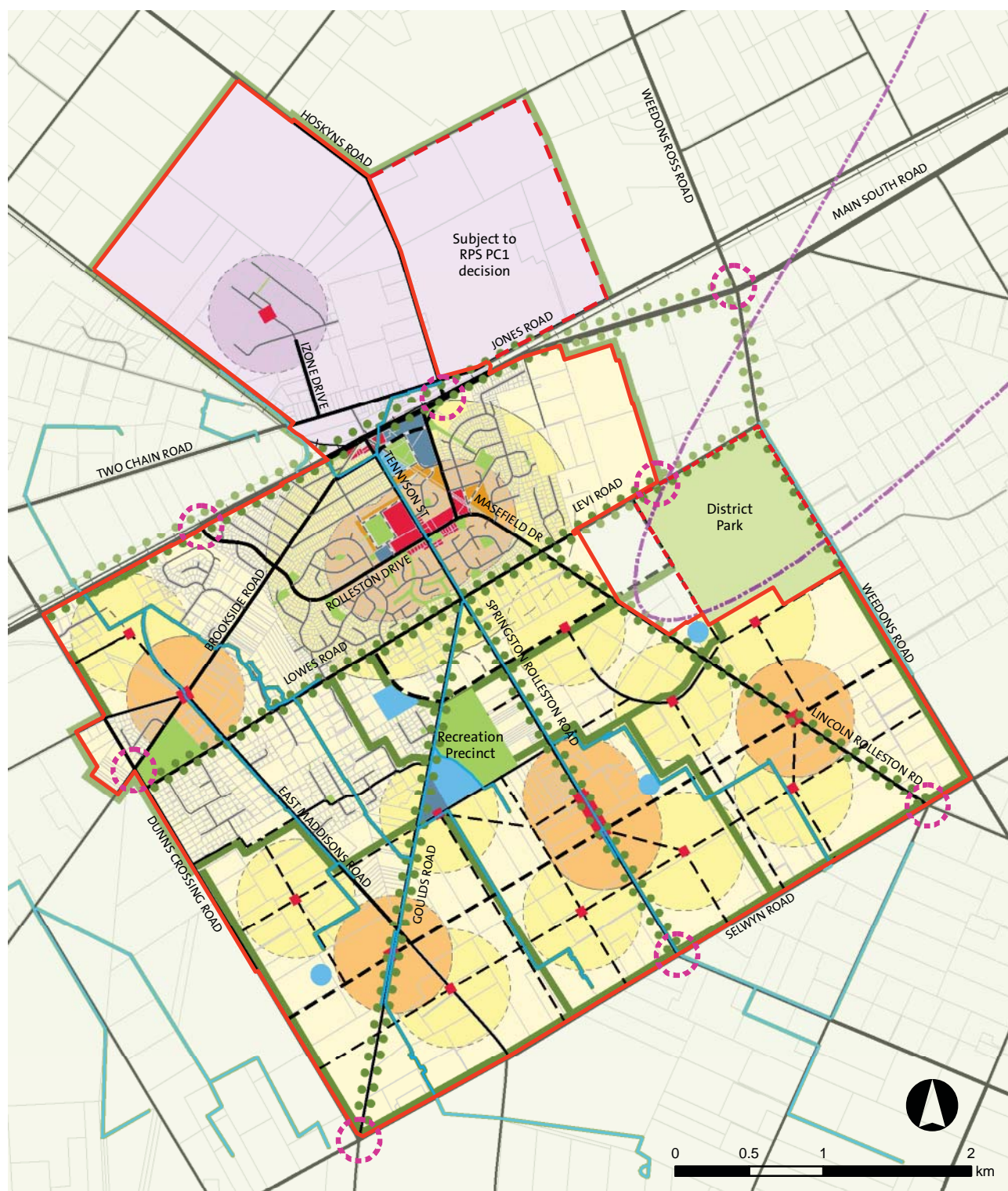
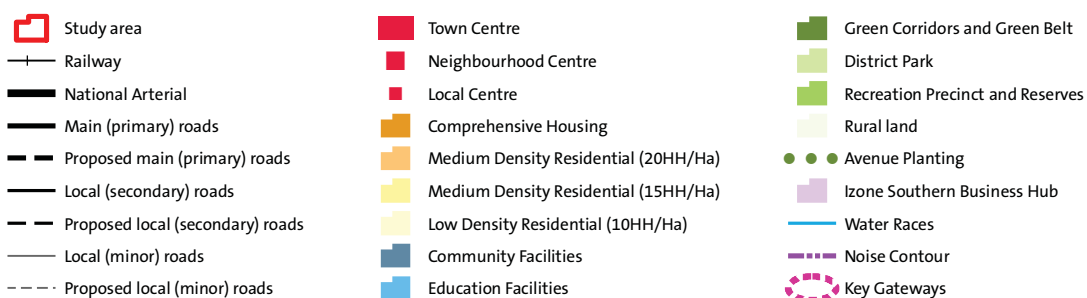


Figure 4.2: Rolleston Structure Plan





sustainable approach

#### 4.2.1 CHARACTER FEATURES DEVELOPMENT DRIVERS AND NEIGHBOURHOODS

One of Rolleston's distinctive features is its "rural town" feel. However, due to its size as the biggest town in Selwyn and close links to Christchurch, the future growth of Rolleston will need to adopt more urban approaches. The Structure Plan aims to strike a balance between the two and seeks to enhance the following rural or existing character features throughout the town:

- **Rural roads** – retain and emphasise their straight and angular alignments, direct views of Southern Alps and Banks Peninsula and their design informality.
- **Water races** – retain, revegetate and celebrate their end points if within the town
- **Shelter belts** – retain along boundaries, within public spaces or as a feature of subdivision design
- Vertical elements (e.g. water towers, windmills, trees etc.) - encouraging where appropriate to contrast the flatness of the topography and provide visual interest.
- **Old town grid** – strengthen and reinforce through adjacent development areas
- **Vernacular materials** (e.g. river stones) – use in architecture and public realm design to reinforce reuse of place.

In addition to these character features there are a number of potential development drivers or 'generators' that could be utilised in the implementation of the Structure Plan to strengthen the overall identity of the town and stimulate long term investment. These create recognisable distinctions for Rolleston and reinforce the town as a key destination and source of pride for residents.

The proposed 100 ha District Park is a prime example of how this can be achieved, as are the town's links to Izone. The proximity of the State Highway can be utilised by improving the approaches to the town and providing high quality highway services, which act as a gateway and an address for the town. Within the town centre, landmark community facilities of high architectural quality, such as the proposed art gallery and extended library, can work alongside the SDC Headquarters to display the forward-

thinking nature of Rolleston. The quality of landscape and open space design, led through botanic gardens on the Rolleston Reserve land and vertical sculptural features, could achieve similar goals. Rolleston's potential identity as a 'Sustainable Town', through its innovative approaches to urban design, architecture and landscape, is a significant opportunity and considered critical in the development of the Structure Plan.

As Rolleston develops there is potential to create a range of neighbourhoods based on the existing character features (above), urban form and variations in planned development. These help diversify the experience of travelling within the town, allow residents to navigate through the town and identify with its particular parts. Proposed neighbourhoods can be seen on Figure 4.2 and include:

- **Old Town** (based around the early street grid)
- **Town Centre** (including the Cultural and Civic Precincts)
- **Recent subdivisions** (based around looped roads, cul-de-sacs and green corridors)
- Several **new neighbourhoods** (based on existing rural landscape features such as water races, shelterbelts, existing paddock boundaries, etc.)
- **Izone Southern Business Hub**

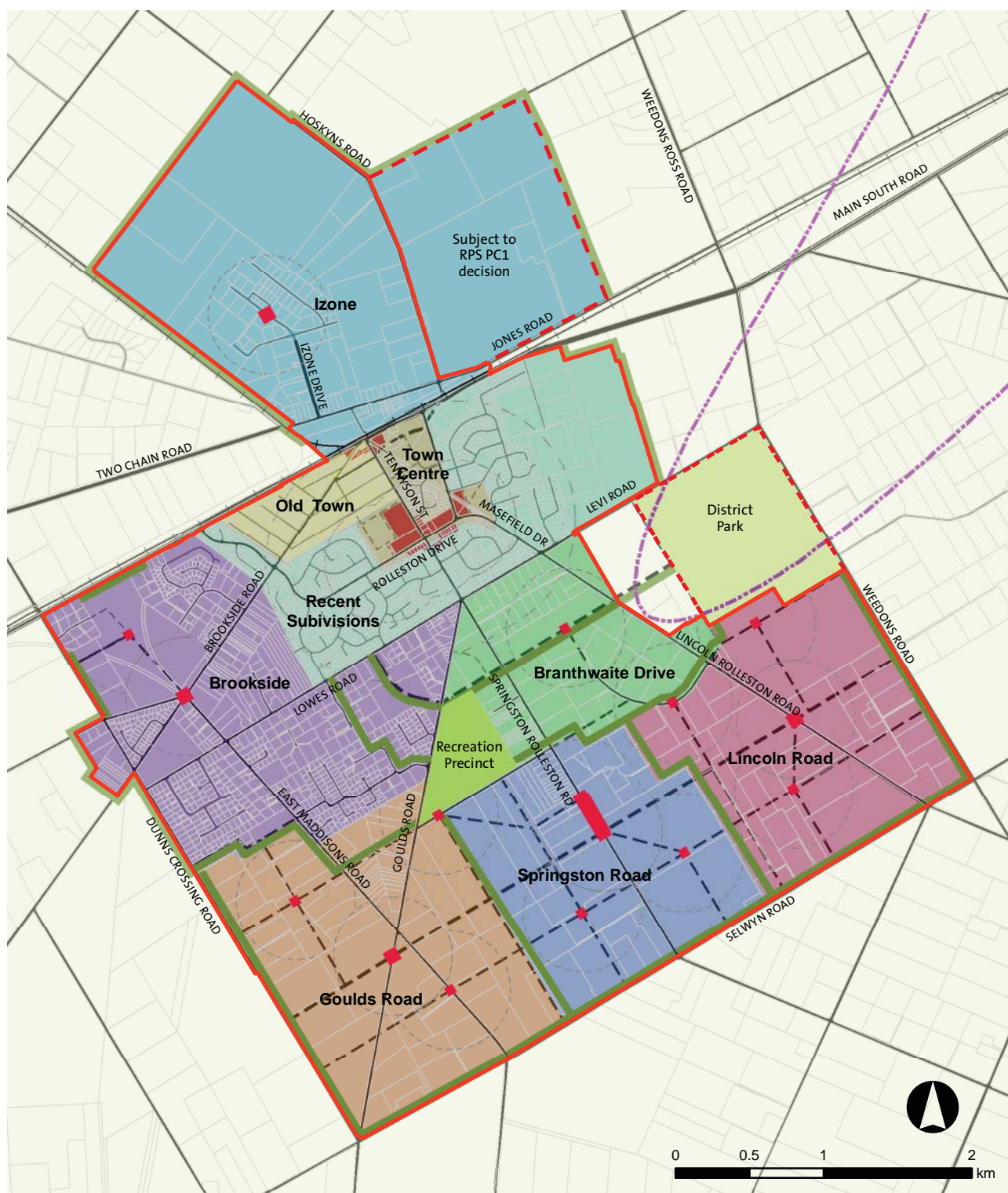
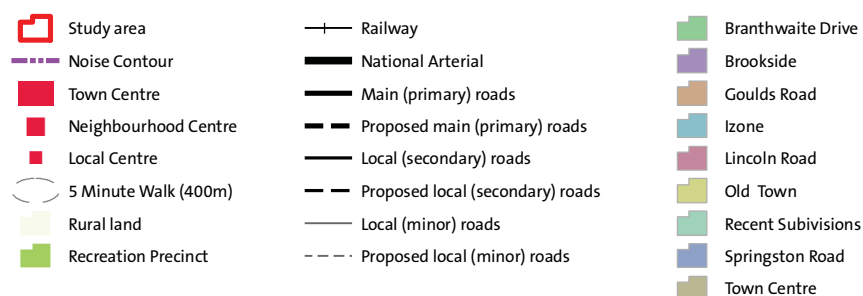


Figure 4.3: Key Neighbourhoods of Rolleston



# 4.3 Structure Plan Staging

Staging of the Structure Plan is based on the following expectations:

- Encourage the growth of the Town Centre and neighbourhood centres in a logical manner, allowing continuity of social, employment and retail functions within the Town Centre, with the whole Rolleston township growing and developing in a coordinated way
- Plan for greenfield residential development to occur in a way that encourages neighbourhoods to consolidate around centres and which initially supports the development of the Recreational Precinct.
- In the first stage, provide for greenfield development to grow in a south-westerly direction, between Goulds Road and adjoining existing Living zoned land to the east
- At the same time, provide for greenfield development in other areas closest to the existing town centre
- In the next stage, provide for the ongoing development of greenfield land to the south-west, filling out the remaining neighbourhood and providing other facilities to complement the ‘centres’ – such as an additional primary school
- Residential development can then proceed from the south-western quadrant in an easterly direction, consolidating around the Springston-Rolleston Road corridor
- Move in the longer term to the south-eastern neighbourhood around Lincoln-Rolleston Road, this also includes the longer term development of properties in the Branthwaite Drive area
- Ensure that there is a reasonable spread of comprehensive, medium and low residential density land available at each stage.
- Ensure that there are different land ownerships available in each stage so that there is competition and the avoidance of land banking.
- Ensure the provision of infrastructural services (roading, stormwater, water, wastewater, power ,etc) in a logical, efficient, and cost effective manner
- Ensure that facilities such as schools are distributed throughout the new township and coordinated in advance of residential growth stages.
- Note that existing vacant Living 1 zoned land may be developed at any time, subject to servicing requirements. Developers supplying more or less of this land to the market may influence the rate of uptake of sections in greenfield sites.
- Furthermore, existing Living 2 zoned land may be further intensified at such future times as are currently defined in the zoning rules. Again, this may affect the uptake rate of greenfield land.
- The staging of residential development over time, excluding the development of existing Living 1 and Living 2 zones, is summarised in the following table and accompanying map.

Table 4.1: Proposed Residential Staging

Residential Development Stage	Description	ODP or Growth Pocket Descriptions	Area (Hectares)	Comments
Stage 1: 2007 - 2016	Short term	SR3, 4, 6 and 7		Includes Recreational precinct, High School
Stage 2A: 2017 - 2026	Medium term	SR5, 9, 10,		
Stage 2B: 2027 - 2041	Medium term	SR11, 12a		
Stage 3: 2041 - 2075	Long term	SR8, 12b 13, 14, 15		

A map showing the proposed residential staging is provided in Figure: 4.4



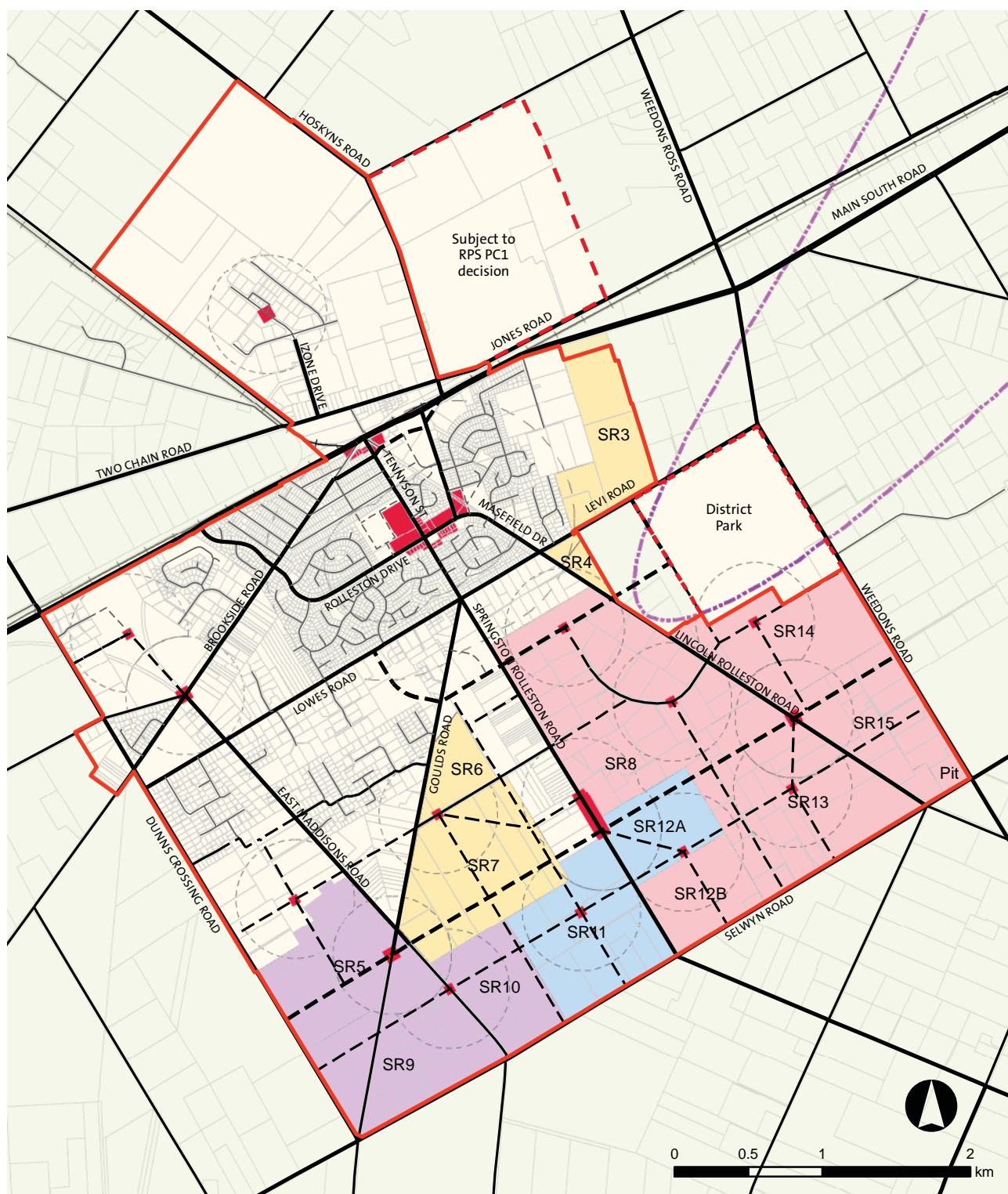


Figure 4.4: Staging of Greenfield Residential Development

