

Plan Change 29  
**Appendix 4b**

**Selwyn District Council**

**PLAN CHANGE 29:**

**ROLLESTON**

**ANALYSIS OF THE BUSINESS 1 ZONE**



## EXECUTIVE SUMMARY

### Built form, character& heritage

- Rolleston's built form consists of modern tilt slap buildings that have been developed over the last 10-15 years according to individual developers, resulting in a town centre that lacks coherent architectural style and design
- The elongated shape of the B1 zone is undefined in its boundaries; buildings have not been placed to create public space or to benefit from existing community areas and reserves
- The current built form lacks in character and is poorly integrated; especially the big box retail fails to have height and scale transitions to adjacent low-level land uses creating reverse sensitivity issues
- Due to their multi-level height and location on the road boundary with Rolleston Drive, the Warehouse, the Countdown and the Pak'n'Save supermarkets have become unattractive town features. Their bulk, blank walls and bright colour scheme are especially visible from public spaces

***The Town Centre lacks identity and is dominated by unsympathetic LFR with blank walls which do not create an interesting, attractive or active street scene***

### Retail, community activity and infill potential

- Only about ¼ of the ground floor is developed with retail, the rest is used for providing space for car parking; there is only space for infill if car parks are replaced with buildings
- Area 1 will face structural changes with the expected demolition of the New World supermarket and the rebuild of a larger Pak'n'Save supermarket. Area 3 is currently being developed with the Countdown supermarket being built at the moment
- The Library and Community centre may be extended in future; as part of this proposal the rear of the Pak'n'Save supermarket site could be sleeved with shops to create a transition in height and screen the blank wall
- There are no specific areas identified to be used for community activities. Car parks could be used for fares, markets etc., but depending on the space required this would compromise vehicular movements within the car park
- Area 2 could benefit from the retrofit with a 'de facto street', which would create active street frontage and space for pedestrians

- Consent for a retail complex within Area 3 has been obtained; the proposed development looks like a replica of Rolleston Square lacking in public space and has a large car park dominance

***Only about 1/4 of the ground floor is developed with retail, the rest is used for car parking. There are no specific areas identified to be used for community activities or as active public space***

### **Pedestrian routes and crossings and their accessibility and safety**

- Areas reserved for pedestrians only use are restricted to footpaths along shop fronts; pedestrian only access to get to these pedestrian routes are missing or are for able pedestrians only
- There are no pedestrian only routes through car parking areas that front shops
- There are no safe or easy crossings between the three different shopping areas; pedestrians find it difficult to walk through and between areas 1 and 2 and area 3 is most likely not providing any quality connections either
- Area 2 has one pedestrian route within the entire car park

***Pedestrian routes in the Rolleston Township are limited to be along shop fronts, they are not direct or attractive. They do not continue through car parking areas and hence increase the walking distance between the three shopping areas. Pedestrian crossings are poorly designed, perceived as unsafe and not located along pedestrian desire lines***

### **Street frontage (layout& quality)**

- Buildings within the Rolleston B1 zone have a poor relationship with the road they are accessed off; this lack of street frontage becomes obvious in the orientation of the buildings on site in the case of Rolleston Square, which is setback behind car parks, or in the lack of creating interaction with an interesting facade, entrances or windows along the respective street frontage in the case of the supermarkets and The Warehouse
- The shops and premises in Area 1 and 2 are either setback behind car parks or ignore the street frontage by facing internally, don't have any windows or an entrance way off the road side or put up barriers towards the road side
- The Pak'n'Save supermarket proposal shows minimal active street frontage with some windows at pedestrian height

- The road adjacent side of the Countdown supermarket building does not feature any windows, glass panels or entranceways and remains a solid wall ; the Countdown supermarket does not have any active street frontage
- The Warehouse faces its internal car park. The entranceway to the building is set too far back and pedestrian access from this part of Rolleston Drive is particular poor and uninviting. A window along the road frontage is covered, thus not providing any active frontage

***Development in Rolleston provides a very poor street interface; buildings either turn their back to the road or have blank walls along public spaces.***

#### **Public & Pedestrian orientated space (location, quality)**

- Public space within the Rolleston B1 zone consists on a very basic level; landscaped seating areas are located in the corners of the two u-shaped shopping areas; the future of the ones located in Area 1 is unsure
- Pedestrian orientated space is limited to verandas and one outdoor seating area outside the Rendezvous Cafe in Area 2
- Development is not well integrated with surrounding Council reserves

***The town centre lacks in quality usable public space; the public space has been provided in a very generic sense; the potential of multi-use car parks or areas set aside for public display and functions has been ignored and development is not integrated with the surrounding Rolleston reserve***

#### **Parking (location, layout, design)**

- Car parking takes up about 2/3 of each business area; each business area has its own allocated car park, not utilising the possibility of shared customer car parking in the case where parks are needed at different times of the day
- The majority of car parking is off- street, but located at the front and side thus highly visible from public spaces, which means cars are the dominant feature of the Rolleston Town Centre street scene
- Landscaping provisions are not sufficient to create a visual separation between cars parked and the adjoining footpath;
- There are several issues and limitation with access to car parks. One particular unsafe access is the one to the Rolleston Square car park coming off the Rolleston Drive bend. The access lane conflicts with a service lane and pedestrian crossing, all in a very confined space with very limited visibility

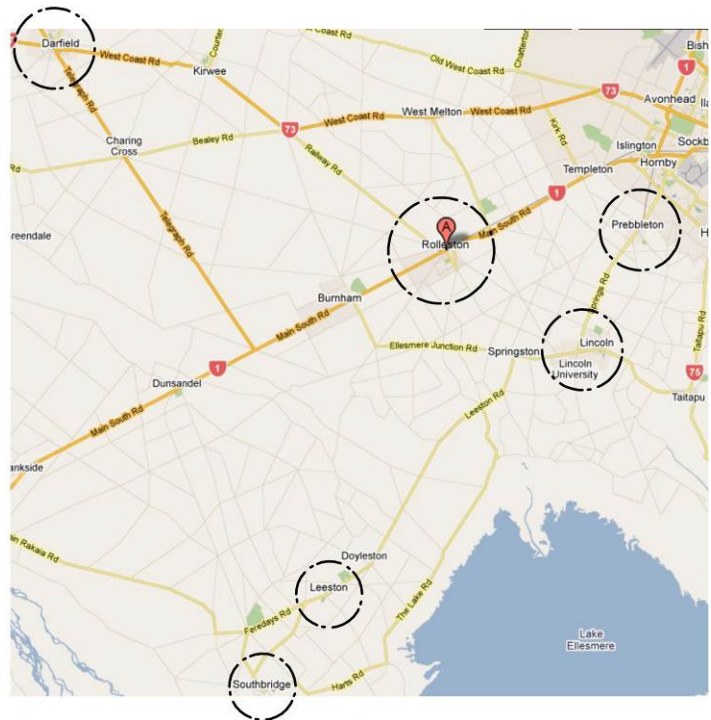
- Area 3 is proposing an offset access off Rolleston Drive which will increase issues in terms of passing and queuing traffic and between cars and other transport members

***Off-road car parks are visually dominant, poorly landscaped and a barrier to movement. Car parks take up the majority of space in the Rolleston town centre; they are placed between shops and the street, preventing shops from having active street frontage***

## INTRODUCTION

The Selwyn District has one of the fastest resident population growth rates in the country. This growth not only demands space for residential housing, but also impacts on the use of existing and provision and layout of future business development in the urbanised centres. An increase in residential areas will most likely result in new business growth to service the surrounding residential areas.

Selwyn has 22 classified 'townships'; of which 7 have Business 1 (B1) zones. The Selwyn District Plan sees B1 as "pleasant areas for people to work and live in, where higher density housing can be established within an environment with good amenity and aesthetic values." For each of the townships the Plan identifies preferred growth options to encourage a compact, consolidated urban form that enables the development of a vibrant and thriving town centre.



This study looks at the status quo of existing B1 zoned areas within the town centre of Rolleston. Rolleston has been chosen as an example for being a large and growing township with existing B1 land. The present study analyses the township using specific parameters (see methodology) to highlight opportunities for improvement and to identify town specific constraints and issues. Special focus is given to their use as a highly frequented pedestrian area; including practicality and safety of pedestrian movement, urban form, parking arrangements and car park design, amenity and public spaces and potential for future expansion or infill.

## METHODOLOGY

Research on the two townships has included site visits. The Rolleston Structure Plan, the Lincoln Structure Plan, the Leeston Township Study and the Darfield Development Coordination Resource have been reviewed in regards to business and town centre development. These literature findings have then been confirmed onsite utilising the same parameters (listed below) to eventually form design principles for strategic recommendations on currently undeveloped B1 areas as well as suggestions for redesign on existing sites.

Parameters that were analysed are:

3.2	Built form, character& heritage
3.3	Retail, community activity and infill potential
3.4	Pedestrian routes and crossings and their accessibility and safety
3.5	Street frontage (layout& quality)
3.6	Public & Pedestrian orientated space (location, quality)
3.7	Parking (location, layout, design)

## AIM

The following study aims to identify what needs to be done to a) keep current character (if desired), b) enhance current area and c) achieve the B1 Design principles listed in the Selwyn District Commercial Design Guide.

## AREAS ZONED BUSINESS 1

The following diagram shows the location, shape and size of the Business 1 zone within the Rolleston town centre.



The majority of the B1 zones within townships show linear development along a main route. The individual development on both or one side(s) of a major strategic or arterial road is a historic development that derived from settlement along main transport routes, such as farm tracks and railway lines. The ability to draw on by-passing customers, good advertising visibility and easy (car) access for shoppers is nowadays still the reason for development along collector or arterial routes. The resulting linear shape that developed as the town centre is typical for Lincoln (Gerald Street), Darfield (South & North Terraces), Leeston (High Street) and Southbridge (High Street). Rolleston Township however has developed on one road side only opposite residential development. The township has a very elongated shape along one side of Rolleston Drive with a square extension at its eastern end. The site layout of Rolleston's B1(Retail) zone is confined to one road side only and is situated opposite residential housing. A separate B1 zone to the North, which does not allow for retail use, contains the Council headquarters.



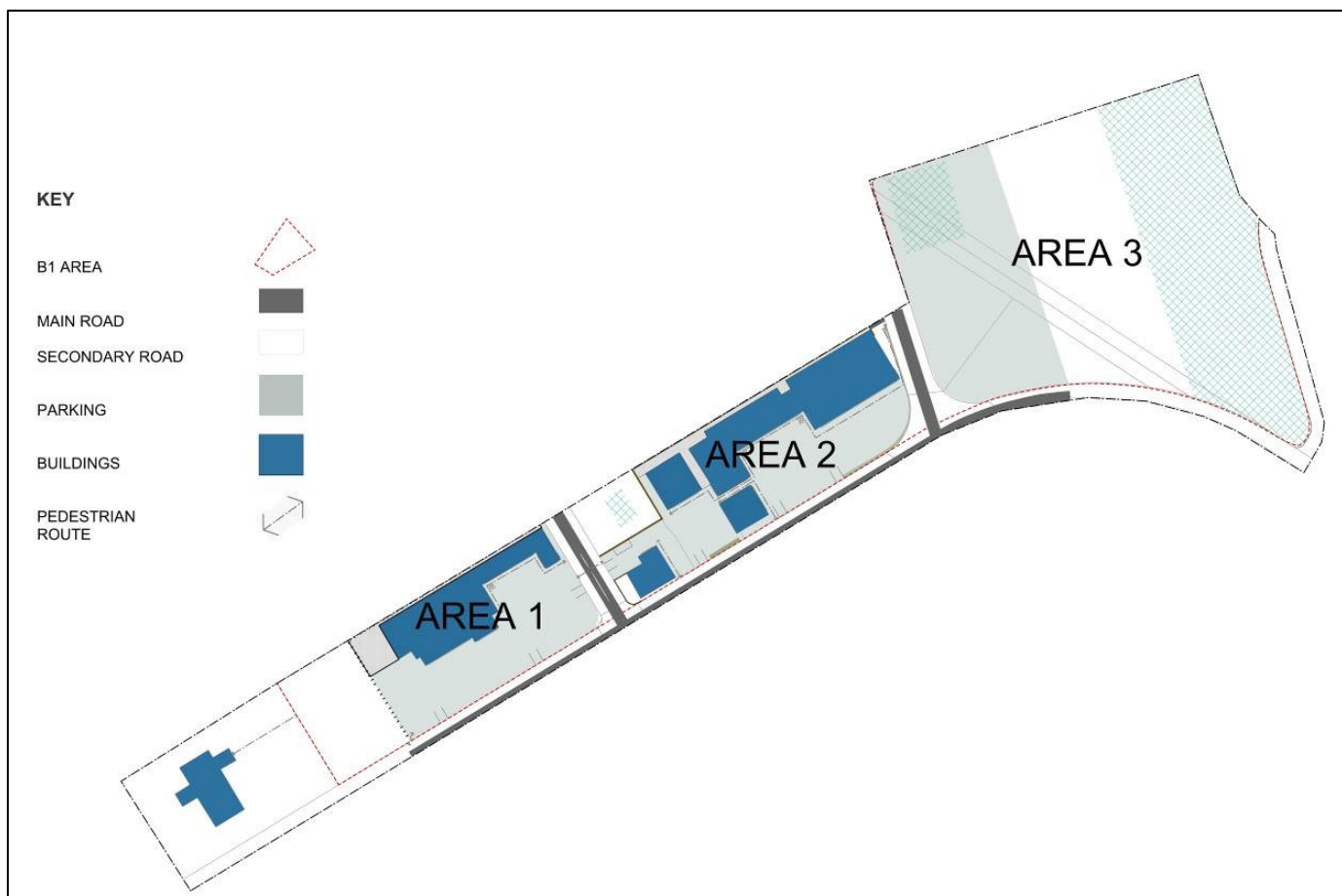
## STATUS QUO AND SITE ANALYSIS

### INTRODUCTION

The Rolleston Township is confined to one side of SH1, apart from some B2 and B2A land developed and known as IZone. It contains two B1 zones; one bound by Rolleston Drive, SH1 and Dick Roberts Place contains the Selwyn District Council Headquarters. The other B1 (Retail) area is situated north of Rolleston Drive. The B1 (Retail) zone is separated by Tennyson Street and Rolleston Drive and can visually be divided into three different areas, referred to as Area 1,2 and 3 (see below) for easier reference.



*Aerial of Rolleston B1 (Retail) zone north of Rolleston Drive*



*Rolleston B1 (Retail) land*

The Rolleston B1 zone can be separated into 3 different areas that are confined by roads:

**Area 1** is bound by Tennyson Street and Rolleston Drive. The site contains a multi-storey New World (NW) big box supermarket and an adjoining u-shaped shopping complex consisting of single-storey tilt slab buildings. The NW is proposed to be replaced with a Pak'n'Save in the near future. Parts of the u-shaped shopping complex will be removed.

**Area 2** is bound by Tennyson Street to the West and Rolleston Drive to the East.

The area contains a u-shaped shopping complex anchored to the East by a multi-storey warehouse. This part of Area 2 is known as Rolleston Square. The area also contains three stand-alone single storey buildings of which two are used for hospitality purposes. Both of them are in a prominent location along Rolleston Drive and Tennyson Street respectively. A police station is proposed on a vacant part of this area.

**Area 3** is bound by MacCauley Road to the North, Rolleston Drive to the West and Masefield Drive to the East and is situated along Rolleston Drive. A Countdown supermarket is currently been built on the boundary with Rolleston Drive and MacCauley Street. A proposal for the future commercial use of the rest of the site includes the development of a retail precinct with a similar layout to that of Rolleston Square.

## BUILT FORM, CHARACTER& HERITAGE

The built form, complimented by landscaping and lighting, is one of the first impressions a visitor will see and experience when entering a new town. A village's history might be written in the architectural language of a heritage building or an ornamental plague as a remainder of past times. New towns will have to choose architecture and buildings that will in time form a place. People feel drawn to townships that have their own unique character and a story to tell. For a successful township it is important to identify what makes a place special and find ways to protect and support its uniqueness.

### Summary

***The Rolleston Town Centre lacks identity and is dominated by unsympathetic LFR with blank walls, which do not create an interesting, attractive or active street scene***

- The townships built structure has been developed incrementally by various developers over the last 15 years. The town contains various modern building types; it lacks an overall architectural style
- Buildings within the B1 zone are used for various uses (commercial, retail& hospitality and community purposes); buildings fail to create transitions to adjust between the different heights and bulk especially when



***Area 1- Rear side of New World supermarket facing Rolleston Community Centre***

adjoining residential housing or community land

- The two supermarket buildings and the Warehouse building stand out within the township; the majority of their bulk faces the road in the form of blank walls that lack architectural detail or features such as windows
- The Warehouse (and the proposed Countdown) building are poorly integrated with adjacent existing residential building stock. Both show no transition in height or scale and the only setback to their residential neighbours is given by a) a service lane in the case of the Warehouse and b) MacCauley Street for Countdown

### Status Quo

Commercial and retail development exists within three commercial areas. Area 1 is bounded by Tennyson Street, Rolleston Drive with the Rolleston Recreation Reserve acting as a northern boundary. It is adjacent to a currently vacant site and in vicinity to the existing community centre and library building. The site is in proximity to a recently developed youth skate park.



*Area 1- New World supermarket*

**Area 1** contains New World supermarket that is sleeved by small scale shops to the East in a U-shape. The owner has put in an application for the site to be redeveloped with a much larger supermarket and a reduced amount of shops. This new Pak'n'Save will be located on the boundary with Rolleston Drive to the South, the Reserve to the North and a currently vacant Business zoned site to the West. Plans for the proposed building show windows in the upper storey for about  $\frac{3}{4}$  of its length, of which only two are at pedestrian height. A glassed pedestrian entrance faces Rolleston Drive.

**Area 2** is located east of Tennyson Street. This area contains The Rock, a free-standing square 1½ storey building occupied by a restaurant and pub. To its North is the Hammer Hardware store building, which is 2-storey, square in shape and free-standing. Rolleston Square to its East is a U-shaped shopping complex developed by a single developer. This area contains tilt slab single storey buildings occupied by individual shops, restaurants and other commercial uses. The shops appear well built using quality material and show a contemporary style.



*Area 2- Rendezvous Café to the left, Hammer Hardware store to the right*

The adjacent Warehouse forms the Eastern extent of Rolleston Square. This building shows the characteristics of a generic common looking big box



*Area 2- Entrance to 'The Rock' Rolleston*

retail development; including a uniform two-storey height of approximately 10m, a rectangular shape, large floor area, little detailing on upper floors and few windows. The way the building is located on a corner site emphasis its bulk and height. The upper part of the building is in the corporate and very dominant red colour. The long side of the building, which forms the back, is adjacent to residential single storey housing. A service lane runs alongside a solid timber paling fence, which separates the dwellings from the commercial premises.

Consent for the development of a Countdown supermarket with a GFA of 4200m<sup>2</sup> has been approved on land which has been referred to as Masefield Mall (**Area 3**). This site is located between Masefield and Rolleston Drives. The large scale supermarket building of over 10m height will be positioned on the south side of MacCauley Street and existing single storey residential buildings to the North. The Warehouse is to the West of Rolleston Drive.



**Area 3- Masefield Mall site with Countdown**

Proposed future commercial development will be built to the East of Countdown on the vacant Masefield Mall site. A resource consent has been granted to Rolleston Retail Ltd (although they do not own the site). The proposal showed a similar layout to Rolleston Square with buildings that front car parking and back onto roads.

### Site analysis

The current and proposed built form in the Rolleston Township can be summarised as a conglomeration of 3 different building types:

- Single storey tilt slab buildings (modern and built in rows) used as shops, for retail or office use. This type of building usually sleeves large big box warehouses and supermarket buildings
- Single storey free- standing buildings used for hospitality or retail purposes with a requirement for more space.
- Multiple storey big box warehouse buildings that have road frontage and are visible from Rolleston Drive

There is no coherent building 'style' within or between the 3 different township areas, apart from the use of modern materials. (Future) supermarket and warehouse buildings stand out due to their bulk, height, design and their location within the township. They form prominent vertical anchors



**Area 2- The Warehouse adjacent to residential behind fence line**



among the otherwise single storey buildings.

Because of their size and scale, surrounding sites are affected and this can create reverse sensitivity issues, especially with residential neighbours.

In the case of the Warehouse, which has been built near the boundary with existing residential housing, there have been no measurements to manage a transition in scale (e.g. via a step-in or smaller scaled shop as an in-between) or reduce its dominance. A service lane running parallel along the boundary brings truck traffic and noise associated with the operation of the Warehouse. A solid timber fence provides little mitigation and causes visibility issues for pedestrians.



**Area 1- Vacant site next to B1 zone (future Pak N Save site)**

The proposed new Pak'n'Save supermarket, located on Rolleston Drive will have the following features:

- The GFA will be around twice the size of the current New World. This large scale building will be especially dominant and visible from a distance
- It takes up almost the full width of the site and is placed on the road boundary of Rolleston Drive and internal boundaries
- The building alone will cover about 1/3 of the overall site
- The building backs onto road and reserve boundaries (only providing active frontages to car parks).

The following drawing shows the South East elevation of the proposed supermarket.



The proposal seeks to mitigate the height and bulk with the use of a number of materials for cladding and a limited use of the yellow Pak'n'Save corporate colour.

The building shows windows in the upper storey for about  $\frac{3}{4}$  of the length, but only two windows that are at pedestrian height. A glassed entrance that faces Rolleston Drive provides some limited visual connection from the road.

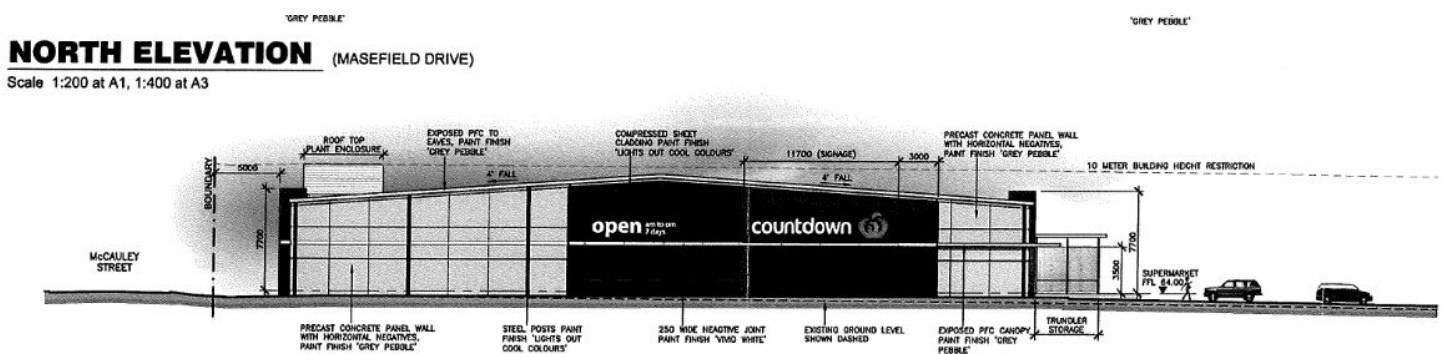
The building and its commercial activities will be located 40m from adjacent residential housing across Rolleston Drive. This setback also helps to balance the width/height ratio between single storey housing and the multiple-storey supermarket. The new Pak'n'Save supermarket built on the road boundary of Rolleston Drive will be highly visible and form the western anchor of the B1 zone.

Should the Council land currently been used as a car park be redeveloped any new buildings would have to have their back aligned with the back of the supermarket, which might help to mitigate the effect of the rather unattractive back. However, due to its great height, it is likely to still be visible.

The proposed Countdown supermarket, which is currently been built will have the following features:

It will be a large scale supermarket with over 5200m<sup>2</sup> of floor space. This large scale building will be located at the entrance to the township and especially dominant and visible from a distance

- It takes up almost the half the length of the site and is placed on a corner site of Rolleston Drive and Masefield Drive
- The building and associated car park will cover about 1/3 of the overall site
- The building backs onto roads and only provides active frontage to the car park
- The following North elevation shows the Countdown building viewed from Rolleston Drive:



The proposal seeks to mitigate the height and bulk with the use of a number of materials for cladding and the use of neutral tones with a limited amount of the green corporate colour.

The building shows no windows along Rolleston Drive. The building provides no visual connection and has no entrance off Rolleston Drive despite this being a major route through the township.

The building and its commercial activities will be located 20m from adjacent residential housing. Rolleston Drive and existing and additional landscaping work as a setback. The height creates shading on the road and the Warehouse on the opposite site road corridor does not provide enough width to balance the width/height ratio between single storey housing and the multiple-storey supermarket.

Any new development on the currently vacant side to the West ought to have buildings that have their back aligned with the back of the supermarket to screen its blank (side) wall. Due to the great height the rather unattractive wall might still be visible.

Both the proposed Countdown and the Warehouse buildings are poorly integrated with adjacent existing residential building stock. Both show no transition in height or scale and the only setback to their neighbours is given by a) a service lane in the case of the Warehouse and b) MacCauley Street for Countdown.

The layout and orientation of the Countdown building in particular is focused internally and does not utilise its street frontage with Rolleston Drive.

Areas 1, 2 and 3 lack any historic building or features that would help to determine a central focus. The only vertical landmark is the clock tower, which is positioned off-set, the Business areas to the South and is poorly integrated in an underused reserve.

## RETAIL AND COMMUNITY ACTIVITY AND POTENTIAL FOR INFILL

Community activities and business success are indicators for the vitality and vibrancy of a town centre. Site layouts need to be flexible to allow for infill possibilities in the future and a changing built form; buildings have a longer lifespan if they have a floor plan that is variable to fit the different users/tenants and activities.

### Summary

***Only about ¼ of the ground floor is developed with retail, the rest is used for car parking. There are no specific areas identified to be used for community activities or as active public space***

- The majority of the Rolleston Town Centre will be dominated by cars or car parks. Only about ¼ of the site areas is or will be used for retail floor space. Parts of existing shops in Area 1 will be removed to provide additional car parking spaces as part of the Pak'n'Save proposal
- All of the retail premises are currently occupied; a vacant site on Tennyson Street will be occupied by the Police
- The Library and Community centre is proposed to be extended and new buildings may be built to sleeve the rear of the proposed Pak'n'Save supermarket site to screen the currently blank wall that is facing public property

- The current site layouts in Area 1 and 2 do not have specific areas identified to be used for community activities; the site layout does not allow for impromptu public activities
- The site does in its current layout not have any space for infill unless car parks are replaced with buildings
- Real potential exists for a 'de facto street', which would run from the entrance to The Rock off Tennyson Street in a straight line to the very East outside The Warehouse (see photo). This 'street' corridor could even be visually extended to Area 3 (see 4.2); this would provide instant street frontage for buildings along it
- Consent for a retail complex within Area 3 has been obtained. Building on the Countdown supermarket site has started



### Status Quo

Only about ¼ of the Area 1 site is used for retail floor space. The majority of the site is occupied by car parks. All of the shops, which are located in a u-shaped complex of the current retail space, are occupied. The New World supermarket seems to be busy whatever time of the day and according to staff customer numbers have increased since the February earthquake.

Area 2 consists of a variety of retail and hospitality services. Their success/ activity are unknown to Council. A community seating area has been replaced with more car parks. Two small landscaped seating areas within the u-shaped Rolleston Square shopping complex remain.

A vacant site on the Eastern site of Tennyson Street has been earmarked for occupation by the Police.



*Area 2- Rolleston square shopping complex*

The proposed retail complex within Area 3 is yet to be built. Building on the Countdown supermarket site has started.

### Site analysis

Area 1 will face structural changes with the expected demolition of the New World supermarket and the rebuild of a larger Pak'n'Save supermarket. Parts of the adjoining shops will be removed to provide additional car parking space. Some of the occupants of



these shops can be relocated to vacant stores within Rolleston Square. The Library and Community centre is proposed to be extended and new buildings may be built to sleeve the rear of the Pak'n'Save supermarket site.

The site layout does not allow for any community activities on site. There are no specific areas identified to be used for community activities as such. The car park could be used for fares, markets and the likes, but depending on the space required this would compromise vehicular movements within the car park.

The site does in its current layout not have any space for infill.



**Area 1- Current New World supermarket building**

If the current number of car parks remains there is very limited scope for additional built development within Area 1 and 2. Real potential exists for an upgrade of what looks already like the bones of a 'de facto street'. This 'street' would run from the entrance to The Rock off Tennyson Street in a straight line to the very East outside The Warehouse. This 'street' corridor could even be visually extended to Area 3 (see 4.2).

Further scope for commercial, retail and community development exists within Area 3 where the proposed Countdown will form the Eastern anchor of the commercial town centre. Resource Consent has been granted to develop multi storey office and retail space adjoining residential sections to the East, as well as for the retail development described in the previous section.

## **PEDESTRIAN ROUTES AND CROSSINGS AN THEIR ACCESSIBILITY AND SAFETY**

No matter how people get to a town centre, in the end they will walk within it. There are numerous studies that demonstrate the relation between business success and foot traffic. People can't shop while driving a car; but they can browse in a mall, while walking and chatting to friends. The issue is that most of our pedestrian walkways in town centres have been an afterthought in the site layout design process. Many are not along desire lines and make us do detours and many end in the nowhere. Lots of issues are also related to safety; as our walkways are located too close to moving traffic, giving us not enough space to feel comfortable. Sometimes the dimensions don't allow people to pass each other without stepping onto the road. Crossings are especially dangerous on main roads, which are the majority of roads in town centres. If people don't feel it is safe and easy to walk they simply won't.

### **Summary**

***Pedestrian routes in the Rolleston Township are limited to be along shop fronts, they are not direct or attractive. They do not continue through car parking areas and hence increase the walking distance between the three shopping areas. Pedestrian***

***crossings are poorly designed, perceived as unsafe and not located along pedestrian desire lines***

- In most of the centre, areas reserved for pedestrians only use are restricted to footpaths under verandas running along shop fronts; there are no access routes to get to them, people have to undertake the unpleasant walk through the car parks
- Within the car parks there are no pedestrian only routes and no pedestrian only access ways to get to the sites leaving pedestrians with no option but to share access with cars
- There are no safe or easy crossings between the three different shopping areas; crossings are also not provided along pedestrian desire lines resulting in people taking their own route through car parks.
- The pedestrian routes within the car parks of Area 2 are not enough given the size and length of the car park. The one yellow hatched area for pedestrians crossing to the Warehouse from Rolleston Drive does not provide the necessary safety for pedestrians, especially at this exit/entry point to the car park
- The plans submitted for Area 3 show one pedestrian route through the Countdown supermarket car park, which is not in proportion to the size and length of the car park and does not provide pedestrians with safe routes through this proposed car park
- Pedestrians find it difficult to walk through and between areas 1 and 2; and area 3 does not provide any quality connections either; this will most likely result in increasing traffic movement as people will be driving between shops

**Status Quo**

Within Area 1 and 2 areas reserved for pedestrian use only are restricted to footpaths along shop fronts.

Area 1 has a pedestrian route along the shop fronts under a glass veranda which provides protection from weather for customers. There are no pedestrian only routes through the car parking area that front these shops. Pedestrians use the car park entrances off Rolleston Drive and Tennyson Street to get to the shops. There are no safe or easy crossings over these roads to get to the adjacent shopping areas.

In the New World site, pavers link from the New World car park through to Rolleston Drive, around the chain link fence close to the community service centre. However, these would not provide an easy route for those with pushchairs.



**Area 1- Pedestrian route**



The footpath along Rolleston Drive is narrow and makes it difficult for people to pass each other (especially parents with children or prams). The provided landscape strip is not sufficiently wide to separate the foot traffic from the car park. Council has received many comments in regards to safe access for pedestrians to and from this site.

#### ***Area 2- Pedestrian route***

Pedestrian routes within the car parks of Area 2 are limited to North/South yellow hatched areas, one to the Warehouse and one opposite Whitcouls. There is also one yellow hatched area for pedestrians crossing to the Warehouse from Rolleston Drive.

The plans submitted for Area 3 show one pedestrian route through the Countdown supermarket car park.

### **Site analysis**

#### **Area 1**

The classic hierarchy in a car park puts cars first and people second. This is seen in Area 1, particularly adjacent to Rolleston Drive, where Pedestrians entering the site have to share a limited amount of space with cars entering or leaving the car park or searching for a park. Not having a pedestrian only space makes it difficult for people to walk from the car park to the shops in a safe manner. This situation is especially unsafe for people with disabilities, children or mobility impaired who can't 'get out of the way' quickly with a constant flow of approaching and manoeuvring cars.

The situation is worsened by the existance of a chain link fence on the western boundary that is an obstacle to people entering the site from the community centre and reserve.

#### **Crossing Between Area 1 and Area 2**

Crossings between the commercial areas is especially difficult. Crossing points are either not along desire lines or designed in a user unfriendly way which makes it difficult for less able members of the public to cross in a safely manner. There is no formed pedestrian access between New World and Tennyson Street, and there is no formed pedestrian route between Hammer Hardware and Tennyson Street. Pedestrians must walk through the car parks, along the vehicle entrances for at least part of their route. Where there is a footpath, pedestrians must divert around the edges of car parks.



***Area 1- Pedestrian crossing?***

#### **Area 2**

To the east of area 2, the access point is also a safety issue for pedestrians or cyclists coming from Rolleston Drive, following a footpath which crosses the Warehouse service lane (see picture to the top right).

There is very limited visibility due to a closed board fence on the boundary to a residential section. The height of the fence (6ft.) prevents looking over it and the closed board style doesn't allow views through it. Pedestrians will pass this point without knowing if a vehicle is crossing their path or not, putting them in a very dangerous position.

To the South, for those walking to Masfield Drive or through the park to Gilbert Close, the layout and location of this pedestrian access on top of a bank precludes pedestrian access from the Warehouse to Rolleston Drive. Pedestrians currently just walk down the bank and then cross the road (see picture).

### Area 3

These accessibility issues will only increase with pedestrians trying to walk between Rolleston Square and the proposed Countdown development following natural foot traffic desire line along the steep grass bank. This is particularly an issue as this corner has limited visibility for drivers coming round the bend. An increase in traffic when Masfield Mall gets developed and pedestrians wanting to access the site the remaining lack of pedestrian crossings may make the situation worse.

### Connecting the areas

An overall internal pedestrian route that continues throughout the three commercial areas is currently not available. Council is helping to reverse these issues with a new footpath on Council land (occupied by the Police) which will connect Hammer Hardware Store with Tennyson Street. This will make it easier for pedestrians to walk from one end of Rolleston Square to the other and increase walkability in Area 2. However, it is unsatisfactory that Council is having to spend money retrospectively to try and fix problems that should not have occurred in the first place.

## **STREET FRONTAGE (LAYOUT& QUALITY)**

Active street frontage means openings in the form of windows, or (glass) doors along a building side. The main discussion about street frontage is related to defining a clear front and back of a building. Entranceways naturally should be at the front of a building and off a high frequented street. An attractive glass front or a pronounced entranceway can draw a potential customer's attention to have a second look at the products displayed. Unfortunately



***Area 2- Pedestrian route, crossing, access and service lane access***



***Area 2- Pedestrian route and crossing?***

in a lot of site layouts cars have become the item of display, being positioned between the entrance to shops and the road. Frequent openings, attractive facades and outdoor dining areas that 'spill' onto the footpath are measures of a distinct front that attracts attention and invites people to linger and stay. Windows and an attractive facade help to form a distinctive 'face' of a building. But if windows are missing, not located at pedestrian height or covered, the benefits from this valuable street frontage is lost.

## Summary

### ***Development in Rolleston provides a very poor street interface; buildings either turn their back to the road or have blank walls along public spaces***

- Buildings within the Rolleston B1 zone have generally a poor relationship with the road they are accessed off; this lack of street frontage is shown by the orientation of the buildings on site in Rolleston Square, which is setback behind car parks and lacks an interesting façade which creates interaction with public space. Rolleston as a whole lacks entrances or windows along the respective street frontages and other public space (reserves).
- The u-shaped row of shops in Area 1 and 2 are either setback behind car parks or in the case of Area 1, ignore the street frontage by facing internally and not having any windows or an entrance way off the road side; pedestrians can't 'window shop' unless they specifically enter the site
- The Rock Pub & Restaurant situated on a highly visible corner section eliminates possible active frontage by because there is a high solid wall along the road boundary with Tennyson Street. This eliminates any passive observation to and from the site or the ability to draw customers in
- The proposed Pak'n'Save supermarket application fails to provide active street frontage; some windows and an entrance from the road provide some active street frontage but the provisions are too minimal to create a relationship between building and the road
- The Countdown supermarket building, which is in the process of being built, provides poor street frontage. Despite its location on the road boundary with Rolleston Drive the road facing façade does not feature any windows, glass panels or entranceways and remains a blank, unattractive wall
- The Warehouse located directly opposite Countdown on the corner of Rolleston Drive has very poor street frontage. The building is orientated on site to face its internal car park rather than the street. The entranceway to the building is set too far back and pedestrian access from this part of Rolleston Drive is particular poor and uninviting. A window along the road frontage is covered, thus not providing any active frontage



## Status Quo

New World and a u-shaped shopping complex within Area 1 have frontage to car parks; the supermarkets western side, which is visible from the community centre and the public reserve, is a featureless blank wall.

The reserve adjacent side of the building is used for servicing and rubbish collection. A mesh fence allows no access through the site to the community centre, pedestrians have to walk through a car park or use Rolleston Drive. A path with tiles laid through a landscape strip provides a short cut for the 'able' and 'nimble' person without wheels.

All buildings are setback from the road behind car parking areas. None of the shops within Area 2 (Rolleston Square) have active street frontage. Buildings in Area 1 and 2 are either substantially set back from the frontage of Tennyson Street or Rolleston Drive or are orientated away from the road.

No active street frontage (e.g. windows, entrances) towards Tennyson Street is provided by The Rock Restaurant and Pub. A 6ft solid wall screens an outside seating area.

The proposed Countdown Supermarket in Area 3 is currently built on the road boundary with Rolleston Drive. Proposed plans show no windows, glass or other openings along the Rolleston Drive road frontage.



**Area 1- Interface with Rolleston Reserve**



**Area 2- Building setback off Rolleston Drive**

## Site Analysis

The New World building and adjoining u-shaped shopping complex within Area 1 have no relation to Rolleston Drive due to a large car park. They turn their back (and service area) to the adjoining local public reserve in favour of having customers overlooking the customer car park. The proposed Pak'n'Save proposal changes little. This building provides a limited amount of active frontage by a glassed entrance off Rolleston Drive and one full length window, which is when looking at the length of the building façade and the adjacent service building not sufficient to create a distinct frontage. Shops within Area 1 face the internal car park. The lack of windows along Tennyson Street precludes any interaction or passive observation from passing foot traffic.

The Rock Restaurant and Pub within Area 2 precludes any active interaction with Tennyson Street due to a high wall along the road frontage. The outdoor dining area situated behind it could be easily advertised by a replacement for the wall with landscaping or a lower and transparent wall creating an attractive corner.



**Area 2- Street frontage with Tennyson Street**

The shop fronts within Rolleston Square are set behind car parks and do not benefit from by passers as they would do if their fronts would be along the main route through Rolleston Township. The majority of the buildings do have a glass front which allows for views into the shops.

The prominent location and height of the Warehouse and the proposed Countdown in Area 3 makes them especially visible from Rolleston Drive, which is and will in the future be the main entrance into Rolleston Township.

In both cases this potential to create a relationship with the adjoining street and develop an attractive street frontage on the way into the town centre has not been taken. The Warehouse provides one window over both storeys towards Rolleston Drive, but chooses to cover the bottom part of it. This part of the window would have allowed for some window shopping and active surveillance. It would also have created a visual relationship with the adjacent street and potential customers.

The Countdown proposal does not show any glass front or windows, but uses precast concrete panels along its length of 56m along Rolleston Drive. The building does not have an entrance towards Rolleston



**Area 2- The Warehouse setback off Rolleston Drive**

Drive; the orientation of the building towards the car park has taken precedence over creating an active street frontage with one of the townships major routes.

## **PUBLIC SPACE (LOCATION& QUALITY)**

Types of public space are various and range in size and function. Roads, streets, squares, plazas, reserves, neighbourhood parks, pedestrian precincts, slow zones, multi-level zones are all examples of public spaces. A simple bus stop can be a highly frequented public space, so can an attractively designed seating area within a shopping mall. The benefits of investing in public space have been proven as attractive public spaces increase foot traffic which in turn is beneficial for business activity.

## Summary

***The town centre lacks in quality usable public space; the public space has been provided in a very generic sense; the potential of multi-use car parks or areas set aside for public display and functions has been ignored. Three public reserves have been provided around the B1 land but development is not at all integrated with them.***

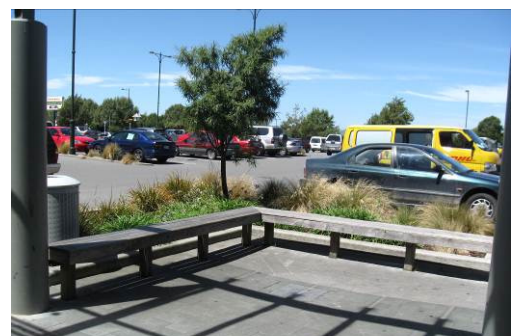
- Public space within the Rolleston B1 zone consists of some basic facilities; landscaped seating areas, some of which appear quite well used, are located in the corners of the two u-shaped shopping areas. However, the proposal for Pak N Save would see one of them removed.
- Proposals for public space for Area 3 seems to be a replicate of the existing seating areas in Area 2; the site does not provide any new or innovative form of providing active public space that could be used for various community uses.
- The well landscaped parks on the south side of Rolleston Drive appear little used which is likely to be because they are not well integrated with the town centre (the space is not provided where people want it).
- Public space has been provided in a very generic sense with having seating outside shops. But public space can be provided in many ways, e.g. in the way of multi-use car parks or areas set aside for public display and functions

## Status Quo

Two landscaped seating areas are provided within Area 1. They are likely to be removed as part of the new proposal to give way to a supermarket that has increased in size. The Pak'n'Save proposal does not show any area set aside as public space.

Area 2 has two remaining public seating areas, located in the corners of the u-shaped shopping complex. A pedestrian orientated space is provided by the Rendezvous Cafe, which has utilised a wide footpath for outdoor seating.

The Countdown supermarket within Area 3 proposal does not show any public space. Plans for parts of the remainder of the site show public areas in the corner of a u-shaped shopping complex similar to that of Rolleston Square.



**Area 1- Landscaped seating area**



**Area 2- Public seating area**



## Site Analysis

The future plans for Area 1 do not show public spaces as part of the Pak'n'Save proposal. It is unsure if the existing seating areas within the u-shaped complex will remain in their current location. Integrated public space as part of the considerable changes to be made to the site would have been expected. It is desirable to make sure that public amenity space is set aside at the time of the design phase and not be added as an afterthought. An adequately designed and located space could provide seating and shelter for customers and functions as a gathering and meeting place.

The two small seating areas within Area 2 are well landscaped and integrated outside the shops of Rolleston Square and people seem to frequently use them to have their lunch. The seating to the East however adjoins the unpleasant blank wall of The Warehouse and has little amenity. Appropriate landscaping along this wall would provide benefits for the adjoining public space. A canapé or trees could provide shading on sunny days.

Provision of public space needs to be made within future development in Area 3 to achieve pleasant public space in such a prominent location. Public space can be provided in many ways, e.g. in the way of multi-use car parks or areas set aside for public displays to be used for different uses at different times of the week. It may be car park usually; but also function as public exhibitions, markets, impromptu theatre, and art on one day of the week or in the evening. Research has proven that pedestrians will walk more if 'things' are happening along the way they walk. The benefits of setting space aside for multiple purposes and the introduction of street furniture and art as part of a trail that 'leads' people through a row of experiences has yet to be discovered by Rolleston developers and business owners.

## PARKING (ACCESS, LOCATION, LAYOUT, DESIGN)

Providing the adequate number of car parking spaces is an essential part in many business design proposals. In fact car parking takes up almost 2/3 of most business sites- more than enough reason to design a car park that is easily accessible, safe to use for all traffic members and attractively designed along the frontage with public spaces. Car Park design has to acknowledge its wide range of users: short term users (10min max), shoppers (1-1.5h) or long term parkers (e.g. staff parking 8-5pm) are only to name a few. The various types have different car parking needs, such as: the location of the car park (front, side, back), the design of each space (narrower or wider), and the number of car parks and if they can be shared spaces.

A lot of recent development follows the principle of having u-shaped shopping parades facing car parking area. This layout makes cars the showcase of the site and means that hard stand is dominating sites. More often than not these sites lack pedestrian routes or pedestrian only access and turn their backs on surrounding streets. Landscaping is in most cases provided, but it seldom works to soften the hard stand area or creates attractive boundaries.

There are numerous ways of how car parks can be designed to be visible, accessible and safe to use. People appreciate to have their car safely parked while walking in a pleasant environment to their destination.

## Summary

***Off-road car parking in Rolleston is visually dominant, poorly landscaped and a barrier to movement. Car parks take up the majority of space in the Rolleston town centre; they are placed between shops and the street, preventing shops from having active street frontage***

- Car parking takes up about 2/3 of each business area, hence are the most dominant land use in Rolleston Town Centre
- All car parks adjoin a road and are positioned in front and around buildings. They are highly visible from public spaces. They have not been designed to be aesthetically pleasing and mainly consist of large asphalt areas.
- Each B1 area has its own allocated car park; existing business do not share car parking spaces, essentially using up more space for car parking that might be needed
- The majority of car parks is ninety degree off-street parking, only a limited amount of on-street parking is available along parts of Rolleston Drive and Tennyson Street
- Landscaping provisions in Area 1 are minimal and not sufficient to create a visual separation between cars parked and the adjoining footpath; landscaping in Area 2 is more substantial (and successful) for much of the site, except along the corner of Rolleston Drive and east boundary where mostly none is provided.

## Status Quo

All car parks within the three identified areas immediately adjoin a road and are positioned in front and around buildings. No car park is located behind buildings or where it would be away from the public eye.

Each B1 area and each shop has its own allocated car park; Business within Area 1 and 2 do not share car parking spaces. On-street parking is available along parts of Rolleston Drive and Tennyson Street.

The layout of the individual car parks is very similar- all are 90 degree parking berths.



***Area 2- Rolleston Square car park***

## Site Analysis

Area 1 has a large car parking area that is accessed off Rolleston Drive and Tennyson Street. The car park has minimal landscaping in the way of planter beds along the footpaths of Rolleston Drive. The depth and design of these planter beds is not sufficient to create a clear (visual) separation between cars parked and the adjoining footpath. The car park is the dominating feature and occupies about 2/3 of the overall site.

Area 2 has individual car parking that surrounds the built environment. Landscaping treatment includes a hedge, which screens some of the Rock car park. Trees are planted throughout the car parking area. The landscape strip perimeter of Rolleston Square is used as walking access to and from the car park. Access to this car park is off Tennyson Street or Rolleston Drive. The car park for 'The Rock' and Hammer Hardware can be accessed off Tennyson Street and Rolleston Drive.

There are several issues and limitation with access. In one case an access lane conflicts with access to a service lane and pedestrian footpaths. This particular access to the site is located after a tight bend and a 50km/h speed limit. The location of this particular access is after a tight bend, which makes it a problem area should there be queuing. The limited space available makes it a narrow corner for vehicular movement.

The proposed Area 3 car park for the Countdown supermarket is located on a corner site that's particular visible from adjoining roads and neighbourhoods (the corner of Rolleston and Masfield Drives). Trees and hedging would provide a better visual barrier if appropriate species are chosen that would not cause visibility and safety issues.



***Area 2- Car park between The Rock and Rendezvous cafe***



***Area 2- Access to car park, Pedestrian route and service lane***

## **DESIGN PRINCIPLES AND RECOMMENDATIONS**

The following measures need to be explored in order to enhance the current township of Rolleston and how to achieve this by following the design guidelines for future business development.

### **FIT IN WITH THE SURROUNDINGS ( SCALE & SIZE, FORM & CONFIGURATION, ABILITY TO BE INTEGRATED**

Ideally Area 3 will be developed by one developer in a comprehensive manner which uses materials and styles that complement existing attractive examples of architecture in the area

Ensure that corporate colours are only used to highlight parts of new buildings; use neutral colours for the bulk of buildings that blend in well with existing (housing) stock

Create a transition in height to adjacent dwellings by reducing elevations of multiple storey buildings on boundaries with residential housing; use walkways, access lanes and landscaping to create additional setbacks and separation distance

### **ACTIVATE THE EDGES**

As part of the redevelopment of Area 1 shops along Tennyson Street and Rolleston Drive need to be positioned on the road boundary with Tennyson Street if possible to improve the street frontage ( a building on the corner site of Rolleston Drive and Tennyson Street would be preferable to strengthen this corner)

Replace the 6ft. wall along the other corner site occupied by the Rock with low level fencing or landscaping to allow interaction between the beer garden and public space

Define the corner of Rolleston Drive and Masfield Drive on the Countdown site, to form the gateway into Rolleston either by creating public space with art/ sculpture or another building as a quality feature

Create a distinguishable entranceway off Masfield Drive into Area 3, which gives special regard to pedestrian and cycle access

Ensure that Masfield Drive has plenty of buildings with one or two sides that have active street frontage ( one being Masfield Drive)

Establish a footpath along the corner of Rolleston Drive as part of a realignment measures at this point

## **PROVIDE SPACE FOR PUBLIC LIFE**

Incorporate public space in the form of a small square or a de-facto street as part of the redevelopment options in Area 1

Incorporate public space as part of the overall development in form of a public square or open space in the Masefield Mall block which can have a multiple functions; consider how a public car park could be transformed into space for events at reoccurring times of the year

Create sufficient wide pedestrian orientated space in areas best suited for outdoor seating in terms of location and orientation

Create streets fronted by shops to provide activity

Integrate development with reserves and other public features

## **FAVOUR THE PEDESTRIAN**

Link new footpath along the police site with existing footpath along Hammer Hardware store

Establish pedestrian routes in regular intervals in yet to be developed areas running parallel to roads to allow safe movements from new car parks to the shop entrances and surrounding footpaths as part of the initial car park design

Develop pedestrian only entranceways into new car parking areas

Position pedestrian routes strategically along desire lines so that they link up with the surrounding sites and uses and provide the shortest (most convenient) route possible

The footpath on Rolleston Drive along proposed Pak'n'Save needs to be widened to 2.5m to allow for safe pedestrian and cycling movements along Rolleston Drive

Retrofit a footpath along the corner of Rolleston Drive in conjunction with a safe traffic solution for the intersection with Masefield Drive

Establish direct crossing points along pedestrian routes; pedestrians will not use a crossing if it's not convenient and the shortest route. Good pedestrian routes and safe crossings will allow people to park their car in one area and walk to shops and other premises

## **CAR PARKING**

Replace some car parking in Area 1 to have longer queuing space and a greater separation distance between cars and pedestrians and widen the insufficient landscaped berm

Reconsider roading layout of Rolleston Drive; Meridian might not be ideal- more space might be needed to accommodate wider footpath or an off-road cycling lane

Close off vehicular access off Rolleston Drive next to Warehouse and reserve access for service vehicles and a widened pedestrian/cycle access

## **LANDSCAPING**

Establish a landscape theme for Area 1 that creates landscaped areas along pedestrian areas as part of the car park design; lower hedging is required around the perimeter which can also help to direct pedestrians to safe pedestrian routes and 'hide' cars

## **SIGNAGE**

In general terms signage is to be kept to a minimum; combined advertisement on one stand-alone sign is preferred to numerous signs for traffic safety and amenity reasons

A sign strategy where all shops have a similar style basic sign that they can add to could strengthen the identity of the township; this concept could be introduced for new development in the Masfield Mall

## **DESIGN TO PREVENT CRIME**

Having an increase in active street frontage with new buildings positioned along roads increases the opportunity for passive surveillance during the day; avoid having featureless service lanes (e.g. between Hammer Hardware and shops) and reopen windows to allow for interaction between customers and by passers

The busier the street and public places get the perception of safety increases

Create quality spaces, that show architectural flare and are interesting to visit- studies show that people walk more if an area is well designed and has lots of things happening along the way

## **RESPECT RESIDENTIAL NEIGHBOURS**

New buildings within Area 3 need to be setback from the eastern boundary with residential housing; orientate new businesses buildings on site to minimize light spill and noise for residents to the East; have reduced heights that are in balance with the dominantly one-storey housing environment