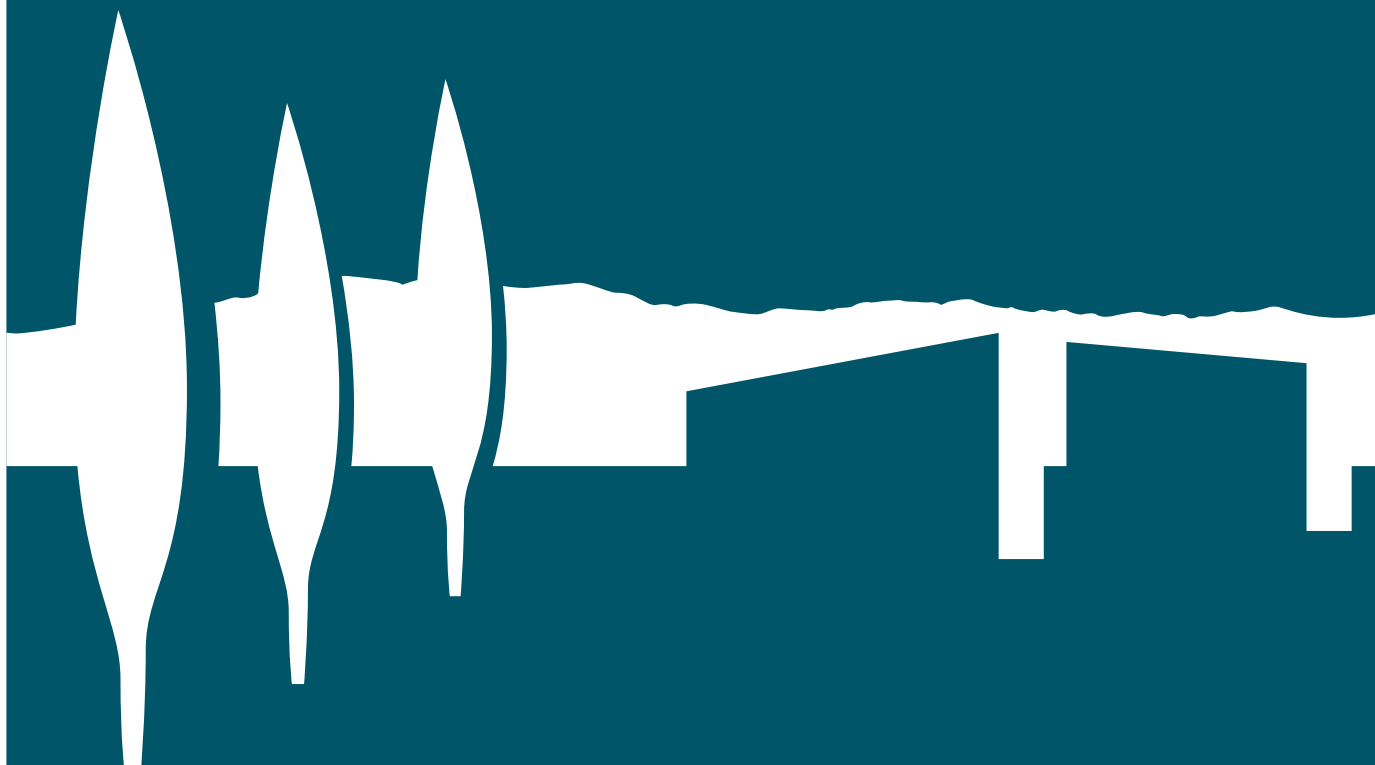


5.0

Centre Strategy



5.1 Introduction

A centre strategy is an important element in the overall development of Rolleston. It is essential that the population increase earmarked for the town is distributed in an appropriate way and considers the needs and activities of current and future residents and businesses. This section focuses on the centre strategy (eg improving the town centre, neighbourhood centres and local centres) and describes the options explored and preferred strategies, including an outline of their key elements.

5.2 Previous Public Consultation

In February 2009, the Council released the Rolleston Town Centre Discussion Document. This was accompanied by a public consultation brochure containing nine high level town centre options and sought to gain an understanding of community views. The brochure was distributed to the existing residents of Rolleston to survey the perceptions the community had towards Rolleston's town centre, residents' priorities in locating a town centre and the role of supporting neighbourhood and local centres. The outputs of this consultation are discussed throughout this section.



Figure 5.1: Town Centre Consultation Brochure

5.3 Hierarchy and definitions of town centre, neighbourhood centres and local centres

The Structure Plan aims to establish a legible urban hierarchy, where the town centre and larger neighbourhood centres are located on primary movement routes (main roads). Smaller local centres would be accessed and serviced by a network of secondary routes (local roads).

The town centre is the principal centre of the hierarchy and is designated a 'Key Activity Centre' in the RPS - PC1 as defined below.

'Key Activity Centres: Key existing commercial/business centres identified as focal points for employment and the transport network and suitable for more intensive mixed-use development. These centres are intended to:

- *provide for the facilities and services necessary to support the planned community, and*
- *encourage economic and business activity and interaction, and broaden the mix of uses appropriate to the centre, including high density residential provision within and adjoining the Key Activity Centre, and*
- *provide major focal points for the community, and*
- *support the development of the principal public transport and cycling networks and the ability to change transport modes, and*
- *encourage pedestrian access to and within these centres.'*

The town centre is anticipated to provide a wide range of facilities and services and act as a focus for the local community. It provides for both employment and living opportunities and would have a combination of commercial and community activities, resulting in a mix of land uses. It should also include a combination of high quality landmark buildings of cultural and civic significance, as well as smaller intensively used public spaces. Its physical form, intended to be mainly street

based, and mix of functions makes the town centre different from a shopping mall and provides much of its character and identity. It should also have a high level of accessibility for all the community with pleasant walkable streets and strong public transport connections.

Town centres are typically supported by multiple (two or more) neighbourhood centres, the second tier of the hierarchy. These centres cater for day-to-day needs within comfortable walking distance of residential areas and can

vary in size, but provide a small range of shops, eateries and other small business spaces.

The third tier, local centres, generally comprise either a few shops or community facilities (eg bus stop or open space) and are located on secondary movement routes, which link the fringe residential areas with each neighbourhood centre.

The town centre and neighbourhood and local centres are discussed in greater detail in sections 5.9 and 5.11 respectively.

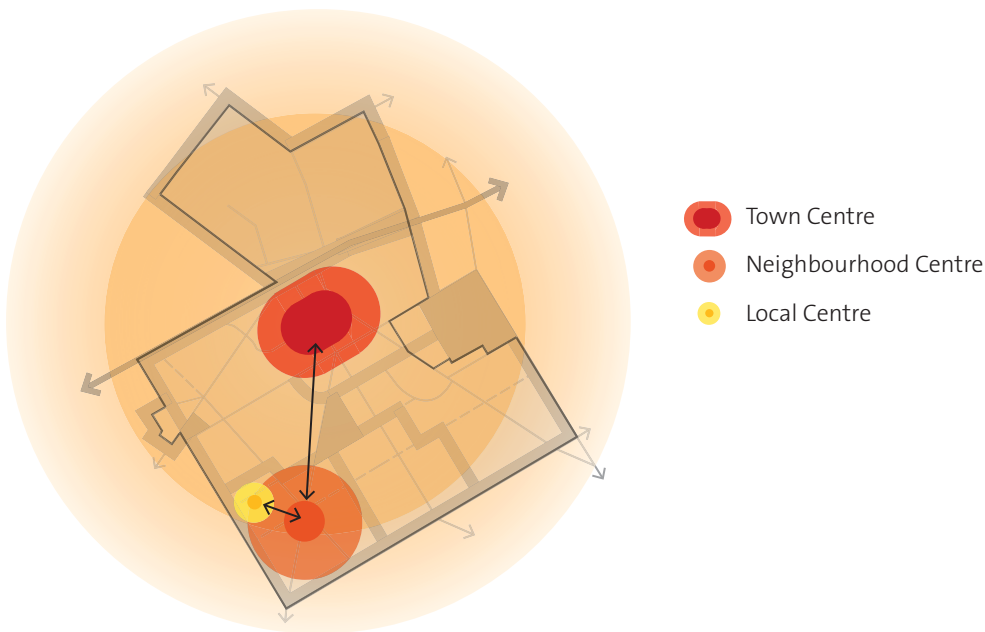


Figure 5.2: Indicative Urban Hierarchy (centres and catchments)

5.4 Retail Assessments

Retail is one of the primary elements within a town centre; however a number of complementary uses should also be accommodated (eg community and civic facilities). Two independent retail assessments have been undertaken for Rolleston by Property Economics Ltd and Livingstones Ltd. These assessments are explained in detail in the Town Centre Discussion Document. For the purposes of the Structure Plan, Council has adopted the Livingstones' assessment targeting a sustainable net floor space of 35,000 m² or gross land area of 10.5 ha for retail in Rolleston up to 2041 (this is based on a population of 20,000).

Based on the adopted retail assessment, the table below shows a summary of the existing business land and net floor space of the retail units operating in Rolleston, potential further development within the Town Centre and opportunities for creating further Neighbourhood Centres:

Please note from the table that:

1. For the purposes of the Structure Plan the retail definition used by Statistics New Zealand has been used, which includes bars/pubs but excludes veterinary services and medical centres.
2. An assumption that the gross land area requirement is three times the net floor space has been applied. This gross land area includes staff and customer parking, landscaping and other such areas.

Based on the above net floor space data, there is a surplus of 5,400 m² of retail floor space, which the Structure Plan is suggesting could be used for the development of 3 new neighbourhood centres to be completed by 2041.

The amount of retail land required within Rolleston is dependent on the amount of customer spend the town is able to retain and the rate of population growth. Requirements for retail land will be regularly reviewed by Council through updates to the independent retail assessments undertaken. The first of these reviews will coincide with the first review of the Structure Plan.

Table 5 1: Current Retail Area Provision in Rolleston

	Net Floor Space	Gross Land (ha)
Existing Retail within the Town Centre ²	7,818 m ²	2.64 ha
Existing Neighbourhood Centre	1,200 m ²	1.25 ha
Potential further development within the Town Centre ³	20,282 m ²	5.45 ha
Total Retail Space / Land in Rolleston	29,300 m²	9.35 ha
Retail Assessment	35,000 m²	10.5 ha
Potential land available for retail within proposed neighbourhood centres	5,400 m ²	1.62 ha

¹ Calculated by AECOM using GIS

² SDC Rolleston Retail Audit 2008

³ Estimated

5.5 Guidelines for Location of Centres

Several guidelines were established to direct the development of centre strategy options and these are listed below:

Ease of Movement

- 1) Centrally located to population
- 2) Location matched to surrounding higher density/ intensive land uses
- 3) Connected to multiple local and district-wide routes (including links to Izone)
- 4) Facilitates efficient public transport services and interchanges
- 5) Potential for small block patterns around urban centre
- 6) Potential for a consolidated urban centre to reduce reliance on cars

Land Use Mix

- 1) Supported by a hierarchy of neighbourhood and/or local centres
- 2) Opportunities for a range of land use types (including public open space and transport infrastructure)
- 3) Proximity to existing and proposed community facilities that maximises opportunities for co-location
- 4) Compatibility with existing adjacent land uses and potential to buffer non-complementary activities
- 5) Potential to create a high quality open space for intensive use

Environment and Health

- 1) Integrated into open space and waterway networks
- 2) Protection and enhancement of existing natural / character features
- 3) Adequate public open space provision
- 4) Ability to provide good aspect and orientation of public spaces

Character and Identity

- 1) Recognisable focal point for locals and visitors
- 2) Integrates established areas with the new areas of Rolleston
- 3) Protects and enhances existing character features
- 4) Provides publicly accessible spaces for community gathering

Economically Viable

- 1) Located to benefit from passing trade and local users
- 2) Balances existing / initial capital investment with ability to adapt to changing needs
- 3) Utilises existing and proposed infrastructure
- 4) Contiguous areas of land available for establishment and future expansion

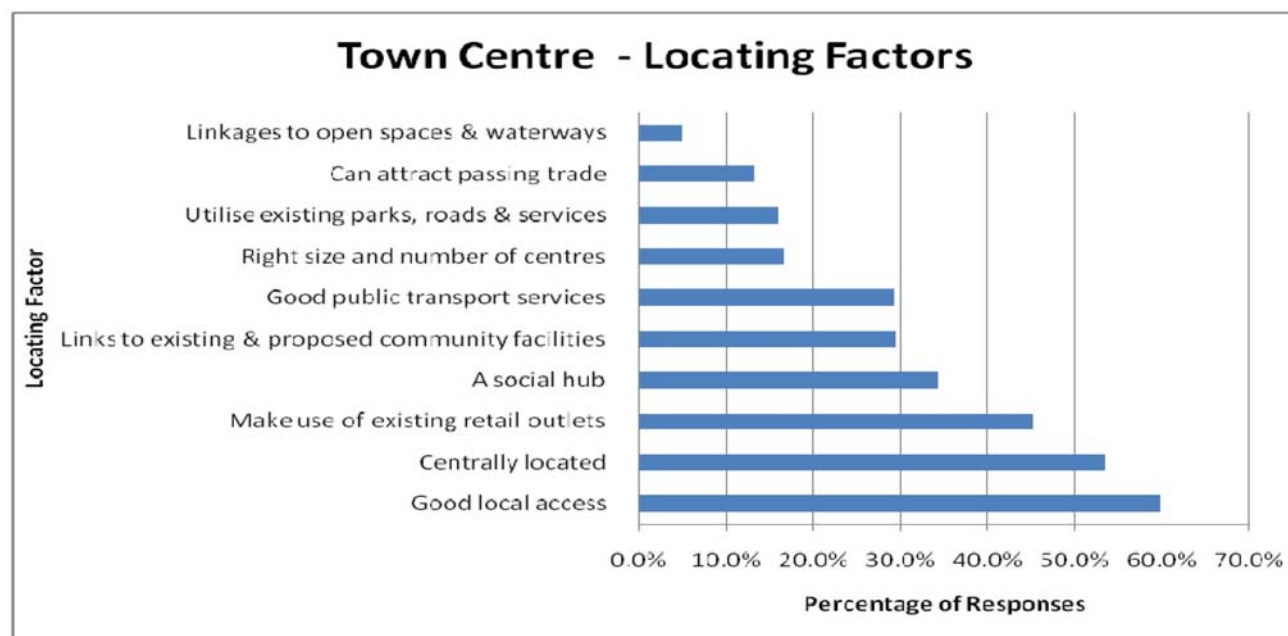
Staging

- 1) Ability to redevelop, retrofit or relocate existing facilities
- 2) Capacity to expand incrementally to meet needs of community
- 3) Potential to stage the provision of services in a well managed way
- 4) Space to allow for growth, allocating land for future needs

5.6 Developing Centre Strategy Options

5.6.1 PUBLIC CONSULTATION

As part of the public consultation brochure, the community was asked what factors it considered most important when determining the location of the town centre. The following views were expressed:



The responses showed that the community felt that the town centre for Rolleston should have good access, be centrally located and make use of the existing retail outlets. The desire by the existing community to make use of the current town centre and other outlets was felt to be significant and identified that relocation of the town centre was not a highly favoured option.

The results from the consultation show that the existing community of Rolleston preferred that the existing town centre be expanded within its current location, supported

by a network of neighbourhood centres; this is shown by the selection of Option 4 by a majority of 51% of respondents. The next most desired option, the creation of two linked town centres with the support of several smaller neighbourhood centres was selected by 17% of respondents (Option 8). The third most popular selection with 15% of responses was one large town centre to the south of the existing town centre with no supporting neighbourhood centres (Option 3).

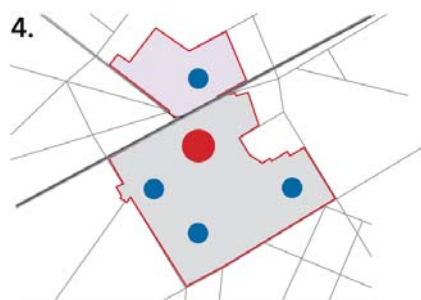


Figure 5.4:
Public Consultation
Brochure Option 4

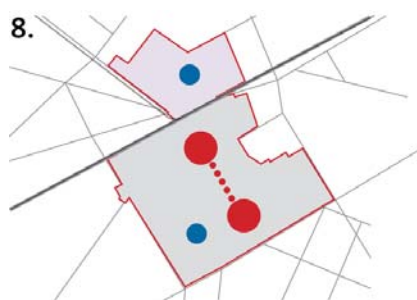


Figure 5.5:
Public Consultation
Brochure Option 8

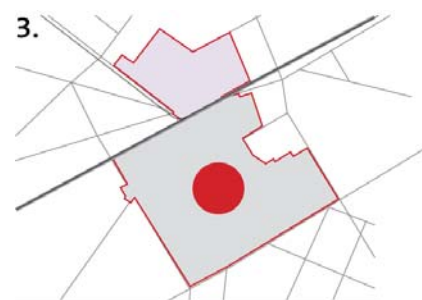


Figure 5.6:
Public Consultation
Brochure Option 3

The feedback from the public provided guidance for the development of the Structure Plan, but this has been balanced by expert advice and consideration of the needs of future residents who could not be surveyed.

Using the guidelines in section 5.5, the overall approach in developing a centre strategy for Rolleston firstly considered the regional context (see Figure 5.7a), which prioritised the establishment of strong links between Rolleston and key destinations throughout and around the district. Furthermore, a sense of arrival to Rolleston is important and this is reflected in the strategy through recognising important gateways into Rolleston and utilising existing rural roads as focus for growth (see Figure 5.7b).

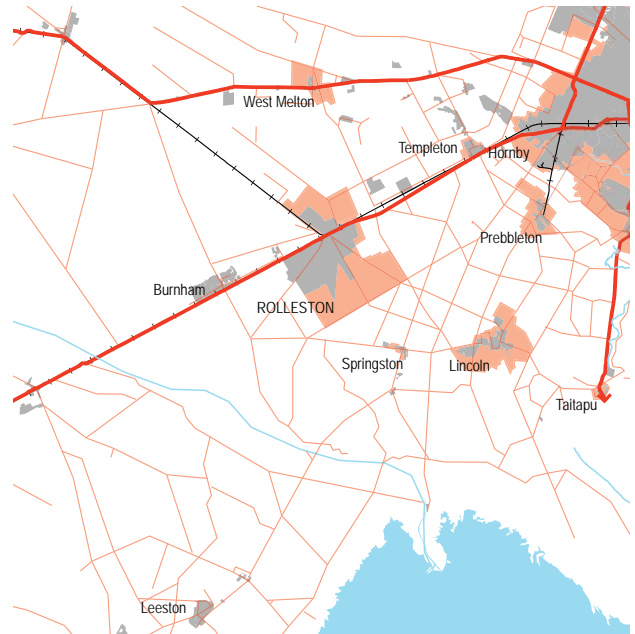


Figure 5.7a: Key Nodes & Routes

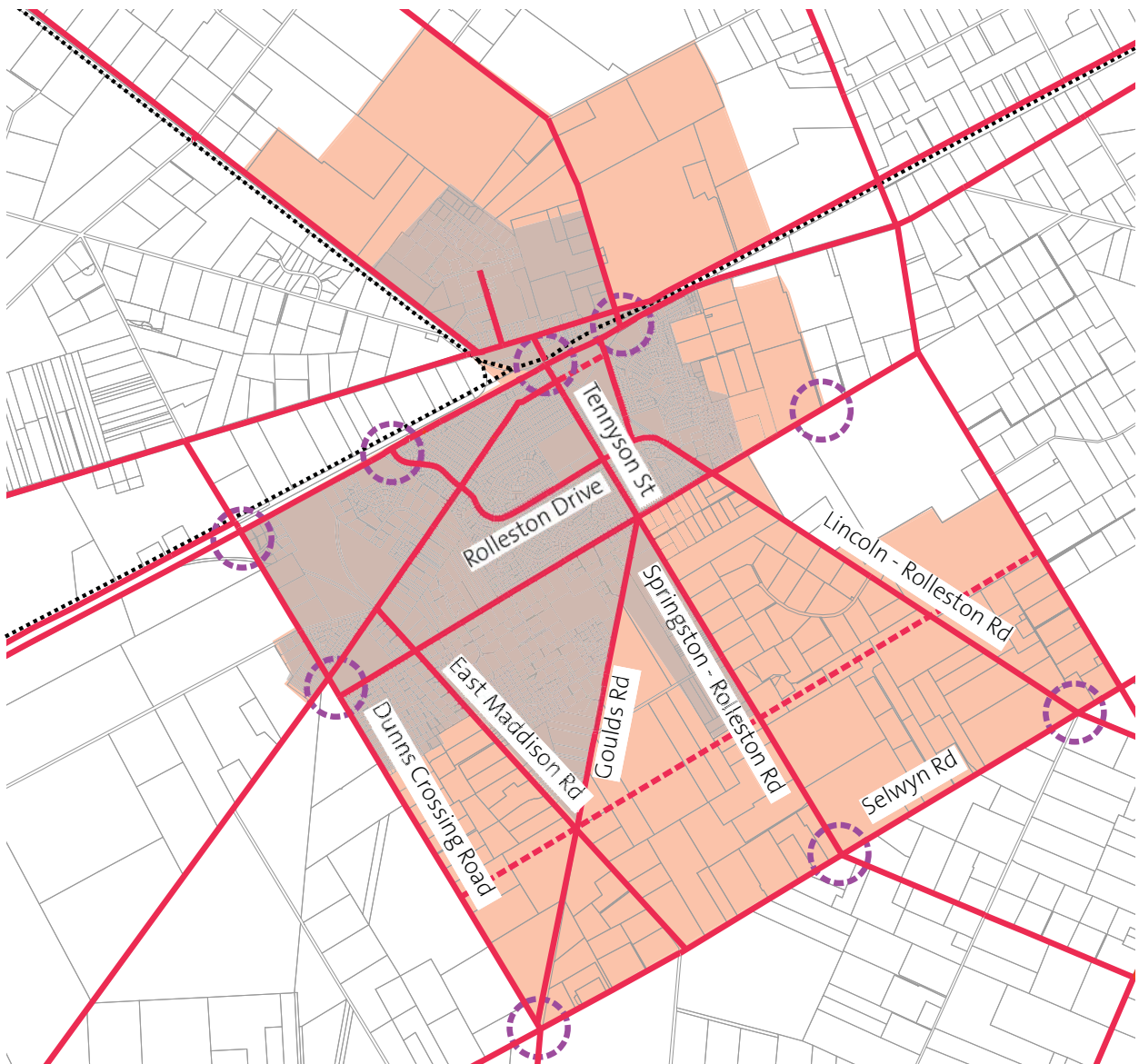


Figure 5.7b: Key Nodes and Routes

Three potential centre strategy options were developed based on Option 4 from the consultation brochure (see Figure 6-7), which assumes the town centre remains in its current location. These have also been identified as, the 'Segmented', 'Two Half' and 'Triangle' approaches. Each of

the options explored key issues, such as the distribution, scale and sequencing of neighbourhood centres, considerations of housing densities, walkable catchments and distribution of open space, which could then inform the location of local centres.

5.6.2 THE SEGMENTED OPTION

Neighbourhood centres distributed on the key routes into Rolleston were the core of this option. This approach facilitates a public transport circuit between the town centre and its supporting neighbourhood centres with one additional cross link between them. Higher densities of housing would be located within comfortable walking distance of the centres and along the public transport routes. Green corridors would define the four neighbourhood centres allowing them to develop their own distinctive identity.

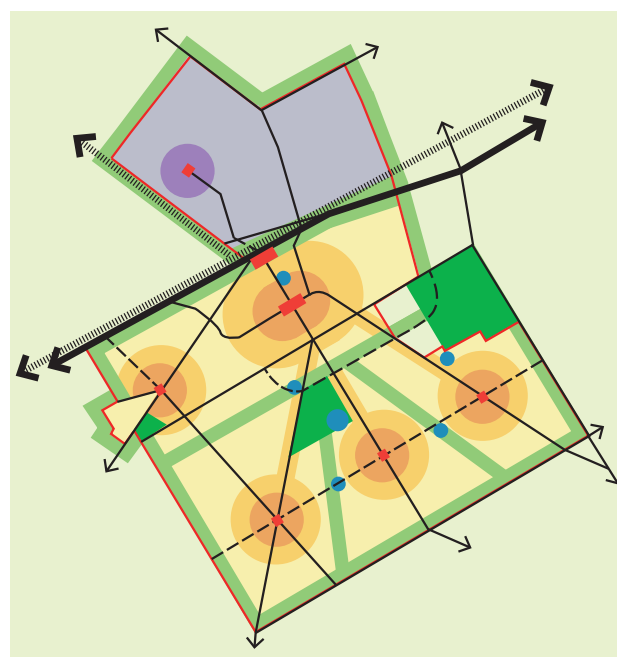


Figure 5.8 Segmented Approach

Advantages

- Minimises competition with the town centre by allowing a smaller scale of local retail provision to coexist
- More neighbourhood centres in closer proximity to surrounding residents and a better balance of local centres across Greenfield areas
- More scope to regenerate older areas due to a broader spread of retail space across the town
- Better sequencing of development by allowing complete centres to develop more evenly with residential growth.

Disadvantages

- Less opportunity to provide a range of retail or a community facility in each neighbourhood centre
- Smaller centres on primary routes leading to the town centre may impact trade 'caught' from those travelling from the wider district
- Requires greatest infill and intensification of existing lower density subdivisions south of Lowes and Levi Roads and around Braithwaite Drive to establish strong connections / corridor to the town centre.

5.6.3 THE TWO HALVES OPTION

A larger neighbourhood centre on the Springston-Rolleston Road to the south of the current town centre supported by smaller neighbourhood centres either side is presented in this option. The existing town centre and the new centres to the south are separated by a green corridor of open spaces and lower density residential, giving the impression of a 'new town'. The schools would be located in this area adjacent to proposed sports pitches within the recreational precinct. A central higher density residential corridor along Springston-Rolleston Road would be a key link to the neighbourhood centres.

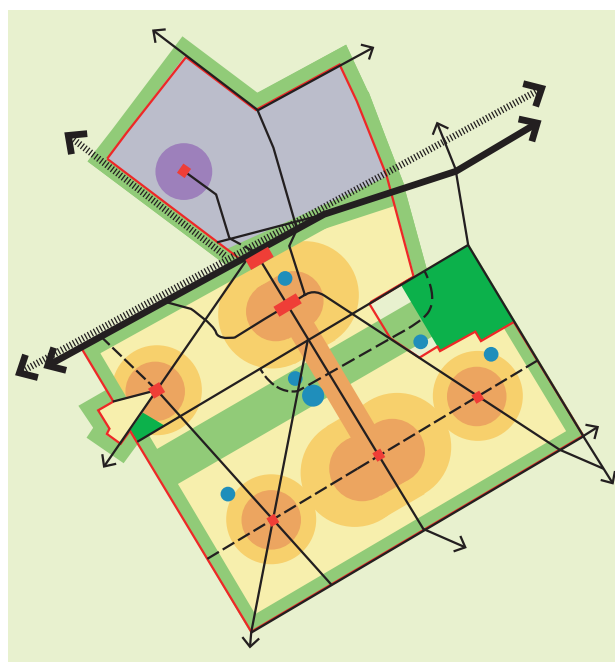


Figure 5.9 Two Halves Approach

Advantages

- Larger neighbourhood centre central to the future population in the south of the township's urban limit with a strong link to the existing town centre
- Greater opportunity to provide a range of retail and community facilities in a large neighbourhood centre in the south, which closely serves the residential growth areas and existing rural areas to the south.
- Larger green corridor central to the old and new parts of the township that links together the three large reserves of the town (i.e. Brookside Park, Recreational Precinct and 100 ha Regional/District Park)
- Largely accommodates existing lower density subdivisions south of Lowes and Levi Roads

Disadvantages

- The large green corridor through the centre of the town may segregate the new town from the old town, making it difficult to establish a broad sense of community (e.g. 'us and them').
- Potential creation of a large neighbourhood centre, which may impact on the viability of the existing town centre and split the town's community focus or 'heart' in two.
- May 'catch' most of the potential visitors to the town centre arriving from Lincoln and rural areas in the south
- Difficult to sequence the development of the larger neighbourhood centre, due to the influence of existing lower density subdivisions

5.6.4 THE TRIANGLE OPTION

Two larger neighbourhood centres on Lincoln-Rolleston Road and Goulds Road, which create the form of a triangle with the town centre in the north. Higher densities would be located within walking distance of these centres and along routes from neighbourhood centres to the town centre. Springston-Rolleston Road would form a green route / boulevard to the town centre in contrast to the more urban approaches either side.

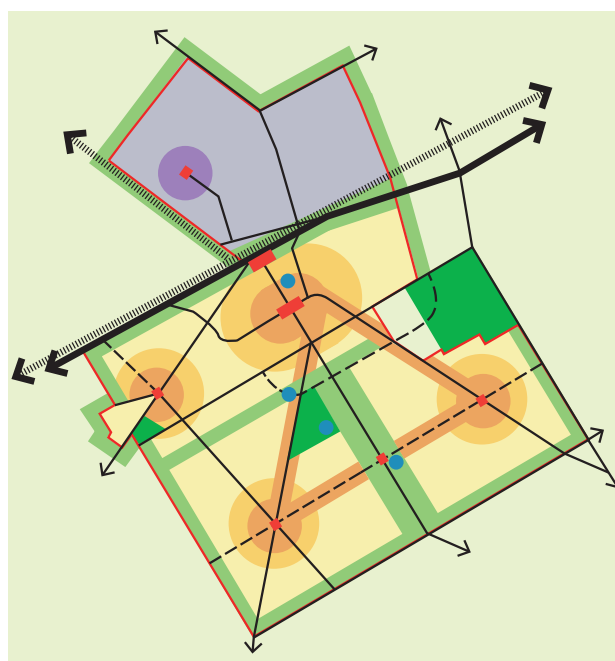


Figure 5.10 Triangle Approach

Advantages

- Direct route to the town centre from the south without passing through a neighbourhood centre
- Some opportunity to provide a range of retail and community facilities in each neighbourhood centre.
- Good connectivity between neighbourhood centres and town centre
- Broad green corridors clearly define each centre and associated residential catchments
- Could partially accommodate existing lower density subdivisions south of Lowes and Levi Roads

Disadvantages

- Larger neighbourhood centres may impact on the viability of the town centre
- May result in three distinct parts of the township with a reduced sense of community
- Potential for some future residents to be far from neighbourhood centres with greater reliance on the provision of local centres
- Difficult to sequence the development of larger neighbourhood centres, due to the influence of existing lower density subdivisions and the need for greater cooperation between developments

5.7 Preferred Option

The guidelines listed in Section 5.5 were again utilised in the assessment of all three options.

Following detailed population calculations and phasing of land development within the urban limit, the segmented approach was chosen as the preferred option and has been developed further through the structure planning process. However, there is potential to eventually develop a larger neighbourhood centre on Springston-Rolleston Road over the long term as shown in the Two Halves approach.

The segmented approach spreads the neighbourhood centres more equitably throughout the growth areas and the scale of centres reflects the predicted retail capacity and competition concerns outlined in the retail report prepared for the town. The finer distribution of neighbourhood centres, close to the likely spread of residential population, is more efficient for staging and coordination of developers. The neighbourhood centres

are located on primary routes to allow for ease of access between the centres with an additional network of secondary routes sustaining the centre through local movements. This provides for good accessibility by walking and cycling, while not compromising a potential public transport circuit route between each neighbourhood centre and the larger town centre. Visible neighbourhood centres on primary routes capture passing trade from people travelling to / from key destinations, both within and outside the town.

Local centres further support each neighbourhood centre with some intended overlap in catchments. A local centre close to the recreational precinct is considered necessary to serve a dual function, covering both the needs of its residential catchment and the associated community facilities, particularly the proposed sports stadium/ swimming pool complex and high school.

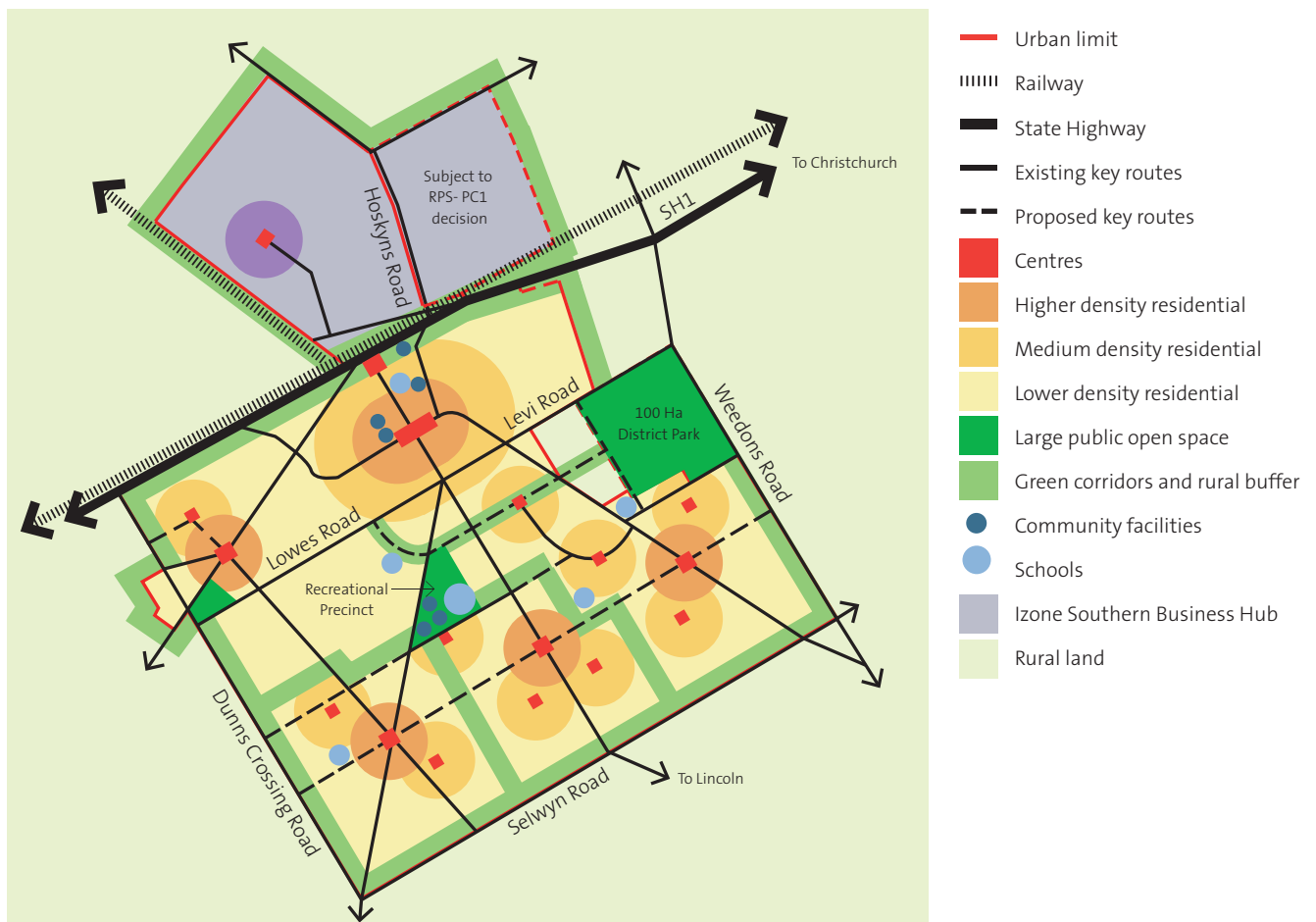


Figure 5.11: Proposed Rolleston Structure Plan Diagram

5.8 Development of the Existing Town Centre

As part of the overall centre strategy, the existing town centre was examined in greater detail, mainly relating to a number of existing constraints within the older parts of Rolleston. These issues are explored below and set the context for its future improvement.

5.8.1 ISSUES WITH THE CURRENT TOWN CENTRE

An inventory of the current provisions within the town centre is listed in Section 6.4. There are a number of issues with the configuration and usage of the current town centre. These are listed below.

Strengths:

- Located at the focus of two regionally integrated rural roads, close to the State Highway and inner ring road of Rolleston Drive with the potential to serve the district and local residents
- It is close to Izone, a potential employment hub and source of daytime activity
- The primary school is located at the edge of the town centre, yet within a walkable distance.
- There is an established supermarket anchor
- The library / community centre is located within the town centre as the basis for a cultural precinct.
- The civic functions of Selwyn District Council's HQ are in close proximity, employing a large number of staff
- The reserve is underdeveloped and could be more comprehensively and intensively used as a feature of the town centre
- Greenways through reserves provide alternative routes to walk into the town centre (although no formal paths currently exist)
- There is available land in key locations for potential refocusing of town centre activities
- Landowners have been willing to engage in consultation regarding the town centre's development



Figure 5.12: Existing Land Use Rolleston Town Centre

Weaknesses:

- Poorly integrated local routes, where surrounding subdivisions are poorly connected to the town centre and each other
- Lacks coherence, with individual retail developments not well integrated together
- A poor mix of uses with a lack of higher density residential, commercial offices etc
- Developments are set back deeply within sites behind car parking or turn their back on adjacent streets and public open space
- Most developments are car-based where people are not encouraged to walk within the town centre and crossings between retail developments are perceived as unsafe by the public
- Stark transition between lower residential densities and more intensive town centre activities
- Clock tower reserve is under utilised and poorly overlooked due to lack of edge activity and poor access
- Lack of identifiable heart or community gathering place
- Little use of north facing aspects

Each of these issues was/will be? considered when developing town centre options and choosing a preferred approach.



5.8.2 INVENTORY/ RECOMMENDED RETAIL PROVISION

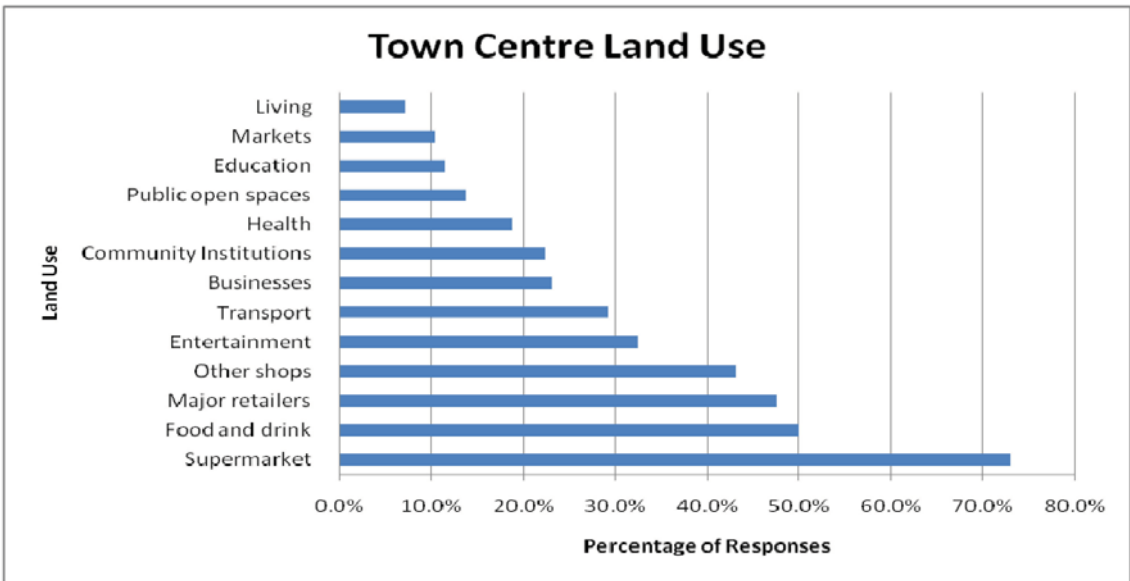
The following facilities could be contained in a mixed use town centre to promote greater vitality and an identifiable character.

- Supermarket and grocery stores
- Major retailers (department stores)
- Other shops (fashion, books, hairdressers, appliances)
- Market (farmers market, arts and crafts)
- Business / Offices
- Community institutions (library, art gallery, churches)
- Living (residential, visitor accommodation)
- Education (primary school, childcare)
- Health care (doctor, physiotherapist, dentist)
- Entertainment & leisure (botanic gardens, cinema)
- Food and drink (restaurants, cafes, pubs)
- Public open spaces (squares, parks, playgrounds)

- Public transport (bus interchanges, park and ride, railway station)

A vibrant town centre has a mix of uses which contain some or all of the above. The Structure Plan encourages this to supplement the retail and community facilities currently provided in the town centre. Some rely on Council but others will have to be delivered through private investment based on market demand. The Council could have a role in facilitating these.

The results of the public consultation feedback illustrated that the public prioritised retail as the most desired land use within the town centre; 'supermarket', 'major retailers' and 'other shops' were within the top five priorities. 'Food and drink' and 'entertainment' also featured prominently within the desired town centre. The results are shown below:



5.9 Town Centre Options

Three potential town centre options were developed, namely the 'Rolleston Reserve Core', 'Masfield Drive Core' and 'Rolleston High Street'. The main consideration guiding these approaches was to provide an holistic, mixed use centre with a community focus (i.e. town 'heart') by integrating an expanded Civic Precinct (i.e. SDC Headquarters and proposed park'n'ride and business development unit) and Cultural Precinct (e.g. community centre/ library/art gallery) with the other retail parts of the town centre.

Furthermore, it is proposed that a specialist local service centre be provided adjacent to the State Highway at the end of Tennyson Street, to accompany the existing BP service station and proposed park'n'ride facility. This would be located between Byron Street and the proposed slip lane off the highway. This would give the potential for a higher profile 'address' to the town, provided its design is of a high enough quality and adequately managed (i.e. signage, rubbish, etc) over the long term.

The three town centre options investigated are described below:

5.9.1 ROLLESTON RESERVE CORE

This town centre option builds on the present location of the supermarket to create a mixed use core on the adjacent Rolleston Reserve land. This option would seek to redistribute undeveloped land from the most northern parts of the Business 1 zone, opposite Rolleston Drive, to parts of Rolleston reserve along Tennyson Street and backing onto the Supermarket. This new consolidated core could comprise small scale retail, entertainment uses, food and drink outlets, commercial office space and social services, which would complement the larger anchor store and nearby community facilities. This core would have a northern and western aspect opening onto an improved reserve (see Open Space Section Insert number). An upgraded Tennyson Street would be traffic-calmed between Rolleston Drive and the primary school, with new movement connections into it from the new core. Other edges of the reserve which are currently poorly treated would be lined with higher density living overlooking the space. A central town square, to be used for gathering and community events, would also be incorporated or Clock Tower Reserve would be upgraded.

To support the existing retail along the northern edge of Rolleston Drive, a new, second anchor store would be encouraged at the opposite end of the town centre near the current Rolleston Square, preferably on the north west end of Rolleston Drive.

This approach clearly shifts the focus of the town centre onto Tennyson Street, which has direct links to future growth areas, including the proposed Recreational Precinct and neighbourhood centres in the south of the town. In the north, it has direct links to the primary school, highway service centre and Izone, via a proposed pedestrian overpass. With the addition of several new movement connections (e.g.. Byron Street), it would also encourage a link to the existing SDC Headquarters and the proposed park'n'ride facility.



Figure 5.13: Rolleston Reserve Core

Advantages

- Opportunity to use the Council owned reserve land as a catalyst to consolidate town centre activities around the existing supermarket and community facilities
- Strengthens the north/south orientation of the town centre and recognises future linking role of Tennyson Street to Izone and southern growth areas
- Brings the primary school and SDC Headquarters closer to the core of the town centre
- Town centre is closely integrated with Rolleston reserve activities
- Retail anchors remain easily accessible to vehicles off Rolleston Drive

Disadvantages

- Large parts of the reserve will be redeveloped for town centre and living uses
- Town centre may compete more with local neighbourhood shops on Brookside Road
- Only left-in, left-out movements will be possible at the Tennyson Street junction to State Highway, potentially isolating the core from some passing trade.
- Town centre core further away from Izone vehicle link
- Rolleston Drive and Clock Tower reserve remain on the edge of town centre activities.

5.9.2 MASEFIELD DRIVE CORE

This town centre option places the focus of a consolidated mixed use town centre based on the proposed Masefield Mall land east of Rolleston Drive, a currently undeveloped part of the Business 1 zone. This new consolidated core could comprise small scale retail, entertainment uses, food and drink outlets, commercial office space and social services, which could complement a new anchor store on the same site. A central town square, to be used for gathering and community events, would also be incorporated.

Links to the primary school and SDC Headquarters and the park'n'ride facility would be encouraged via Rolleston Drive. The existing supermarket would remain as an anchor at the southern end of the existing strip of retail along Rolleston Drive, with the current community centre beyond.

Most of the currently poorly-treated edges of the reserve would continue to be lined with higher density living overlooking the space with better vehicle access provided. This would still reduce the size of the Rolleston Reserve land, but not as much as the previous option.



Figure 5.14: Masefield Drive Core

Advantages

- Opportunity to use undeveloped Business 1 zone land as a catalyst to consolidate town centre activities, providing developers are willing to cooperate with master planning initiatives
- Town centre core closer to Izone via vehicle link
- Bring primary school and SDC Headquarters closer to town centre via Rolleston Drive
- More opportunity for existing local shops on Brookside Road to service the older parts of the town.
- Strong links to one neighbourhood centre (in later phase / post RPS) and Lincoln township via Rolleston-Lincoln Road
- Retail anchors remain easily accessible to vehicles off Rolleston Drive

Disadvantages

- Focus of town centre located away from Tennyson Street and early stages of growth in south east.
- Town centre core is more isolated from reserve activities and community facilities that could be potential popular destination, if upgraded
- The larger area of reserve land continues to limit the potential population density within a comfortable walking catchment to the town centre.
- Rolleston Drive and Clock Tower Reserve remain on edge of town centre activities

5.9.3 ROLLESTON HIGH STREET

This option focuses on Rolleston Drive as a 'High Street'. It uses a 'dumb-bell' approach with an anchor at each end of the high street to create the opportunity for greater footfall in between. Anchors (retail or community) define the entrances to the town centre and associated parking areas could be provided to allowing a more pedestrian-based high street for smaller scale retail in between. Rolleston Drive would be upgraded to provide an east/west orientated high street. Retail and a mix of other complementary uses would be encouraged to line either side. The Clock Tower Reserve could be upgraded to more effectively cater for gathering and community events as the heart of the town. To achieve this, existing undeveloped Business 1 land on the Masfield Mall site would need to be relocated to the south side of Rolleston Drive with existing residential uses gradually phased out.

As with the Masfield Drive Core option, most of the currently poorly-treated edges of the reserve would continue to be lined with higher density living overlooking the space with better vehicle access provided. This would still reduce the size of the reserve land, but not as much as the initial option. Further opportunities for higher density living would be provided on the Masfield Mall land.



Figure 5.15: Rolleston High Street

Advantages

- Utilises Rolleston Drive and two key intersections for higher visibility and to capture passing trade.
- Uses most of the existing Business 1 land with the exception of some of the Masfield Mall land.
- Greater inclusion of the Clock Tower Reserve as the community focus of the town centre
- Creation of a 'high street' with street-based retail and extensive north facing facades
- More opportunity for existing local shops on Brookside Road to service the older parts of the town.

Disadvantages

- Weaker links to southern neighbourhood centres with east-west orientation
- Reliance on rezoning some existing residential properties along Rolleston Drive
- Potential heavy reliance on Rolleston Drive, may cause traffic issues
- The larger area of reserve land continues to limit the potential population density within a comfortable walking catchment to the town centre

5.10 PREFERRED TOWN CENTRE OPTION

A hybrid option, using many of the positive elements of the Rolleston Reserve Core and Rolleston High Street approaches, was chosen as the preferred option and developed further.

This was considered the best response to enhance the existing uses, manage poor local connections and make the most of opportunities to consolidate the town centre closer to key routes, community facilities (including Rolleston Reserve) and the existing supermarket anchor.

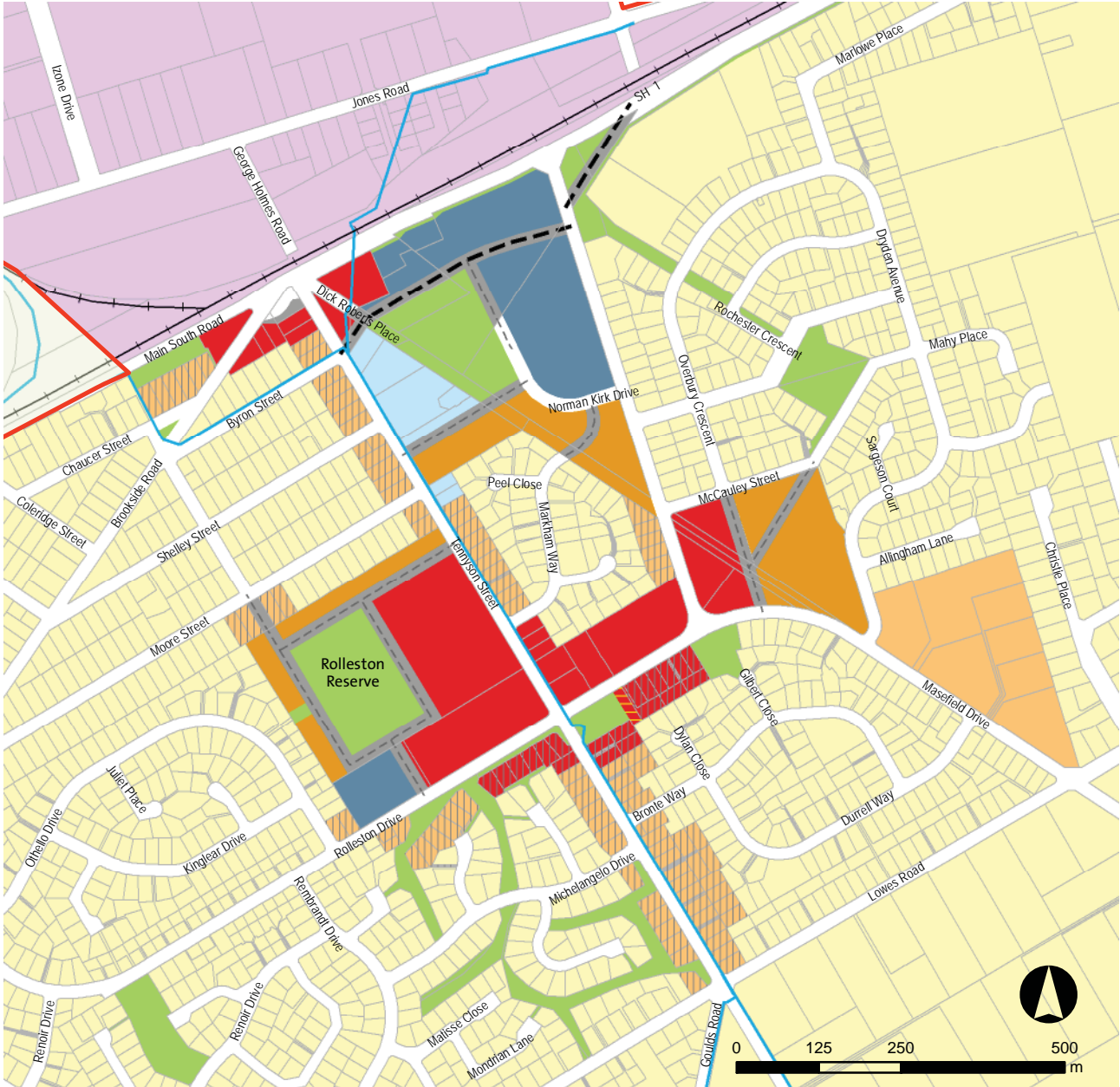


Figure 5.16: Preferred Town Centre Diagram



The main community focus of the town centre will be the Tennyson Street and Rolleston Drive intersection and the Rolleston Reserve. This refocused area will create the heart of the town and allow for gathering and community events. This will be enlivened through providing a mix of uses around its edges and developing on parts of the reserve itself. This will be achieved through a land swap of some of the existing vacant business land (between Rolleston Drive and Masefield Drive), with the existing Rolleston Reserve. Existing sportsfields, currently located on the reserve, will move to the new Recreational Precinct (see section XXX).

The reserve sets the foundations for a future 'High Street' between the Reserve and Rolleston Drive, promoting the dumb-bell approach that utilises anchors at each end of the town centre to create greater footfall in between. A new anchor (retail or community), in addition to the current supermarket, will serve the entrance to the town centre from Lincoln-Rolleston Road. A large area of parking could be concentrated away from the high street activities to service the refocused town centre.

The town centre will be a 'pedestrian priority' area with a streetscape design approach that reflects this. Traffic calming measures (such as permanent narrowing at specific places interspersed with sections of roadside parking) will be accompanied by tree planting to ultimately create a pedestrian-friendly environment whilst maintaining vehicular access.

Adjacent to the existing supermarket, an additional mix of land uses would be placed on part of the Reserve land with the remainder of the reserve containing enhanced open space uses overlooked by higher density living around its edges. This option considers Tennyson Street as another key town centre street. This enables direct pedestrian, cycle and vehicle links along Tennyson Street to future growth areas and the Recreational Precinct in the south and to the primary school, highway service centre, Izone, SDC Headquarters and the park'n'ride facility in the north.

The features of the preferred option of the town centre are:

- Town centre core to be focused on the intersection of Rolleston Drive and Tennyson St, both of which are integrated into key district-wide routes of State Highway 1, Hoskins Road, Lincoln-Rolleston Road and Springston-Rolleston Road.
- A greater north/ south orientation to establish strong links to proposed neighbourhood centres along primary routes
- Rolleston Drive enhanced as a 'high street' with similar upgrade to Tennyson Street
- Part of Rolleston Reserve used for consolidated mixed use town centre, closely linked to existing supermarket. This will be achieved via a land swap with existing vacant Business 1 zone land.
- Retained parts of Rolleston Reserve used to develop a high amenity feature eg botanic garden or town square which will be closely linked to town centre activities
- Undeveloped Business 1 zoned land (part) used for second anchor (e.g. supermarket) and additional housing
- Expands existing community centre into a wider Cultural Precinct, including the proposed addition of a landmark art gallery, town hall and expanded library.
- Remaining underdeveloped areas of the town centre used for higher density living (i.e. comprehensive housing) and community facilities with improved amenities and outlook.
- A specialist highway service centre located at the end of Tennyson Street alongside the state highway. This incorporates the existing BP service station and a park'n'ride public transport interchange accessed off a highway slip road or the Byron Street extension.
- Creates new links, reinforcing original grid pattern where possible, from Tennyson Street to a Civic Precinct comprising SDC Headquarters, Rolleston Primary School and proposed commercial office complex (e.g. business incubator units)
- Provides greater walking, cycling, vehicle linkages to surrounding residential areas through the Rolleston Reserve land.

- A new pedestrian footbridge is planned to connect the Izone Southern Business Hub with the town centre over the State Highway and railway line, providing non-vehicular access that does not currently exist.
- Encourages higher density living around the walkable parts of town centre and future transition of existing housing, particularly along Tennyson Street.
- Enhances north facing aspects of the town centre along the southern edge of Clock Tower Reserve and around the larger Rolleston Reserve land,
- Embraces Clock Tower Reserve as a key open space and better activates its edges.

The town centre concept diagram (Figure 5 16) is a guide to the future development of the town centre. A detailed master plan is recommended to coordinate public and private investment and the future detailed development and management of the centre.

Issues to be considered in the master plan are, inter alia:

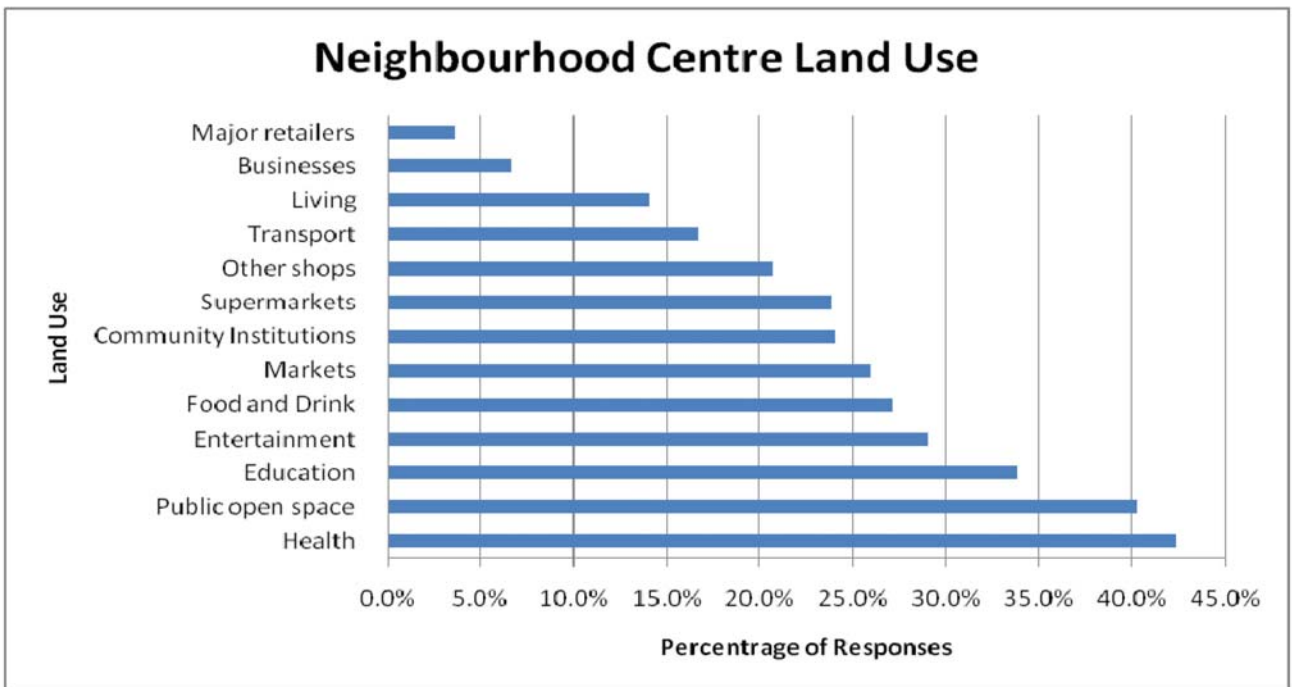
- Catalysts to promote the town centre as a destination and encourage private investment
- Cultural Precinct (e.g. extended library, art gallery etc.)
- Civic Precinct (e.g. Town hall, SDC Headquarters, commercial offices etc.)
- Public open space provision (e.g. reconfiguration of Rolleston Reserve, Clock Tower Reserve, community square, market / event spaces etc.)
- Clarify role of large format stores (e.g. limited number of anchors only, wrapping of smaller scale retail, relationships with public open spaces)
- Integration of existing businesses / features within reconfigured a town centre
- Social service provision (e.g. Work & Income and other Government agencies)
- Highway service centre and relationship to existing local shops and Izone.
- Upgrades of Tennyson Street and Rolleston Drive (including intersections)
- Public transport (e.g. park'n'ride, express bus services, allowance for future commuter rail)
- Parking provision (e.g. location, private/ public ownership, co-location, management)
- Development controls (e.g. mixed use provisions, design and appearance rules, building heights, bulk and mass, public space amenity issues)
- Future proofing town centre growth (e.g. deferred zoning/ flexible and adaptable building design)
- Ongoing management arrangements (e.g. amenity, markets, events, festivals, etc.)
- Monitoring of retail provision

5.11 Neighbourhood and Local Centres

5.11.1 PUBLIC CONSULTATION

The neighbourhood centres are intended to be complementary to the town centre and provide facilities for the immediate residential neighbourhood, but not be at a scale that would compete with the town centre.

Public consultation was undertaken to determine which facilities were most desired within the neighbourhood centres. The preferences were for options focused more on community facilities than on retail facilities. The results are shown below:



Best practice shows that a neighbourhood structure should have the following characteristics:

- 'size and shape generally defined by a five-minute walk from the neighbourhood centre to its perimeter, typically 400m (average residential density 22 dwellings per site hectare) to 450m (average residential density 20 dwellings per site hectare);
- The centre acts as a community focus with a compatible mix of uses, including retail, which provide for a range of daily needs and may include community facilities and urban open spaces such as a small square;
- To assist retail exposure and accessibility, the centre is located on or at the intersection of relatively busy local streets and is served by public transport
- An interconnected street network focused on the centre, and with strong links between the neighbourhood centre and its related town centre, providing good accessibility, route choice and detailing to make walking and cycling pleasant, efficient and safe; and
- A range of residential densities and variety of housing types that increase toward the neighbourhood centre.'

Neighbourhood centres generally would be expected to contain:

- A superette and/or a small groups of shops of a local or specialist nature
- Additional non-retail services, such as childcare and small businesses
- Smaller community facilities and/or social services
- An associated small public open space (ie square or pocket park)
- A distinctive anchor (retail or community facility)

Local centres would be more modest in size and could contain:

- Small shops (e.g. corner dairy)
- Small childcare facilities
- Cafes

A certain level of residential density is required to support neighbourhood centres and associated public transport provision. This is discussed in greater detail in Section 7. However, it is possible that higher living densities (i.e. comprehensive housing) could feasibly be developed in combination with business uses, either vertically or horizontally, as part of a mixed use approach.

Public transport routes should be developed to travel between the town centre and the neighbourhood and local centres as they develop to improve accessibility and movement between the centres.

The total amount of land to be set aside for neighbourhood centres is discussed in Section 6.4. It is anticipated that neighbourhood centres developed in the greenfield areas will be larger than those provided within the existing town. This is due to higher residential densities, improved access and greater ability to coordinate their provision and growth.

The land to be developed beyond 2041 would also be supported by several other neighbourhood centres as illustrated in Error! Reference source not found.. The size of these will be identified later in the town's development, following retail advice and monitoring of existing centres.

A comparative study of other New Zealand towns was undertaken to see what provision is made and how it correlates to Rolleston's predicted population size. The outputs of this study are contained in Appendix A and show the average population threshold at which facilities are provided in towns of a similar size. A range of population sizes has been examined as a guide to the requirements for Rolleston, relative to its predicted growth rate. The proximity of Lincoln and Christchurch is likely to influence the range of facilities considered necessary for Rolleston, although as the population grows more local provision would be desirable.

The comparisons generally show a higher level of provision than currently anticipated for Rolleston. However, as Rolleston's population grows, SDC will monitor the requirements of the population and plan accordingly through revisiting the retail assessment for the town on a regular basis. Table 5.2 provides a breakdown of the proposed neighbourhood and local centre provision:

Table 5.2: Neighbourhood & Local Centre Provision

Neighbourhood Centre	Location	Retail Floor Space (sqm)
Neighbourhood Centre 1	Brookside Park/ CDL	500 - 1000
Neighbourhood Centre 2	Goulds Road	2000 - 2500
Neighbourhood Centre 3	Springston-Rolleston Rd	2500 - 3500
Neighbourhood Centre 4	Lincoln-Rolleston Rd	post 2041
Neighbourhood Centre 5	Izone	Subject to specific District Plan provisions

Local Centre	Location	Retail Floor Space (sqm)
Local Centre 1	Highway Service Centre	1200
Local Centre 2	Recreational Precinct/ Dynes Road	Subject to criteria to be defined in District Plan
Local Centres 3 -10	Refer to Structure Plan Map	Subject to criteria to be defined in District Plan

5.12 Centre Strategy Summary

Table 5.3: Key Issues, Constraints and Opportunities Relating to the Centres Strategy

Item		Key Issues and Constraints	Design Outcome
Town Centre	Viability, accessibility and functionality	Current town centre does not provide for expected future population	Expansion and potential reorientation of the town centre, with use of some areas of Rolleston Reserve. Creation of new recreational precinct. Implementation using vacant blocks of land owned by Council and developers. Large blocks of land owned by single land owners provides opportunities to integrate facilities
		Segregated nature of the town centre	Visual and physical integration using urban design techniques and good pedestrian links, reorientation of town centre
		Vehicle focused nature of the town centre	Use of good urban design to create pedestrian priority areas and encourage walking and cycling. Use of anchors to draw movement through the town centre and encourage people out of their cars. Location of parking and main access ways to promote walking within the town centre, increasing social interaction
		Long distance between town centre and new developments at the southern urban limit	Provision of smaller neighbourhood and local centres and shops to provide basic amenities within reasonable walking distance for all areas of the town

5.13 Implementation

5.13.1 ACTION PLAN

The likely land requirements, approximate timelines and cost implications of implementing the centre strategy aspects of the Structure Plan have been assessed. The sequence of development of these centres are related to both the rate of population growth and subdivisional activities, and therefore subject to change. Some actions may need to be undertaken ahead of development occurring in order to provide appropriate connections.

It is important to note that a number of actions required to achieve the centre strategy are incorporated into the following chapters (eg community facilities, open spaces, movement connections etc.) Table 5-3 summarises the implementation issues & costs relating to refining and monitoring a centre strategy :

Table 5-4: Centres - Implementation Issues & Costs

Layer Component	Action	Land Requirements	Time Frame	Cost Implications
Town Centre	Masterplan for the town centre: as per the text above which outlines the elements to be considered in the masterplan	Business 1 land swap between Masefield Mall land and Rolleston Reserve (approximately 3.5 Ha)	Short Term	\$60,000 - \$80,000
	Establish a second anchor store along Rolleston Drive	Provided by developers	Short Term	Capital costs met by developers
	Business incubator units	Provided by SDC adjacent to Park 'n' Ride facility	Short Term	Public/ Private partnership with capital costs met by developers
	Pilot comprehensive housing schemes within Rolleston Reserve, Civic Precinct and/or Masefield Mall land (following land swap)	1.5 –5 Ha depending on land availability	Short Term	Public/ Private partnership with capital costs met by developers
	Establish town centre promotion and management structures	Nil	Short Term, then ongoing	To be scoped, but could be contributed to by retail operators
Neighbourhood and Local Centres	Incorporate centres within ODP areas, where applicable	Refer to Table 5 2: Neighbourhood & Local Centre Provision	Staged with development	Expect to be almost entirely met through development.
General	Retail Assessment Review	Nil	Short Term, then ongoing	\$20,000 – 30,000

5.2.2 CHECKLIST

Good Urban Design

A clear hierarchy of centres has been established, with centres closely correlated with key movement routes and positioned at nodal points for ease of access. A mix of land uses has been provided for within urban centres, including open space and comprehensive housing. Some centres are positioned within existing zoned land or close to existing housing to encourage gradual intensification and knit old and new communities together. Climatic considerations have been considered in the reconfiguration of the town centre by creating more north facing facades and favouring Tennyson Street, which is better protected from cold easterly winds.

Sustainability

Urban centres have been strategically located to facilitate public transport loops around the town, most of which are within a comfortable walk. Centres are centrally positioned within neighbourhoods to allow for green corridors either side to connect between central parts of the town and the Green Belt/rural land. Community well being is enhanced by providing accessible centres that can act as hubs for informal social interaction and to build a sense of place.

Ease of delivery

A neighbourhood-by-neighbourhood approach has been taken, which allows incremental expansion of the town into the future.

The need for a town centre masterplan has been indicated to coordinate the RPS – PC1 policy for a Key Activity Centre in Rolleston with existing private investment and land availability. This will be followed up with statutory processes, including plan changes.

Key land owners within the town centre have been consulted throughout the Structure Plan development and this is intended to continue for this and other urban centres. A collaborative approach is encouraged both in the design and future implementation of the town centre masterplan and promotion and management structures to be put in place by the Council.

The masterplan will consider the Staged infrastructure provision for the town centre in coordination with private development initiatives and ensure continuity of existing public facilities, such as the active sports pitches currently on Rolleston Reserve.

