



John Paterson Block Fast-track Application

John Paterson Estate Ltd

Landscape and Visual Impact Assessment

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JOHN PATERSON BLOCK FAST-TRACK APPLICATION

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APPENDIX 1 Landscape and Visual Impact Assessment Methodology

APPENDIX 2 John Paterson Block Fast-track Graphic Attachment

1. INTRODUCTION

1.1 Purpose and Scope

DCM Urban Design Limited has been commissioned by John Paterson Estate Limited (the applicant) to assess the potential landscape and visual effects relating to a fast-track application to enable a residential subdivision, at a site comprised of multiple properties (Section 1 SO 560474, Lot 2 DP 318764, Section 10 SO 480694, Lot 9 DP 318764, Lot 3 DP 318764, Lot 4 DP 318764, Lot 7 DP 318764, Lot 6 DP 318764, Section 16 SO 480694, Lot 2 DP 81077), and generally located at John Paterson Drive, in Halswell, Christchurch.

The proposal is focused on obtaining Fast-track Approval (including subdivision and land use consent) to establish a residential subdivision within the proposal site. The proposal seeks to subdivide the 38.9ha site to create approximately 501 residential lots, in addition to recreation and link reserves, and a sizeable stormwater management/ wetland area. A scheme plan has been developed by Davie Lovell-Smith, which shows the subdivision layout, lot sizes, road network and green spaces proposed. This has been used as a basis to develop a conceptual masterplan and indicative renders (as shown in the John Paterson Block Fast-Track Application Graphic Attachment), to help visualize what the development could look like in future. Additionally, several mitigation measures have been incorporated into the proposal in response to the site's context, to address possible adverse visual and landscape effects.

This report will assess the potential effects on landscape character and visual amenity that may occur as part of the Fast-track Application. The proposal will also be assessed against the relevant statutory provisions relating to landscape character and amenity under the Christchurch District Plan, as consistent with the Resource Management Act 1991 (RMA). The development site is not located within any landscape character (including outstanding natural features and landscapes), cultural, or historic, overlays as per the Christchurch District Plan.

This report is supported by a series of Appendices. Appendix 1 outlines our assessment methodology, while Appendix 2 (John Paterson Block Fast-track Application Graphic Attachment) includes a set of supporting figures, including site plans, indicative renders, character photos and photos from key viewpoints in the surrounding area.

1.2 Methodology

This Landscape and Visual Impact Assessment (LVIA) has been informed by Te Tangi a Te Manu - Aotearoa New Zealand Landscape Assessment Guidelines (Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022).

The broader methodology is outlined in Appendix 1, with the process followed by this proposal including the following:

- **Desktop Research and Site Visit:** A combination of desktop research and a site visit (on 5 February 2026) were conducted to gather baseline data on the landscape's physical, perceptual and associative values. This provided a comprehensive understanding of the landscape character and visual context of the receiving environment. Photos were taken from key viewpoint locations (outlined within Appendix 2) while visiting the site and surroundings.
- **Assessment Against the Relevant Statutory Matters:** The Christchurch District Plan gives effect to the RMA within the context of the proposal and provides much of the policy framework against which this landscape assessment has been evaluated.

- **Landscape Character and Visual Context Analysis and Assessment (in the relevant sections):**

The site's landscape character and values, including potential visual impacts were analysed, and the visual context in the receiving environment was established to be a 1km offset from the centre of the proposal site. This distance was determined by the scale of the proposal and consideration of key viewers in the receiving environment such as nearby residents, recreational users, and road users. While the offset was established to be 1km, viewpoints were not necessarily required from this distance as receivers within closer proximity to the proposal are likely to have greater effects than those further away, therefore only the viewers with the greatest potential to be affected were assessed.

The impact evaluation involves explaining the nature of the effect, then assessing the magnitude of that effect, with reasons. The seven-point landscape and visual effects rating scale was used to describe the magnitude of the effects. This evaluation encompassed landscape character, values, and visual amenity to provide a holistic assessment of the proposal.

- **Recommendations / Mitigation Measures:** Potential mitigation measures to address adverse and residual effects associated with the Fast-track application were identified, which is consistent with best practice guidance. These have been discussed with the project team and will be implemented as part of future residential subdivision, please refer to Section 3 for further detail.

For further information on our assessment methodology and specific terminology used, please refer to Appendix 1.

2. THE PROPOSAL

2.1 Description of the Proposal

The proposal site is generally located along John Paterson Drive, at the edge of existing residential development (Knights Stream Subdivision) in Halswell. The site is currently zoned as Rural Urban Fringe (RuUF) under the Christchurch District Plan, as noted above.

A scheme plan for the site has been developed by Davie Lovell-Smith to support the Fast-track Application, showing the intended development of the site. The scheme plan accommodates for 501 residential lots, road reserves, a recreation reserve, link reserves, and a stormwater management/ wetland area.

Although the scheme will progress into greater detail as the project moves forward, the broader layout of the site and mitigation strategies (outlined in section 3.1 below) are expected to be retained. This allowing sufficient conceptualization of the proposed residential subdivision to assess the potential landscape and visual effects.

3. RECOMMENDATIONS

3.1 Mitigation Measures

The following mitigation measures are recommended to avoid, remedy, or mitigate potential adverse effects on landscape character and visual amenity as perceived from the site's surroundings. Please refer to Appendix 2, the John Paterson Block Fast-track Application Graphic Attachment, for a plan and renders visualising the mitigation measures discussed.

MM1 – BUND AND LANDSCAPE BUFFER ALONG SPRINGS ROAD INTERFACE

A 12m wide, 2m high bund with 1 in 3m slopes is proposed where the proposal site neighbours Springs Road. The bund will be planted along its outer slope, with a 1.8m high acoustic fence positioned at its crest. The bund will provide visual continuity with the existing bund which currently runs along the Christchurch Southern Motorway (SH 76) and screen future domestic activity from the shared path connection which runs along this boundary. The bund will also function in screening lots from Springs Road and the State Highway to some degree, although wider views will still be available from the Springs Road overbridge. Additionally, the interface treatment will help to uphold amenity for future residents, by blocking direct views of the adjoining transport infrastructure and creating a greater sense of enclosure and security.

MM2 – GREEN LINKS AND RESERVES

Future subdivision under the Fast-track Application will include several green links, a recreation reserve and stormwater management area (SMA) with wetlands. Although the proposed residential subdivision will permit a much greater intensity of residential development, these features will maintain a level of spatial relief and reduce the dominance of built form via the integration of green focal points. The wetlands will additionally contribute to upholding ecological values and natural processes within the site.

MM3 – 1.8m HIGH CLOSEBOARD FENCE ALONG BOUNDARY SHARED WITH BUSCH LANE PROPERTIES

A 1.8m high closeboard fence will be implemented along the proposed subdivision site boundary shared with Busch Lane properties, to delineate the newly proposed residential edge. The proposed fencing will create immediate and effective screening (given the relatively flat terrain of the area), mitigating outlook and privacy effects on neighbouring residents.

It should be noted that dense shelterbelt plantings are found along this boundary, however as these are not within the proposal site, they cannot be fully relied upon for mitigation, especially in the long-term. Regardless, along with the generally pronounced offsets of existing Busch Lane dwellings from the shared boundary (approximately 50-70m), they are expected to function in lessening adverse visual and landscape effects in the present-day environment.

MM4 – KNIGHT STREAM WALKWAY

As part of future development, a formalised walkway is proposed within the proposal site along the extent of Knights Stream which is currently publicly inaccessible. This will create greater openness and provide opportunities for riparian restoration along the watercourse (which is currently overgrown with a mix of unkept plantings), reinforcing the stream as an important landscape feature. The proposed walkway will also offset future residential development from the stream boundary, preventing domestic encroachment. Overall, the implementation of a walkway along Knights Stream is expected to function in protecting a key adjoining natural feature, contribute to ecological values, soften the edge of future development, and provide community benefits.

MM5 – OPEN FRONTAGES TOWARDS GREEN SPACES

Future development will incorporate 1.2m high open-style fencing/ gates where residential lots adjoin to green spaces (such as reserves, green links, stormwater management/ wetland areas, and the Knights Stream walkway). Permeable fencing along these boundaries will help to maintain a level of openness and function in softening the built edge anticipated under the proposed residential development. By avoiding continuous solid boundaries, where residential privacy is not needed, the visual dominance of structural components will be reduced, upholding a greater level of openness within the proposed subdivision.

To be noted, similar approaches have been undertaken in other more recently developed Halswell subdivisions, and so this boundary treatment is also expected to create cohesion with existing residential development in the area.

MM6 – OPEN FRONTAGE TOWARDS JOHN PATERSON DRIVE

Similarly to MM5, future residential development will incorporate open-style fencing (1.5m high) with a 1m wide planting strip along the proposal site's road front boundary shared with John Paterson Drive. This boundary interface will reinforce consolidation with the existing Knights Stream subdivision, rather than introducing another inward-facing edge (with a 1.8m closeboard fence currently defining both the existing rural and residential boundary on either side of John Paterson Drive). Opening this frontage will soften the residential expansion proposed within the Fast-track Application site, by legibly defining private space while also enhancing visual and amenity outcomes.

4. RECEIVING ENVIRONMENT

4.1 Landscape Description and Characterisation

In a wider scale context, (referring to the area shown on the context map, in Appendix 2) the Fast-track Application site is positioned within the western peri-urban periphery of Christchurch City, surrounded by a varied mix of land uses:

- The Christchurch Southern Motorway (SH76) runs to the north of the proposal site, separated from the site by a well-established planted bund and the Little River Link Shared Path, which runs along the site boundary. Beyond the State Highway the landscape transitions to hold large-scale warehouse buildings and more intensive retail and industrial activities as part of Horby South.
- The northeastern portion of the site is neighboured by a stormwater basin, the Halswell Junction Road Shared Path, and Halswell Junction Road. To the east/ southeast the site adjoins the more recently developed Knights Stream Subdivision (as part of Halswell), which includes Horoeke Reserve, Knights Stream School, and Knights Stream Park.
- The southern portion of the site connects to existing rural residential properties, with Knights Stream and Knights Waterway Reserve also in the vicinity.
- The western aspect of the site shares a boundary with several high-end rural-residential properties accessed from Busch Lane, a private lane situated off Springs Road. Beyond the Busch Lane properties, a blend of rural residential and lifestyle properties, productive farmland and rural businesses are found, along with Marshs Road.

The topography of the area is generally flat, reflective of the larger Canterbury Plains landscape. This allows for far-stretching views (where not obstructed by planting, buildings, and structures), particularly from higher elevations such as the local over-bridges. Views of key landscape features consist predominantly of distant outlooks to the Port Hills to the southeast, with views dominated by buildings and infrastructure to the north.

Vegetation consists mostly of exotic species, with pastoral grass the most widespread, interspersed with shelterbelts and hedgerows. Pockets and corridors of native planting have been integrated more recently, as stormwater management areas, reserves, road verges/ ramps and highway bunding have been constructed. Where undeveloped land/ rural fields shift to an urban landscape (as part of Halswell), the transition is also mirrored by vegetation types and patterns, with well-maintained domestic landscaping, street trees in grass berms, and reserve garden beds present.

Regarding built form, farm buildings, residential dwellings, and roading infrastructure are found at various intensities in the local area, with clearly defined edges between higher density suburban expansion and the surrounding semi-rural landscape. Halswell's urbanised environment features detached single-storey family homes with attached garaging, in contemporary styles. Lower density rural residential properties in the area (such as those along Busch Lane), typically feature larger building footprints, with additional amenities such as extensive gardens, swimming pools, tennis courts and detached garages/ sheds. Key roading connections in the site's surroundings include Halswell Junction Road, Springs Road, and Marsh's Road, amongst others. The Christchurch Southern Motorway, which runs to the north of the site as mentioned, provides a key gateway to Christchurch City and is characterised by traffic lanes, roading infrastructure, over-bridges, and road flood lighting.

Overall, the receiving environment has a transitional character comprised of newer residential subdivisions, established lifestyle properties, stormwater management reserves, productive farmland, remnant pasture, and prominent road corridors. As a result, the receiving environment is considered to have a low-medium sensitivity to change as it no longer holds an intact rural character, with several areas having already undergone a shift from rural to urban, the presence of major transport infrastructure, and a generally varied and modified landscape.

4.2 Site Description

The Fast-track Application site occupies an area of 38.9ha and consists predominantly of open pastoral fields, with paddock boundaries delineated by standard farm fencing typologies (post and rail/ post and wire) and tall and dense shelterbelts. John Paterson Drive, composed of a sealed road with streetlights and grass berms on both sides, bisects the northern portion of the site and culminates at a cul-de-sac at the northern site boundary. The presence of this road is somewhat inconsistent with the wider site and raises some expectation that further development of the site is possible in future.

In terms of other structures, the site currently holds five residential dwellings, spaced out across the site, four of which have been incorporated into the design of the scheme plan (with the dwelling at 479 Marshs Road, Lot 2 DP 81077, removed to accommodate for the stormwater management/ wetland area).

While the vacant pastureland of the site, combined with the generally flat topography, does contribute to openness in the landscape from the surrounding overbridges, open views are seldom experienced at ground level, with many of the site's external boundaries enclosed by either established planting, boundary treatments or bunding, within the site or immediately adjoining to the site. From the northern extent of John Paterson Drive, referred to above, more open views of the site's rural fields are available, although the full depth of views still tends to be somewhat restricted by boundary plantings.

Despite the site's mixed-use surroundings, at present, the site exhibits a largely rural character, shaped by open grassed fields, linear shelterbelts and dispersed rural-residential dwellings. The presence of John Paterson Drive in the northern section of the site, as mentioned, does introduce a degree of disruption to the continuity of this character however, signalling potential for the site to undergo residential development in a similar manner that has taken place nearby.

4.3 Landscape Values

Landscape values regarding the relevant zoning and statutory provisions will be discussed in Section 5.1 below; however, at a wider scale, the peri-urban area which forms the receiving landscape derives its physical, perceptual and associative landscape values from:

- A transitional and mixed-use landscape which accommodates for suburban living, lifestyle properties, fragmented rural fields, rural businesses and productive farmland.
- The presence of a major transport corridor, the Christchurch Southern Motorway (SH73), and other local transport connections such as Halswell Junction Road and Springs Road, as well as an integrated network of shared paths and cycle lanes.
- Varied views of pastoral fields, roading infrastructure, established hedgerows and shelterbelts, open stormwater management areas, and suburban neighbourhoods, with wider sightlines toward the Port Hills.
- Pockets and corridors of native vegetation associated with reserves and roadside plantings, along with natural waterways such as Knights Stream, which contribute to indigenous biodiversity and ecological values within an increasingly urbanised landscape.
- Recognisable and cohesive patterns of development, with clearly defined edges and well-consolidated rural, residential, industrial, and transport-related land-uses, limiting perceptions of ambiguous sprawl.

At a local level the proposal site currently contributes to the following landscape values:

Physical

Physically, the site's open fields and sparsely located residential dwellings forms a rural pocket of land between Knights Stream Subdivision, the Christchurch Southern Motorway (SH76), and the lifestyle properties along Busch Lane. The topography of the site is consistent with the wider flat terrain, while vegetative features (grassed paddocks and shelterbelts) are coherent with typical rural scenes. The form of the site clearly expresses human modification to managed farmland, with limited tree cover and a geometric layout.

Perceptual

The proposal site's perceptual values relate mainly to visual amenity, with the site's open fields upholding views of greenery and maintaining a sense of visual openness amongst the greater intensity of some of the surrounding land uses. The shelterbelts found on site provide structure within the landscape and clearly defines space as a strong vertical element against the otherwise flat terrain. Despite the site's rural character features, it does not feel removed or isolated, positioned immediately adjacent to both the Southern Motorway and Halswell, within proximity to Christchurch City, and being otherwise well-connected via local roads. Generally, the site is tidy and well-maintained, contributing to amenity of the surrounding landscape.

Associative

The site's associative values relate strongly to its location within the peri-urban fringe of Christchurch City, with the southeastern views of the Port Hills helping to further convey a sense of place. This area contains a varied mix of land-uses, as mentioned, with the proposal upholding an open rural presence. Rather than wholly reflecting more typical rural associative values however, due to the high level and profile of development around the site, the site is seen more as a remnant connection to a more widespread agricultural past. As per the Christchurch District Plan, there are no cultural or heritage features located within the proposed subdivision site.

5. ASSESSMENT OF EFFECTS

5.1 Statutory Provisions

Policy is used as a framework to support a comprehensive assessment of the possible effects on landscape character and values which could arise as part of the proposed subdivision Fast-track Application. It is considered that the Christchurch District Plan gives effect to the Resource Management Act 1991 in the context of the proposed subdivision, including *Other matters* listed in Section 7, and more particularly (c) *the maintenance and enhancement of amenity values*.

As outlined in the earlier sections of the report, the Fast-track Application site is currently zoned as Rural Urban Fringe (RuUF). The proposed scheme plan and mitigation strategies outlined in Section 3.1 have thereby been assessed against the relevant objectives and policies of the Christchurch District Plan (relating to landscape character and visual amenity) within the Rural and Subdivision chapters, to assess how the proposed development compares. The site is not within any landscape character areas such as an Outstanding Natural Landscape and does not contain any cultural or historic overlays as per Christchurch District planning maps.

Christchurch District Plan

Chapter 17 Rural

17.2 Objectives and Policies

17.2.1 Objectives

17.2.1.1 Objective – The rural environment

- a. *Subdivision, use and development of rural land that:*
 - i. *supports, maintains and, where appropriate, enhances the function, character and amenity values of the rural environment and, in particular, the potential contribution of rural productive activities to the economy and wellbeing of the Christchurch District;*
 - ii. *avoids significant, and remedies or mitigates other reverse sensitivity effects on rural productive activities and natural hazard mitigation works;*
 - iii. *maintains a contrast to the urban environment; and*
 - iv. *maintains and enhances the distinctive character and amenity values of Banks Peninsula and the Port Hills, including indigenous biodiversity, Ngāi Tahu cultural values, open space, natural features and landscapes, and coastal environment values.*

Response: While the proposed Fast-track Application is seeking to use rural land for a residential subdivision, the proposed residential subdivision is not considered to be inappropriately sited. Although the site itself does hold several rural character features, the surrounding landscape has a variety of uses, which translates to a transitional peri-urban area, rather than congruent rural landscape. Therefore, the proposed subdivision will not compellingly compromise any character and amenity values of the rural environment, as a shift towards urbanisation has already taken place within the receiving landscape.

A clear linear boundary is proposed between the proposed subdivision and neighbouring rural-residential properties to the west (along Busch Lane), while the proposed stormwater management area/ wetlands will separate residential development from the rural-residential/ rural properties to the south. Otherwise, the proposed subdivision will form an appropriate extension to its existing built surrounds (Springs Road, Halswell Junction Road, the Christchurch Southern Motorway (SH76), and Knights Stream subdivision). As the subdivision's neighbours to the west (Busch Lane) consist of lifestyle properties, and the proposed lots will be buffered from neighbouring farmland to the south by the proposed stormwater management/ wetland area, reverse sensitivity effects regarding rural productive activities are expected to be limited. Development of the proposed subdivision will maintain a distinct contrast between the urban and rural environment.

17.2.2 Policies

17.2.2.3 Policy - Contributing elements to rural character and amenity values

- a. *Recognise that rural character and amenity values vary across the Christchurch District resulting from the combination of natural and physical resources present, including the location and extent of established and permitted activities.*
- b. *Recognise that the elements that characterise an area as rural, from which desired amenity is derived, include the predominance of:*
 - i. *a landscape dominated by openness and vegetation;*
 - ii. *significant visual separation between residential buildings on neighbouring properties;*
 - iii. *where appropriate, buildings integrated into a predominantly natural setting; and*
 - iv. *natural character elements of waterways, water bodies, indigenous vegetation and natural landforms, including the coastal environment where relevant.*
- c. *Recognise that rural productive activities in rural areas can produce noise, odour, dust and traffic consistent with a rural working environment, including farming, plantation forestry and quarrying activities, that may be noticeable to residents and visitors in rural areas.*

Response: As noted above, although the site itself does hold elements that characterise rural areas, the surrounding landscape is less reflective of these elements in a consistent manner. The rural elements presently on site will be lost with the proposed residential development, however the residential subdivision is still seen to be compatible with the surrounding landscape. The described rural elements are not uniformly widespread in the vicinity of the proposal site, particularly to the north and east, with the proposed subdivision expected to integrate well with the existing urban form and transport corridors which neighbour the site. Additionally, the proposed development will form a clearly distinguishable urban boundary, with rural amenity and character retained more comprehensively beyond the proposal site, to the west and south.

17.2.2.4 Policy - Function of rural areas

- a. *Ensure the nature, scale and intensity of subdivision, use and development recognise the different natural and physical resources, character and amenity values, conservation values and Ngāi Tahu values of rural land in the Christchurch District, including:*
- i. *the rural productive activities, recreation activities, rural tourism activities and conservation activities on Banks Peninsula and their integrated management with maintaining and enhancing landscape, coastal and indigenous biodiversity values;*
 - ii. *the rural productive activities and recreation activities in the rural flat land area surrounding the main Christchurch urban area;*
 - iii. *the flood management and groundwater recharge functions adjoining the Waimakariri River;*
 - iv. *the open character and natural appearance of the rural Port Hills which maintain distinct urban/rural boundaries*
 - v. *the re-use of the site of the former Templeton Hospital;*
 - vi. *the historic and contemporary cultural landscapes, sites of Ngāi Tahu cultural significance and the use of land and water resources for mahinga kai; and*
 - vii. *the conservation activities undertaken within the Peacock Springs Conservation Area.*

Response: As mentioned above, although the proposal site does currently contribute to local rural character and amenity values, the receiving landscape does not convey a consistent rural character. Accordingly, the proposed residential subdivision is not expected to disrupt a coherent rural landscape, even though urban elements will supersede the site's existing rural character features. Rather, the scale and intensity of the proposed subdivision is seen to be consistent with the neighbouring residential subdivision of Knights Stream, with the proposed residential development seen as a cohesive and fitting extension to Halswell, despite the site's RuUF zoning.

The views to the Port Hills which are currently available are expected to be retained over top of the proposed subdivision, as at present, while recreational activities are supported within the application through the outlined green links, shared paths and reserves. Opportunities to contribute to conservation values will also be created, via the proposed stormwater management/ wetland area and implementation of Knights Stream walkway.

Chapter 8 Subdivision, Development and Earthworks

8.2 Objectives and Policies

8.2.2 Objective - Design and amenity

- a. *An integrated pattern of development and urban form through subdivision and comprehensive development that:*
- i. *provides allotments for the anticipated or existing land uses for the zone;*
 - ii. *consolidates development for urban activities;*
 - iii. *improves people's connectivity and accessibility to employment, transport, services and community facilities;*
 - iv. *improves energy efficiency and provides for renewable energy and use; and*
 - v. *enables the recovery of the district.*

Response: As mentioned, the proposal site is zoned as RuUF, and so the proposed density and allotments under the Fast-track application do not align with the current zoning. Despite not aligning with the current zoning, the proposed subdivision will consolidate urban activities, by implementing continuous and contextually appropriate growth of Halswell's urban footprint. This proposed subdivision is well-located regarding local transport routes/ facilities and incorporates several green spaces. Overall, the proposal is thereby expected to create a living environment for future residents with a high-level of amenity, while also upholding amenity within the site's surroundings.

8.2.2.2 Policy - Design and amenity / Tohungatanga

- a. *Ensure that subdivision;*
 - i. *incorporates the distinctive characteristics of the place's context and setting;*
 - ii. *promotes the health and wellbeing of residents and communities; and*
 - iii. *provides an opportunity to recognise Ngāi Tahu culture, history and identity associated with specific places, and affirms connections between mana whenua and place, particularly with sites of Ngāi Tahu cultural significance identified in [Appendix 9.5.6](#).*

Response: The proposal exists predominantly as flat open fields surrounded by exotic fast-growing boundary plantings and sparsely located rural-residential dwellings. Four out of five of the existing dwellings will be integrated into the proposed subdivision, while one will be demolished to make way for the proposed stormwater management/ wetland area. Overall, the largely 'blank canvas' nature of the site is considered suitable for residential development from a landscape perspective. As mentioned, on a wider scale the proposal is also seen to be appropriate contextually, building on more recent residential urban expansion of Halswell.

A key distinctive characteristic of the proposal site is its shared boundary with Knights Stream. As noted above, this natural feature is expected to be enhanced by the proposed subdivision, through creation of a formalised walkway along the waterway. This will better delineate Knights Stream, which is currently largely overgrown with unkept vegetation, and provide opportunities for riparian restoration and community engagement. The proposed walkway will also appropriately offset residential development, to maintain a clear recreational/ ecological corridor along the extent of the watercourse adjacent to the proposal site.

8.2.2.4 Policy - Identity

- a. *Create or extend neighbourhoods which respond to their context and have a distinct identity and sense of place, by ensuring that subdivision, where relevant:*
 - i. *incorporates and responds to existing site features (including trees, natural drainage systems, buildings), cultural elements and values and amenity values (including by taking advantage of views and outlooks);*
 - ii. *incorporates public spaces that provide opportunities for formal and informal social interaction;*
 - iii. *has a pattern of development that responds to the existing and planned urban context;*
 - iv. *is designed with a focus on the use of open space, commercial centres, community facilities, and the use of views;*

- v. *outside the Central City , in addition to iv., is designed with a focus on density, roads , land form, stormwater facilities and, in the Residential New Neighbourhood zone, Medium and High Density Residential zones, development requirements in an outline development plan , as key structuring elements; and*
- vi. *incorporates and responds to Rangatiratanga – the expression of te reo kawa, tikanga, history, identity and the cultural symbols of Ngāi Tahu.*

Response: The proposed subdivision is expected to form an extension to Halswell which is appropriate for its context from a landscape perspective. A response regarding incorporation of the site's features can be found above (8.2.2.2 Policy - Design and amenity / Tohungatanga), while commentary regarding the design of the scheme plan and urban context is covered more comprehensively in the provided Urban Design Assessment.

8.2.2.6 Policy - Integration and connectivity

- a. *Ensure effective integration within and between developments and existing areas, including in relation to public open space networks, infrastructure, and movement networks.*
- b. *Ensure that the boundaries between new and existing developments are, where appropriate, managed to avoid or mitigate adverse effects.*
- c. *Outside the Central City , avoid significant adverse effects and remedy or mitigate other adverse effects on existing businesses, rural activities or infrastructure.*

Response: Matter a. above is addressed in the provided Urban Design Assessment. Boundary interfaces have been designed to mitigate potential adverse visual and landscape effects (refer to MM1, MM3, MM5 and MM6 in section 3.1), allowing future development under the Fast-track Application to be incorporated in a way which minimizes impacts on adjoining properties and infrastructure.

5.2 Effects on Landscape Character and Values

As outlined above in Sections 4.1 and 4.3, the proposal currently forms a parcel of rural land, positioned at the edge of Halswell's residential fringe and next to the Christchurch Southern Motorway (SH76). The area is largely modified and can be described as transitioning from its former more intact agricultural form to now holding a mix of land uses.

The proposed residential subdivision by way of Fast-track Application will introduce a substantial change within the proposal site, with the development of a high number of residential lots, supporting infrastructure and associated green spaces, in place of the existing open fields, shelterbelts and sparse rural-residential dwellings. Although the anticipated level of change may great, it is not inherently adverse and should be considered in the context of the site, while also accounting for the potential beneficial aspects of the proposed future development.

At a site level, the anticipated changes to the various dimensions of the site have been described below:

Physical

With subdivision and development, the proposal site's predominantly pastoral nature will be altered to being more intensely developed with residential dwellings, roading infrastructure, domestic plantings, and neighbourhood utility and amenity spaces. Greater urban density and a higher level of compartmentalization will prevail, while ecology and amenity will be more intentionally supported via the proposed Knights Stream Walkway and wetland area.

Perceptual

Perceptual effects relate mainly to visual amenity, with effects from representative viewpoints discussed in detail in Section 5.3 below. With modification of the site as per the proposed subdivision, human activity will define the landscape's form, rather than being gently shaped by rural vegetation patterns and grazing stock. Scenes and sounds of urban living will become commonplace, with a greater level of activity through the coming and going of residents. Integrated pockets of greenery and open space are expected to provide relief and breathing room within the built environment.

Associative

The proposal site will no-longer uphold a rural presence amongst the varied surrounding land-uses. Instead, the site's associative values are expected to align mostly with the proposed residential development. This includes becoming 'home' and a place of community for a number of new residents through the site's transformation into an urban landscape. The relationship between the proposed urban development, Knights Stream and the proposed wetland area will also communicate a sense of ecological care and environmental sustainability. Wider views to the Port Hills overtop of future housing will be retained, which contribute to defining a unique sense of place within the otherwise varied landscape.

As noted above the receiving environment is not a uniformly rural landscape or characterised by highly aesthetic or consistent landscape views, rather it contains a mix of infrastructure, utilities, farmland, suburban areas and lifestyle properties. Thereby the proposed residential development of the site, will not be introducing an incongruent activity, but rather, it will be building on and consolidating the urban expansion which is already underway in this diverse landscape. More specifically, the site is positioned within a location where urban growth has recently taken place as part of Knights Stream Subdivision, with the Fast-track Application allowing further residential development to commence, which is expected to integrate cohesively with this adjoining neighbourhood. This is illustrated by the scheme plan and developed renders, which outlines a similar grain and scale of settlement and consistent roading hierarchy. In this context the proposed residential development is seen to support logical infill development, rather than sporadic or isolated urban sprawl.

The mitigation measures outlined will further function in lessening potential adverse effects on landscape character and values. Green links, reserves and considered boundary interfaces will allow future development to maintain amenity within the site's surroundings, while also considering potential privacy and outlook effects on neighbouring rural-residential properties (discussed further in section 5.3 below). The Knights Stream Walkway and wetland area as part of the proposed scheme plan, are expected to contribute to ecological benefits while also increasing access to public open space.

Overall, it is accepted that the physical, perceptual and associative dimensions of the proposal site will undergo a change in character and values. However, when considered contextually this shift is not expected to give rise to any notable adverse effects on landscape character and values. As the site's locality is already considered to be evolving, and the proposal site viewed as being well-suited for urban expansion (from a landscape perspective), possible (adverse) effects on landscape character and values regarding the Fast-track Application are assessed as **Low**.

5.3 Effects on Visual Amenity

The visual context of the receiving environment is considered to be 1km offset from centre of the proposal site. This distance was determined by the receiving environment's topography, and identification of key visual receptors, including residents and the public, who may be impacted by the proposal in a visual sense. Views from

further away will likely be obstructed by landform or vegetation, or ameliorated by distance, with any visual effects from viewpoints outside of this offset unlikely to be greater than those within.

Visual effects are a subset of landscape effects and contribute to understanding landscape effects. A series of key viewpoints were selected to show a representative sample of the likely affected parties. Please refer to Appendix 2 for the relevant photos. Viewpoints are generally located on public land and located as close as possible to existing residential dwellings or key locations in the site's surroundings. Selected viewpoints are as follows:

VP1 - View southwest from Halswell Junction Shared Path

VP2 - View east from John Paterson Dr/ Richmond Ave intersection

VP3 - View southwest from 73 Tongariro St

VP4 - View northwest from 477 Marshs Rd

VP5 - View northeast from 389 Marshs Rd

VP6 - View southeast from entrance to Busch Ln

VP7 – View southeast from Springs Rd over-bridge

VP8 – View south from Little River Link shared path

The following table outlines the Visually Sensitive Receptors represented by each viewpoint and the visual effects they might receive. The table notes the distance to the edge of the proposal site, the openness of the view, which mitigation measures apply and concludes with the likely residual visual effects following mitigation. As the proposed mitigation measures (Listed in Section 3) are considered to form a part of the proposal, no pre-mitigation effects will be included as part of the assessment.

Representative Viewpoint	Visually Sensitive Receptors (VSR)	Distance to the Proposal Site (m)	Existing View (open, partial, screened)	Mitigation Measures	Effects with Mitigation
1	Users of Halswell Junction Shared Path	105m	Screened	MM2 MM5	Low
	Vehicle Users of Halswell Junction Rd				
2	Users of Richmond Ave	45m	Screened	MM6	Low
	Users of John Paterson Drive				
	Residents neighbouring John Paterson Drive				

	(accessed off Luxembourg Cres)				
3	Residents of Tongariro Street	55m	Screened	MM4 MM5	Low
	Users of Horoeka Reserve				
	Residents of 4 Harz Street				
4	Residents of 477 Marshs Road	220m	Open	NA	Low
	Users of Marshs Road				
5	Residents of Marshs Road	520m	Screened	NA	Very Low
	Users of Marshs Road				
6	Residents of Busch Lane	205m	Screened	MM3	Low
7	Users of Springs Road	45m	Open	MM1 MM2	Low
8	Users of the Christchurch Southern Motorway (SH76)	16m	Screened	MM1	Very Low
	Users of the Little River Link Shared Path				

Table 1: Assessment of Effects on Visually Sensitive Receptors

VP1: View southwest from Halswell Junction Shared Path

Description of existing view: The existing view of the proposal site, currently contains a largely open stormwater management area in the foreground, consisting of a mowed basin. The proposal site is screened predominantly

by boundary plantings within the site boundary, while a bed of native planting within the stormwater reserve forms another layer of screening.

Description of effects: With the proposed residential development, the tall existing boundary plantings on site will be removed. This will open views of the site, which will consist of outlooks to residential housing. The beds of native planting within the stormwater reserve will disrupt the continuity of these views however, with planting in this space already well established. The boundary interface along this section of this site will feature 1.2m high open-style fencing and gates, to maintain a sense of visual connection between future residential development and the site's surroundings. A green link to the neighbouring stormwater management area, will further support visual integration of future development, creating permeability along this boundary.

The predominant visual receptors in this location (users of Halswell Junction Road and the Halswell Junction Shared path), will likely have short-lived views, as they commute through the landscape. Additionally, although outlooks in the direction of the site are predominantly green, multi-directional views in this location are populated by infrastructure and the built environment.

Overall, (adverse) visual effects of the proposed residential subdivision are assessed as **Low** from this location.

VP2: View east from John Paterson Dr/ Richmond Ave intersection

Description of existing view: The existing view in this location features a shelterbelt along John Paterson Drive, and a 1.8m high closeboard fence and interrupted plantings along the site's interface with Richmond Ave. Views of the site are very much enclosed from this location, while other features consist largely of the John Paterson Drive and Richmond Ave road reserves and the residential edge of Knights Stream Subdivision.

Description of effects: In this location the shelterbelt, plantings and 1.8m high boundary fence will be removed, with residential development under the Fast-track Application. Outlooks will instead move towards more open views of residential housing, although a level of greenery will be retained by 1.5m high open-style fencing/ gates, combined with a road front planting strip within the future lot boundaries. This interface design is anticipated to uphold pleasant views from external locations and to visually connect the development with its surroundings, while also providing privacy and security for future residents.

Views for road users of John Paterson Drive and Richmond Ave are anticipated to be fleeting as they move through the landscape, with the proposed residential development largely seen as a consistent extension of residential living in Halswell. Neighbours along the southern aspect of John Paterson Drive will likely have more long-standing outlooks towards the proposal site, although their views to the site are already largely restricted by the continuous 1.8m high close board fence which defines their boundary. Furthermore, a level of separation will be maintained by the John Paterson Drive road reserve (approximately 25m wide), which will function to limit any feelings of being overlooked.

Overall, the proposed residential development is anticipated to generate a **Low** level of (adverse) visual effects in this location.

VP3: View southwest from 73 Tongariro St

Description of existing view: VP3 was taken from 73 Tongariro Street where this property neighbours Horoea Reserve/ Knights Stream. This image shows the tall plantings on the proposal site in the background, the mixed belt of planting along the boundary of Knights Stream/ the proposal site, and mowed reserve and more intentional native reserve plantings in the foreground. Typical residential housing as part of Knights Stream Subdivision is seen in the left of the image, along with permeable fencing along the boundary shared with the reserve.

Description of effects: In this location the proposed development will alter the western backdrop of the residences along Tongariro Street, with the tall existing vegetation (within the proposal site) removed and replaced with residential homes. Although some of the plantings which follow Knights Stream/ the proposal site boundary will not be affected by the proposal, as they are positioned outside of the site boundary, unkept vegetation along this boundary which is within the proposal site is expected to be cleared/ tidied. Thereby the density of the current green buffer along Knights Stream/ proposal site boundary is expected to reduce. Additionally, a walkway (MM4) along Knights Stream is proposed within a portion of the proposal site, to create a pedestrian connection between future development and the existing Knights Stream/ Horoeka Reserve. This is expected to entail opportunities for riparian/ ecological restoration.

Overall, (adverse) visual effects which could arise from the proposed residential subdivision are anticipated to be **Low** for residents and users of Tongariro Street. The existing Knights Stream corridor features established plantings, including well established planting strips and garden beds along the reserve boundary shared with Tongariro Street properties. In combination, the visual (and physical) separation provided by the reserve/ stream corridor, the open frontages (MM5) proposed at this interface, and the enhanced amenity and connection via the proposed Knights Stream walkway, are expected to maintain suitable separation and pleasant outlooks for Tongariro Street properties and road users.

To be noted, 4 Harz Street has a similar relationship to the proposal site as the properties along the western aspect of Tongariro Street. Although this property is more of a lifestyle property, with a larger land holding and greater separation distance between the dwelling and the site (approximately 70m), (adverse) visual amenity effects on this property is assessed as **Low**, given largely similar reasoning as is provided above for properties along Tongariro Street.

VP4: View northwest from 477 Marshs Rd

Description of existing view: VP4 depicts the view from 477 Marshs Road. The image shows the dwelling of 477 Marshs Road to the left, surrounded by various shelterbelt plantings and open fields with grazing stock. Views to the proposal site are open from this location, although offset from both the dwelling at 477 Marshs Road and Marshs Road.

Description of effects: The portion of the site which is visible from this location is anticipated to be occupied by a stormwater management area and wetlands under the proposed subdivision scheme plan. Consequently, although the change in form of the proposal site will be visible, its transformation into a wetland and stormwater basin area will maintain green and pleasant outlooks from the property at 477 Marshs Road and Marshs Road. The change will also take place at a distance of approximately 140m from the dwelling at 477 Marshs Road, and 220m from Marshs Road. Although, views to residential development may also be visible, views of housing from this location will likely be more peripheral, and also somewhat ameliorated by distance. Given the reasoning above, (adverse) visual effects of the proposed residential subdivision are assessed as **Low** from VP4.

VP5: View northeast from 389 Marshs Rd

Description of existing view: Viewpoint 5 depicts the typical views available towards the proposal site from Marshs Road. This image shows the driveway of 389 Marshs Road centrally, with screening planting along the road boundary and landscape plantings limiting the available depth of views to the east. This is typical of outlooks from Marshs Road, with much of the eastern aspect of the road reserve lined by shelterbelts and boundary plantings, with succeeding layers of planting to the east and distance concealing the site from view.

Description of effects: (Adverse) visual effects as a result of the proposed residential development on the residents of Marsh Road and users of Marshs Road, is assessed as **Very Low**. This is due to the site being

largely concealed by intervening layers of vegetation, as well as being ameliorated by distance, should drastic vegetation removal take.

VP6: View southeast from entrance to Busch Ln

Description of existing view: VP 6 was taken from the entry to Busch Lane, a private lane which diverts off Springs Road. The properties along the eastern aspect of Busch Lane form the immediate neighbours of a reasonable extent of the proposal site. As shown in this image, Busch Lane is heavily vegetated with specimen trees and boundary plantings however, with aerial views revealing similar vegetation patterns around the lifestyle properties along the lane.

Description of effects: With development of the site under the Fast-track Application, the open fields which currently neighbour the Busch Lane properties, will be replaced with residential housing and associated utilities and infrastructure. Various features of the neighbouring Busch Lane properties are expected to lessen potential adverse visual effects related to the proposal. This includes their offset from the site boundary (approximately 50-70m), and dense established boundary shelterbelts which function well to contain visibility to and from their lots. Despite the presence of these measures, as they are not within the proposal site they cannot be fully relied upon, especially on the long term. Therefore, as an additional measure, a 1.8m high closeboard fence will be implemented along this boundary (MM3). This will introduce an immediate and effective screening mechanism, to restrict views to the proposed residential development, should the plantings within the Busch Lane properties be compromised in future. Overall, as the neighbouring Busch Lane residences are well insulated by continuous boundary plantings, with a 1.8m high boundary fence functioning as a secondary screening measure, (adverse) visual effects are assessed to be **Low**.

VP7: View southeast from Springs Rd over-bridge

Description of existing view: VP7 from the Springs Road over-bridge demonstrates one of the most panoramic outlooks to the site. The image depicts the northern site boundary, along with the characteristic open fields and shelterbelts which predominate across the site. The northern extent of John Paterson Drive is also visible, culminating in a cul-de-sac as it approaches the Christchurch Southern Motorway (SH76). To the very left of the image the planted bund which separates the proposal site from the Little River Link cycle lane and Christchurch Southern Motorway (SH76) can be seen, as well the Halswell Junction Road over-bridge. The image is backdropped by distant views of industrial warehousing, and the Port Hills.

Description of effects: Under the proposed subdivision Fast-track Application, the open fields and shelterbelts in this view will be replaced by residential streets, homes and associated plantings/ infrastructure. Although, the existing planted bund along the Christchurch Southern Motorway will be extended to wrap around this northern portion of the site, which will provide some screening, due to the elevation of the over-bridge, the visual transformation of the site will still be apparent.

Road users of Springs Road (including pedestrians) are expected to have transient views however, as they commute, which will generally function to limit the impact of any expected changes in views. Additionally, as views from Springs Road already feature outlooks to infrastructure of various types and scales, the introduction of residential development and built form is expected to be less substantial than if introduced in a more 'pristine' environment. The height of future built-form is expected to consist predominantly of detached one and two-storey typologies, thereby the far-reaching views to the wider landscape, and notably, the ridgeline of the Port Hills will be retained. For the reasons stated above, potential (adverse) effects on visual amenity from this location are assessed as **Low**.

VP8: View south from Little River Link shared path

Description of existing view: Viewpoint 8 depicts views towards the site from the Little River Link Shared Path and Christchurch Southern Motorway (SH76). As shown in the image, views of the proposal site are completely screened by the planted bund which runs continuously between the Halswell Junction Road over-bridge and the Springs Road over-bridge.

Description of effects: (Adverse) visual effects related to the proposed residential subdivision are assessed to be **Very Low** from the Little River Link shared path and the Christchurch Southern Motorway (SH76). Where a small glimpse of the site is currently available, next to the Springs Road over-bridge, the bunding and planting will be extended to enclose the site (MM1). Thereby, no visibility of the site is expected from the north (at ground level), while commuters (motorists and cyclists) are expected to experience the area much the same as they would at present.

6. CONCLUSION

Overall, from a landscape perspective, the Fast-track Application for a residential subdivision located at John Paterson Drive is considered appropriate and fitting in the context of the receiving environment. Potential (adverse) effects on landscape character and values have been assessed as **Low**, as the proposal site is positioned in a location which already demonstrates a varied character, and where a major traffic corridor, residential development, productive farmland, remnant pasture and lifestyle properties coexist. The additional residential living and built form enabled if the Fast-track Application is approved, is expected to form a cohesive and well-reasoned extension to Halswell, without meaningfully detracting from the local landscape.

The site is generally well-contained by established screening from external viewpoints and where required, appropriately designed boundary treatments are expected to lessen potential adverse visual impacts on neighbouring properties. The inconsistent aesthetic of the receiving landscape and transient nature of several key viewer groups, further function to reduce wider potential adverse visual outcomes. The nature of the proposal will not affect the larger landscape backdrop to the southeast, formed by the Port Hills. In terms of visual amenity, possible (adverse) effects regarding the Fast-track subdivision proposal have therefore been assessed to range from **Very Low to Low**.