John Paterson Block Residential Subdivision
Fast-track Application

JOHN PATERSON ESTATE LIMITED

Urban Design Assessment

Project No. 2025_198 | A

John Paterson Block – Residential Subdivision | Fast-track Application

Project no:	2025_198
Document title:	Urban Design Assessment
Revision:	A
Date:	17 March 2026
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File name:	2025_198 Urban Estates John Paterson Block Fast-track UDA_A

DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	17/03/2025	UDA for comment	DCM	DCM	DCM

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URBAN DESIGN ASSESSMENT: RESIDENTIAL SUBDIVISION

JOHN PATTERSON RESIDENTIAL SUBDIVISION, HALSWELL, CHRISTCHURCH (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)

The following report is an Urban Design Assessment (UDA) of the proposed residential subdivision at the above address. This review is based on the following documents:

- Subdivision Plan by DLS (Davie Lovell-Smith), dated 17/03/2026
- Urban design and landscape graphic attachment by DCM Urban, dated 17/03/2026

INTRODUCTION AND PROPOSAL

DCM Urban Design Limited have been commissioned by John Paterson Estate Limited (the applicant) to assess the potential urban design effects from the design and development of a residential subdivision at the address stated above. Dave Compton-Moen is the Director of DCM Urban Design Limited has 25 years of experience working in the planning, urban design and landscape profession and is a Registered Landscape Architect with the NZILA. Dave has a Bachelor of Landscape Architecture (Honours) (BLA), a Master of Urban Design (MUrbDes) and a Bachelor of Resource Studies in Planning and Economics. Hannah Bruere has 7 years of experience working as a Landscape Architect, including working on numerous Urban Design Assessments throughout New Zealand. This proposal is being submitted through the Fast-track Approvals Act.

The report is supported by an appendix of figures, DCM Urban's graphic attachment, which contains several maps, the proposed outline development plan, mitigation measures, viewpoint photos and a conceptual masterplan and visualisations of what the proposal may come to look like in future. The proposal site is approximately 38.9ha in size and currently zoned as Rural Urban Fringe Zone (RuUF) under the Christchurch District Council (CDC) Operative District Plan. Approximately 7,000m² of the site is subject to a New Zealand Transport Agency (NZTA) future works designation related to Christchurch Southern Motorway works. This designation is set to expire in 2028, however works were completed in 2021, with no further works anticipated at this time.

The site is located on the western edge of Halswell, where the urban area transitions into a semi-rural and industrial environment. The surrounding context reflects steady and ongoing residential expansion with established neighbourhoods to the north and east. The Horny South industrial area is located to the north-west of the site. Land immediately to the south of the site is predominantly rural residential in character. However, approximately 1.5km southwest of the site along Springs Road, the northern extent of the Prebbleton residential area is reached, where the character of the area transitions back into suburban form. Springs Road, John Paterson Drive, and the edge of the lifestyle properties accessed from Busch Lane form key edges of the site. To the south-east, Knights Stream runs along part of the boundary and provides a notable natural feature.

The proposed subdivision (as shown in the DLS scheme plan and DCM graphic attachment) illustrates how the site could support approximately 501 residential lots of various sizes. Four existing houses on site are proposed to be retained (which will sit on larger lots, between 1,100m² to 2,500m² in size), otherwise the newly proposed residential lots will range from approximately 300 m² to 1,000 m² in size. The scheme plan illustrates a connected street network, reserve network and stormwater management area, which has been integrated to form a cohesive neighbourhood. While a more detailed and comprehensive design will be developed at a later stage, the scheme

plan establishes the overarching framework for master planning and the design approach, forming a foundation for future consenting process.

Primary access to the indicative subdivision layout is anticipated from John Paterson Drive, with an internal street hierarchy supporting clear wayfinding. Future road connections have been included along the southwestern boundary, shared with the properties along Busch Lane, allowing for connections to any potential future development at that location. The street network within the indicative scheme is supported by reserves, green links, and connections to existing cycle routes. Various 'mitigation measures' have been included to support positive urban design outcomes and wider amenity, including considered boundary treatments and the integration of publicly accessible green spaces (refer to page 13 of DCM graphic attachment for mitigation measures map, with further details of each mitigation measure provided on pages 14-17, and in this report).

Open space will be integrated throughout the residential subdivision, as shown by the provided plans/ visualisations, notably a neighbourhood reserve and the stormwater management and wetland area. Publicly accessible cycling and/or walking tracks will be provided through the greenspace network, and along the site's Knights Stream margins. Walking and cycling links are also proposed to key local destinations such as Knights Stream School via the road network and walking/cycling tracks (refer to DCM masterplan for indicative connections, page 8 of the provided graphic attachment).

This report will assess any anticipated effects on the urban character of the site and surrounding area that may occur from the proposed residential development and will review the proposal in accordance with the New Zealand Urban Design Protocol. The proposal will also be assessed in the context of the relevant Rural and Residential zone objectives set out in the Christchurch District Plan, as applicable to urban design.

CONTEXT AND EXISTING SITE CHARACTER



The site is located within a transitional area of Christchurch and is characterised by varying land uses, built form type, and density. The transitional nature of the immediate context includes the edges of consolidated suburban development, industrial development and larger rural-residential and rural properties.

Knights Stream Subdivision is located directly adjacent to the proposal site, to the south of John Paterson Drive, which holds various residential streets, reserves, parks and a primary school. A stormwater reserve is located between the site boundary, Halswell Junction Road and Christchurch Southern Motorway, which is partly screened from the motorway by the aforementioned bund. The southern extent of Wigram is located beyond the site to the northeast, on the other side of the Christchurch Southern Motorway. Also, beyond the motorway, in a northern direction, industrial activity is present as part of Hornby South. To the south and southeast, the site adjoins the rural-residential properties along Busch Lane. Further rural-residential properties border the site to the south, which are located along Marshs Road. Knights Stream forms part of the site's eastern boundary, with Knights Waterway Reserve located to the southeast.

To be noted, currently a reserve is located adjacent to the site, and which runs alongside Knights Stream and Knights Stream Subdivision. A connection to this corridor is provided at its approximate mid-point, located between 73 and 75 Tongariro Avenue. From this connection, the reserve branches off in a northeast direction, connecting to Richmond Avenue and Knights Stream Park. This portion of the reserve is named Horokea Reserve. Horoeka Reserve includes a formed path, grass, vegetation, and has lots backing towards it on both sides. The portion of reserve south-west of Tongariro Avenue is less formal and does not have a formed pedestrian path. Instead, the area is primarily grassed, features denser vegetation, and has lots backing onto one side of the corridor. Although publicly accessible, this portion of the reserve reads informal open space rather than a clearly defined movement corridor. From the connection between 73 and 75 Tongariro Avenue, the reserve extends approximately 200-meters to the northwest to connect to John Paterson Drive. From the same access point between 73 and 75 Tongariro Avenue, the path also branches southeast along Knights Stream. This portion of the reserve functions as a long dead-end path, approximately 235-meters in length, behind existing residential properties without providing any onward connection to a wider pedestrian network. Although the properties adjacent to the existing walkway have back yards facing the reserve and support passive surveillance through the use of an open style pool fencing, visibility is still limited due to the extensive planting present, and the path's lack of through connection reduces the path's functionality and amenity value.

John Paterson Drive forms part of the site's south-east facing boundary and continues into the proposal site itself. The Christchurch Southern Motorway is located to the north of the site, following an east-west alignment. Springs Road is located to the west of the site and crosses the motorway via an over-bridge, in a northeast-southwest alignment. A planted bund is located along the southern side of the Christchurch Southern Motorway, between Springs Road and Halswell Junction Road. Numerous shared paths are located around the transport corridors mentioned and further to the east of the site. This includes a cycle way connection from Springs Road, the Little River Link, which runs along the northern extent of the site (separated from the site by the adjacent bund) and provides an active transport connection to John Paterson Drive. The roads mentioned above, and elaborated on below, support key local connections between the site and nearby urban areas, natural landmarks and recreational spaces as follows:

1. The Christchurch Southern Motorway (SH76) is a major arterial road which lies to the north of the site. It operates as a key transport corridor within Christchurch, providing regional connection between the southwest of the city and State Highway 1.

2. Springs Road is a minor arterial road which runs along part of the site's north-western boundary and offers access north, to the nearby suburbs of Hornby and Wigram, and provides a connection to Main South Road. To the south, Springs Road connects to Prebbleton, approximately 1.5km from site.
3. Halswell Junction Road is a major arterial road located to the north and east of the site. It links Halswell to Hornby and other nearby suburbs and provides access to commercial centres within those suburbs. Halswell Junction Road also connects to Springs Road, via a roundabout to the north of the site..
4. Richmond Avenue is a local residential street which connects Knights Stream Subdivision and the proposal site to Halswell Junction Road. This route supports public transport, with bus stops being located near Knights Stream School, approximately 500m away from site.

Overall, the site is well-connected to its local and wider surroundings via the existing roading network.

The site is currently used for rural-residential purposes. It contains a small number of rural-residential dwellings and associated accessory buildings such as sheds and farm structures. These buildings are dispersed across the proposal site, surrounded by large grass paddocks. They are typically set back and screened from the street and are not arranged in a formal pattern. Four existing properties are proposed to be retained as part of the indicative scheme plan (refer to DLS Scheme Plan) on reduced sized lots, as mentioned above. Vegetation is varied across the site, but consist predominantly of open grass fields, with boundary plantings present in some areas, in the form of shelterbelts and established trees. The site is generally flat, consistent with the wider Canterbury Plains landscape.

MITIGATION MEASURES

The following mitigation measures are recommended to ensure that the transition from a semi-rural landscape to future residential neighbourhood is managed in a cohesive and integrated manner, and to ensure positive urban design outcomes are achieved.

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 closeboard fence positioned at its crest, and a 1m wide planting strip along the internal lot boundary. The total vertical separation between the road corridor and private yards is approximately 3.8m. 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 proposed bund provides clear delineation between public and private space, and separates residential activity from the key transport corridor. This improves legibility by clarifying ownership and reducing ambiguous edges and provides future residents with separation and shelter from the effects of a high movement corridor, improving residential amenity.

MM2 – GREEN LINKS AND RESERVES

Future subdivision under the Fast-track Application will include several green links, a recreation reserve and a stormwater management area with wetlands. These spaces are distributed across the site, and break up blocks of residential lots and continuous built frontages. The green links provide pedestrian connections between streets and open space, improving permeability and shortening walking distances within the neighbourhood. The neighbourhood reserve and stormwater management area function as defined and useable public spaces, rather than leftover land.

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 residential subdivision site boundary shared with Busch Lane properties, to delineate the newly proposed residential edge. This provides immediate screening for the properties along Busch Lane, and helps delineate the site boundary.

MM4 – KNIGHTS STREAM WALKWAY

As part of future development under the proposed residential subdivision, a formalised walkway is proposed within the proposal site along the extent of Knights Stream which is currently publicly inaccessible. The proposed walkway is proposed to connect to the existing grassed reserve neighbouring Knights Stream Subdivision, at a point at which the existing reserve terminates. By establishing a defined pedestrian corridor alongside the existing stream, the proposal establishes a clear setback between residential lots and stream margins.

The proposed walkway design is similar in design to what is existing in the reserve, creating a continuation into the site, along the stream to the south and connecting to proposed stormwater management areas.

MM5 – OPEN FRONTAGES TOWARDS GREEN SPACES

Future development under the proposed residential subdivision 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 amongst future development and function in softening the built edge anticipated under the residential subdivision while supporting clear definition between private and public space.

The lowered height and permeability of the boundary treatment will allow green spaces to be overlooked by dwellings, improving passive surveillance, a sense of safety and supporting long term usability of public open space. Gates connecting each property along this frontage to the adjoining green space improve walkability and connectivity, and will help foster a sense of ownership over these community spaces.

MM6 – OPEN FRONTAGE TOWARDS JOHN PATERSON DRIVE

Similarly to MM5, future development under the proposed residential subdivision will incorporate open-style fencing (1.5m high) with a 1m wide planting strip along the proposal site's boundary shared with John Paterson Drive. This establishes a visual connection between the new subdivision, while proposed access from each unit's back yard to John Paterson Drive establishes a functional and physical connection. This mitigation measure works to offset the effects of the current 1.8m high closeboard fence interface currently present on the southern side John Paterson Drive, along the boundaries of existing Knights Stream Subdivision properties. As primary access to the subdivision is anticipated to be routed through John Paterson Drive, an increased amount of pedestrian traffic is expected to occur. Although the future properties under the indicative scheme will have their primary vehicular access internally, and back yards positioned along John Paterson Drive, a visually open interface will promote passive surveillance and improve street safety and amenity. Furthermore, the provision of gates to/ from each back yard adjacent to John Paterson Drive frontage allows a shorter and more convenient route for residents wanting to travel to nearby amenities such as bus stops on Richmond Avenue, Knights Stream School or Knights Stream Park.

EFFECTS ON URBAN DESIGN MATTERS

The most prominent effects on urban design matters are expected to arise from the changes to the permitted density, visual bulk and location of buildings between the existing and proposed theoretical zoning of the proposal site, with the site essentially becoming similar to a Residential New Neighbourhood Zone (RNN) in terms of built form. Some of the key differences in the built form and activity standards between the current (Rural Urban Fringe) and proposed subdivision (based on Residential New Neighbourhood Zone) are outlined below:

Standard	Rural Urban Fringe Zone	Residential New Neighbourhood Zone
Minimum net site area and dimension (for subdivision) or minimum density	Minimum net site area: **4ha**	Minimum density: **15hha**
Maximum height for buildings	The maximum height of any building shall be as follows: All buildings unless specified below: **9m** Farm buildings: **12m**	The maximum height of any building shall be as follows: All buildings unless specified below: **8m** Comprehensive residential development: **11m**
Minimum setback from road boundaries	All buildings, unless specified below: **15m** All building on sites less than 0.4ha: **6m** All buildings on sites fronting a major arterial road or minor arterial road or state highway: **30m**	Any activity unless specified below: **4m** *Noting this rule does not apply to a comprehensive residential development.*
Minimum setback from internal boundaries/ zones/ site features	All buildings, unless specified below: **10m** All buildings on sites less than 0.4ha: **3m** New residential unit or minor residential unit: **25m**	Any activity unless specified below: **4m** Where residential buildings on adjoining sites have a ground floor window of a habitable space located within 1.8 metres of the common internal boundary, for a minimum length of 2 metres either side of the window: **1.8m** Buildings that share a common wall along an internal boundary: **0m** All other buildings where the internal boundary of the site adjoins an access or part of an access: **4m** from the rail corridor boundary

		Noting this rule does not apply to a comprehensive residential development.
Site Coverage	The maximum percentage of the net site area, and the maximum total area, covered by buildings, impervious surfaces and outdoor storage areas shall be as follows: Buildings and outdoor storage areas on sites greater than 4ha in area: 5% of the net site area or 2,000m² whichever is lesser Buildings, impervious surfaces and outdoor storage areas on existing sites between 0.4 and 4ha in area: 10% of the net site area or 2,000m² whichever is the lesser Buildings, impervious surfaces and outdoor storage areas on existing sites less than 0.4ha in area: 35% of net site area.	Lots 300m^2 and over: **40%** Lots under 300m^2: **45%** Comprehensive residential development under 6000m^2: **45%** Comprehensive residential development over 6000m^2: **50%** It is noted that urban development on the lower terrace would not be in accordance with the Operative District Plan.

The table above provides insight into the possible urban design outcomes of the proposed residential development, compared to the current zoning. Notable general distinctions anticipated include:

- Smaller permitted lot sizes with residential subdivision, thereby creating a greater number of buildings and increased density of development.
- Buildings and activity oriented towards and more closely associated with roads and internal boundaries
- Greater building coverage, with an increased intensity of built form/structures
- Reduced setbacks

The proposal will introduce urban residential form to the proposal site, which will be markedly different from the current rural form that exists on the site. While the residential subdivision will result in a higher intensity of development compared to the existing land use, this change is not considered adverse from an urban design perspective, as the site is bordered by residential development to the south and east (Halswell), and is in close proximity to residential development in Prebbleton to the southwest. Thereby, the introduction of residential development on this site is consistent with the existing prevailing land use patterns. The rural qualities of the area have already been altered by surrounding urban development, and the site no longer functions as a rural buffer. Much of the surrounding area has already transitioned to an urban residential environment, and the residential subdivision that would likely occur following rezoning is expected to integrate well within its location. The presence of the Knights Stream corridor provides an opportunity to incorporate green space and recreational amenities at the subdivision stage, enhancing the overall urban design outcome.

The site is well positioned regarding connectivity and to support the daily living needs of future residents. Springs Road and Halswell Junction Road provide direct connections to local commercial and community areas in Hornby and Halswell. The Christchurch Southern Motorway allows for efficient access to State Highway 1 and the wider

regional area. Bus stops are located along Knights Stream, which travel to the Christchurch Bus Interchange, where further connections can be made. Numerous recreation areas are located nearby, such as Knights Stream Park, Ella Park, Carrs Reserve and Kartsport Canterbury, and Neil Graham Park, all of which are located under a 16-minute walk, with the exception of Carrs reserve, located a 38-minute walk away (refer to DCM Graphic Attachment page 5 for context and connectivity map). The presence of the adjoining Knights Stream corridor and planned recreation reserve and wetland area provides an opportunity to incorporate green space and recreational amenities within the future subdivision, enhancing the overall anticipated urban design outcome.

Active transport connections are planned to be developed to Knights Stream School, providing alternative transport options to the existing road connections. Further facilities are located in close proximity, notably in association with Prebbleton and Halswell centres, including a supermarket and eateries, in addition to the many provisions of Christchurch City. Wider road connections, for example to SH1, are also readily accessible as described above.

From an urban design perspective, the proposed subdivision will support an efficient and suitable use of land in the western outskirts of Christchurch. Considering the site's location, the proposed indicative design, relationship to surrounding natural and amenity features, its accessibility to key transport networks and proximity to services/facilities, as well as existing development patterns, I consider the proposed residential subdivision within the Rural Urban Fringe Zone to be appropriate and I am supportive from an urban design perspective.

ASSESSMENT OF THE SUBDIVISION DESIGN AGAINST NEW ZEALAND URBAN DESIGN PROTOCOL (NON-STATUTORY)

The proposal has been assessed against the "seven c's" from the New Zealand Urban Design Protocol. The principles, while non-statutory, encourage recognised good urban design to achieve a successful design outcome.

1. Context

Quality urban design sees buildings, places and spaces not as isolated elements but as part of the whole town or city. For example, a building is connected to its street, the street to its neighbourhood, the neighbourhood to its city, and the city to its region. Urban design has a strong spatial dimension and optimises relationships between buildings, places, spaces, activities and networks. It also recognises that towns and cities are part of a constantly evolving relationship between people, land, culture and the wider environment.

In terms of a wider view context, as noted above the proposed residential development adheres well to existing urban development patterns around Christchurch, while also being well-connected to nearby facilities, services and recreational areas via existing road connections (and planned active transport connections).

The proposed residential subdivision is also observed as fitting in a more local context, pertaining to the site and its immediate surroundings. The site is located at the western edge of the established Knights Stream Subdivision in Halswell, and adjoins to Springs Road and the Christchurch Southern Motorway corridor to the northwest and north respectively. To the south and southwest, the character transitions further toward larger rural residential properties, particularly along Busch Lane. Industrial land use patterns are present to the north and north-west of the site, further adding to the mixed character of the site context.

The surrounding environment demonstrates a clear transition from suburban residential allotments to larger rural residential properties further south and west. The proposal responds to its immediate context through various edge

treatments detailed within the six mitigation measures outlined above. Interface treatments along John Patterson Drive and Busch Lane recognise the differing character of adjoining land uses and responds accordingly. The development consolidates the existing suburban form within its context rather than extending development into isolated rural land.

The surrounding road hierarchy, including Halswell Junction Road, provides established connections to possible employment, community, and retail locations. The site is well situated within the existing urban structure of southwest Christchurch.

2. Character

Quality urban design reflects and enhances the distinctive character and culture of our urban environment, and recognises that character is dynamic and evolving, not static. It ensures new buildings and spaces are unique, are appropriate to their location and compliment their historic identity, adding value to our towns and cities by increasing tourism, investment and community pride.

The anticipated character of the development is consistent with the prevailing suburban typology within Halswell. Detached dwellings with defined street frontages are expected, reflecting the established pattern within the Knights Stream Subdivision, while building scale and massing will align with surrounding residential development.

Dwellings are expected to address streets and green spaces rather than turning inward away from public areas. Where lots adjoin reserves and the stream corridor, open fencing treatments are proposed as part of the mitigation measures to maintain visual permeability. Interface design is designed to match the existing subdivision design present in Knights Stream and wider Halswell. Along Knights Stream reserve, the existing interface is proposed to be continued onto the residential subdivision site, providing continuity of urban character.

As the project progresses into greater detail, further opportunities will be provided regarding architectural design, cultural markers/narratives and landscape design, to reinforce a high-quality environment which complements and shares the history of its setting.

Overall, the development will read as a continuation of the existing suburban environment, with its scale, layout, and interface treatments aligned with established character within Halswell.

3. Choice

Quality urban design fosters diversity and offers people choice in the urban form of our towns and cities, and choice in densities, building types, transport options, and activities. Flexible and adaptable design provides for unforeseen uses and creates resilient and robust towns and cities.

The proposal works well regarding the principle outlined above. The scheme plan shows how a mix of lot sizes and residential typologies can be developed under the proposed residential subdivision. This will provide for an assortment of space requirements and residential demographics. While the overall character remains consistent with the surrounding suburban context, the layout provides flexibility for different household sizes and life stages. This contributes to housing diversity within Halswell without introducing forms that would be inconsistent with the established neighbourhood pattern.

The commercial centres in Halswell, Hornby and Prebbleton will allow for convenient access to local amenities, while the option to travel into other Christchurch City centres for further services is also highly feasible, given the

site's location. Open space along the Knights Stream and the indicative wetland network will provide direct access to recreational opportunities for future residents.

It is planned for a series of cycle and / or pedestrian paths to be incorporated as part of development under the proposed residential subdivision, including along the Knights Stream corridor, through the wetland/ green space area and with potential additional upgrades along local roads. This will provide options for future residents, with opportunities to utilise active transport methods, particularly to local destinations such as Knights Stream School or connecting to existing shared paths adjacent to site. Overall, the proposed residential subdivision provides a strong basis for a flexible and resilient future community.

4. Connections

Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people. Quality urban design recognises how all networks - streets, railways, walking and cycling routes, services, infrastructure, and communication networks - connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts. Where physical layouts and activity patterns are easily understood, residents and visitors can navigate around the city easily.

As mentioned, the site is well-connected, with a range of transport routes available to and from the site, including close associations with major arterial roads. John Paterson Drive forms the primary access point, linking to Richmond Avenue, Halswell Junction Road, and Christchurch Southern Motorway (SH76), which provide further connections to the city's southern and western suburbs and commercial centres. The physical layout of the subdivision is clear, easily understood, and is expected to be easily navigated in future, with the internal road network proposed within the site providing future links to possible further subdivision to the southwest of the site.

The indicative layout of future residential development is clear and coherent, with reserves, stormwater basins, and the proposed walkway / connection to Knights Stream all providing reference points in the local environment to support wayfinding. The scheme plan also shows how a future road network can be designed, to provide a transport network that is interconnected and permeable, with additional pedestrian/cycle through-routes. The introduction of the residential subdivision is anticipated to increase the liveliness, social cohesion and activity in the local area, particularly as residents utilise the various walking and cycling tracks throughout and along the various blue/ green spaces.

5. Creativity

Quality urban design encourages creative and innovative approaches. Creativity adds richness and diversity and turns a functional place into a memorable place. Creativity facilitates new ways of thinking, and willingness to think through problems afresh, to experiment and rewrite rules, to harness new technology, and to visualise new futures. Creative urban design supports a dynamic urban cultural life and fosters strong urban identities.

The proposed residential subdivision will allow for development of the site as per the indicative scheme plan, to include urban, ecological and recreational areas. To maximise the potential of each of these facets, opportunities will be provided as development moves into the more comprehensive design stages, to look for creative and innovative approaches and design solutions. Already, the site's association with the Knights Stream and the planned green space areas are anticipated to create a distinctive local identity, which can be further fostered with cultural narratives, the use of new technologies and installation of public art. The proposed scheme plan (refer to

DLS scheme plan) and ODP (refer to page 7 of DCM Graphic Attachment), allows for a flexible framework within which this can occur, with further layers to be added as time goes on and residents move in.

6. Custodianship

Quality urban design reduces the environmental impacts of our towns and cities through environmentally sustainable and responsive design solutions. Custodianship recognises the lifetime costs of buildings and infrastructure and aims to hand on places to the next generation in as good or better condition. Stewardship of our towns includes the concept of kaitiakitanga. It creates enjoyable, safe public spaces, a quality environment that is cared for, and a sense of ownership and responsibility in all residents and visitors.

The proposed residential subdivision design responds well to the above principle. The subdivision is not proposed in an area which will adversely compromise landscape, ecological or cultural heritage values, but will be viewed as an extension of existing residential development.

The provision and enhancement of public open spaces will also contribute to long-term environment and community well-being. Additionally, well supported access to these spaces via pedestrian/ cycle infrastructure and connections to existing routes will reinforce a sense of community ownership, translating into a high-quality and cared for environment. As time goes on these values are expected to be further strengthened, as vegetation and ecological habitats (along Knights Stream and within the wetland area) continue to establish.

At a high level, as per the scheme plan and mitigation measures, future development under the proposed subdivision is supportive of Crime Prevention Through Environmental Design Principles (CPTED) and creation of a safe environment, by:

- Providing a logical site layout with clear entry/exit points, safe access between key destinations and avoidance of entrapment areas.
- Providing a mix of activities across the site, including pedestrian/cycle routes and various reserves, which serve as activity generators, thereby encouraging the presence of observers to support passive surveillance.
- Creating a clear delineation of public and private space thereby reinforcing ownership through lot design.
- Providing open frontages towards reserves, green spaces, paths and stormwater areas (as outlined in the mitigation measures), supporting passive surveillance while clearly defining the edge between public and private spaces.
- Improving the street amenity of John Paterson Drive, where the existing closed frontages from Knights Stream Subdivision properties will be softened by implementing open frontages which overlook the street and provide direct connection from each unit to the public realm (mitigation measure 6).
- The continuation of the existing Knights Stream walkway from Tongariro Avenue, where the 200m long path currently terminates with no through connection. A connection is proposed through the site and integrated into the indicative subdivision (mitigation measure 4).
- Implementing a high-quality environment with future development under the proposed residential subdivision, with which the community can engage and care for, bringing about responsiveness to antisocial behaviour.

It should be noted that as the development progresses, there will be a greater necessity to integrate CPTED principles, to ensure a safe feeling environment is maintained. Particularly through elements such as lighting design, further refinement of boundary treatments, appropriate plantings, wayfinding signage etc.

7. Collaboration

Towns and cities are designed incrementally as we make decisions on individual projects. Quality urban design requires good communication and co-ordinated actions from all decision-makers: central government, local government, professionals, transport operators, developers and users. To improve our urban design capability we need integrated training, adequately funded research and shared examples of best practice.

The scheme plan has been developed with input from multiple disciplines to achieve a full understanding of the site and to delineate a well-considered, high-quality and resilient design. At a high level a common vision has been developed, as demonstrated by the visualisations provided in DCM Graphic Attachment, which will be able to be built upon as the project progresses into greater detail, while continuing to rely on the expertise of various consultants.

As the project moves forward coordination and input will also be required via the Christchurch City Council landscape and engineering approval processes, to ensure the relevant standards are met to optimise positive outcomes.

CHRISTCHURCH DISTRICT PLAN: ASSESSMENT OF POLICIES RELEVANT TO URBAN DESIGN

Rural Objectives and Policies:

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: Some residential activity is often present within the rural urban fringe zones, with this zone considered less sensitive and more able to absorb change. While the development may be utilising rural land for a higher density development subdivision, the location of the development is considered appropriate for a residential development given its proximity to Halswell, Hornby and Wigram, and the patterns of development in the area.

17.2.2.1 Policy – Range of activities on rural land

a. Provide for the economic development potential of rural land by enabling a range of activities that:

i. have a direct relationship with, or are dependent on, the rural resource, rural productive activity or sea-based aquaculture;

ii. have a functional, technical or operational necessity for a rural location; or

iii. recognise the historic and contemporary relationship of Ngai Tahu with land and water resources;

iv. *provide for commercial film or video production activities and facilities on the rural flat land close to the main Christchurch urban area; and*
v. *represent an efficient use of natural resources.*

Response: While the development may be utilising rural land for a higher density residential development, the location of the development is considered appropriate for a residential neighbourhood given its proximity to Halswell, Hornby and Wigram, and the patterns of development in the area. The proposed development provides residential development land adjacent to existing residential neighbourhoods, which is in high demand and is a logical location for this type of development without creating significant adverse effects on the character of the area given the prevalence of residential developments in the area.

17.2.2.6 Policy - Community activities and community facilities

a. *Enable community activities and community facilities to establish and support their redevelopment and expansion where they provide for social, cultural or community needs, avoid significant adverse effects on the surrounding rural character and amenity values, and where they will not affect the consolidated urban form.*

Response: The proposed residential development includes several reserves and green links throughout the site which contribute positively to amenity values. These areas provide opportunities for recreation and pedestrian connectivity, supporting an accessible and well-connected residential environment. The inclusion of the reserves and links also help to structure the neighbourhood, and provide useable open space for future residents, consistent with the intent of the policy.

Residential New Neighbourhood Zone Objectives and Policies:

14.2.5 Objective - Residential New Neighbourhood Zone - Proposed new 14.2.8 Objective - Future Urban Zone

a. *Co-ordinated, sustainable and efficient use and development is enabled in the Residential New Neighbourhood Zone.*

Response: As per the scheme plan, a coordinated, sustainable and efficient use of land is expected. The proposed development supports the co-ordinated, sustainable, and efficient use and development of land consistent with the Residential New Neighbourhood Zone. The site is located within an area where there has already been significant urban growth, and that is well connected to existing infrastructure. The proposed residential subdivision will integrate with surrounding residential neighbourhoods well while incorporating green spaces and stormwater management areas to support a high-quality living environment and amenity for residents.

14.2.5.3 Policy - Development density - Proposed new 14.2.8.3

a) *In residential development areas, achieve a minimum net density of 15 households per hectare, when averaged across the whole of the residential development area within the relevant outline development plan , except:*
    i. *in the Residential New Neighbourhood (Prestons) Zone where the minimum net density is between 13 and 15 households per hectare; and*
    ii. *in areas shown on an Outline development plan as being subject to development constraints.*
b) *Except as provided for in (a)(i) and (ii) above, any use and development which results in a net density lower than the required net density shall demonstrate, through the use of legal mechanisms as*

appropriate, that the net density required across residential development areas of the outline development plan can still be achieved.

c) *Except as provided for in (a) and (b) above, a proposal for use and development which results in a net density lower than the required net density will result in other owners of greenfield (undeveloped) land within the outline development plan area being identified as affected parties (where they have not given written approval).*

d) *Encourage higher density housing to be located to support, and have ready access to, commercial centres, community facilities, public transport and open space; and to support well-connected walkable communities.*

Response: The proposed residential subdivision will allow for development in the proposed residential area (as outlined by the ODP on page 7 of DCM Graphic Attachment, and DLS Scheme Plan), as consistent with the policy above. The proposed 15 households per hectare density allows for the provision of approximately 501 residential lots across 38.9 hectares. The indicative scheme plan shows how the site is capable of supporting the required minimum density, while integrating a clear and connected movement network. The site's location allows for future residents to be well connected to essential amenities through nearby major arterial roads, which connect to established neighbourhoods such as Halswell, Wigram and Hornby. The site is well connected to adjacent shared paths and bus stops, supporting different modes of transport via already established networks. In addition, the provision of open space areas (through reserves, green links, walkways and stormwater management areas) is expected to integrate well with the area's existing open spaces. Overall, the indicative scheme plan, management measures and visualisations outline a well-connected and walkable community, with ample access to open space.

14.2.5.4 Policy - Neighbourhood quality and design - Proposed new 14.2.8.4

a. *Ensure that use and development:*
   i. *contributes to a strong sense of place, and a coherent, functional and safe neighbourhood;*
   ii. *contributes to neighbourhoods that comprise a diversity of housing types;*
   iii. *retains and supports the relationship to, and where possible enhances, recreational, heritage and ecological features and values; and*
   iv. *achieves a high level of amenity.*

Response: As discussed above, the residential subdivision will enable development of a residential neighbourhood that aligns well with the policy above. A strong sense of place is anticipated through the site's design and association with Knights Stream, while the indicative scheme plan, at a high level, demonstrates a coherent, functional and safe neighbourhood. Landscape buffers and considered boundary treatments support a safe neighbourhood which responds positively with CPTED principles. A range of lot sizes will be supported under the residential subdivision, with a strong connection to wider context, as well as recreational and ecological spaces. Overall, a high level of amenity is anticipated for future residents.

14.2.5.6 Policy - Integration and connectivity - Proposed new 14.2.8.6

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. *Avoid significant adverse effects and remedy or mitigate other adverse effects on existing businesses, rural activities or infrastructure.*

Response: The proposed residential sibdivision of the site is expected to integrate well into the receiving environment, as the site is currently bordered by an existing subdivision to the east, and is located adjacent to existing shared path/ cycle infrastructure and major arterial roads. The site is a natural extension of the existing urban growth within Halswell, and relates well in terms of density, form and access to the neighbouring Knights Stream Subdivision. From an urban design perspective, the proposed boundary treatments outlined as part of the planned mitigation measures are suitable for managing the interface between the site and surrounding peri-urban landscape, creating a well-delineated urban boundary which positively integrates with its surroundings.

CONCLUSION

Having reviewed the indicative scheme plan, graphic attachment and ODP for the proposed residential subdivision at John Paterson Drive, I can support the proposal from an urban design perspective. I consider that the proposal will not have any adverse effects from an urban design perspective for the following reasons:

- The proposed residential subdivision as guided by the indicative scheme plan is consistent with existing urban development patterns within the Halswell and the wider Christchurch region.
- The proposal site is well-connected to the local and wider landscape through the existing road network, with further active transport connections planned as part of development. Shared path connections and reserve linkages support active transport and neighbourhood connectivity.
- The indicative scheme plan shows an efficient and coordinated subdivision design, integrating reserves, stormwater management areas, and the Knights Stream corridor, supporting ecological values and recreational amenity.
- Mitigation measures (including the bund, open frontage designs and landscape requirements) work to define interfaces and ensure immediate context is responded to and integrated in a considered manner.
- The proposed residential subdivision aligns well with the ‘7 c’s’ of the New Zealand Urban Design Protocol, which outlines aspects to be considered in order to achieve high quality urban design outcomes.
- The proposed indicative scheme plan is consistent with the objectives and policies of the Residential New Neighbourhood zone under the Christchurch District Plan, as relevant to urban design.

Please do not hesitate to contact me if you require any clarification.

Yours sincerely,



David Compton-Moen
Director, Urban Designer / Landscape Architect
(M.Urban Design(hons); Registered Landscape Architect, MNZPI)
DCM Urban Design Limited

JOHN PATERSON BLOCK FAST-TRACK APPLICATION

GRAPHIC ATTACHMENT

FOR JOHN PATERSON ESTATE LIMITED
PROJECT NO. 2025_198 | 17 APRIL 2026 | REVISION C

JOHN PATERSON BLOCK FAST-TRACK | GRAPHIC ATTACHMENT

Project no: 2025_198
Document title: John Paterson Block Fast-track Graphic Attachment
Revision: C
Date: 17 April 2026
Client name: John Paterson Estate Ltd.

Author: Anca Belu/ Nika Kent/ Zoe Hughes

File name: 2025_198 John Paterson Estate - John Paterson Block Fast-track - Graphic Attachment_C

DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	17/03/2026	Issue for Comment	AB/ NK	DCM	DCM
B	24/03/2026	Minor changes	AB	DCM	DCM
C	17/04/2026	Minor update	AB	DCM	DCM

DCM URBAN DESIGN LIMITED

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Level 1, 17 Garrett Street, Te Whanganui-a-Tara / Wellington
1/1 Umbers Street - Wānaka

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CONTENTS

1.0	**CONTEXT**	
	PROXIMITY PLAN	002
	DISTRICT PLAN CONTEXT	003
	CONTEXT AND CONNECTIVITY MAP	004
	DISTRICT PLAN DESIGNATIONS	005
2.0	**PROPOSAL**	
	PROPOSED OUTLINE DEVELOPMENT PLAN	008
	CONCEPT MASTERPLAN	009
	CONCEPT ELEVATED PERSPECTIVES	010-011
	KNIGHTS STREAM WALKWAY PLAN	012
	KNIGHTS STREAM WALKWAY ELEVATED PERSPECTIVE	013
	MITIGATION MEASURES PLAN	014
	MITIGATION MEASURES (MM1-MM6)	015-020
	ROAD SECTIONS (STREET TYPOLOGIES 1-4)	021-024
3.0	**LANDSCAPE ASSESSMENT**	
	CHARACTER AND VIEWPOINT PHOTO LOCATIONS	026
	CONTEXT - CHARACTER PHOTOS	027
	VP1 VIEW SOUTHWEST FROM HALSWELL JUNCTION SHARED PATH	028-029
	VP2 VIEW EAST FROM JOHN PATERSON DR/ RICHMOND AVE INTERSECTION	030-031
	VP3 VIEW SOUTHWEST FROM 73 TONGARIRO ST	032-033
	VP4 VIEW NORTHWEST FROM 477 MARSHS RD	034-035
	VP5 VIEW NORTHEAST FROM 389 MARSHS RD	036-037
	VP6 VIEW SOUTHEAST FROM ENTRANCE TO BUSCH LN	038-039
	VP7 VIEW SOUTHEAST FROM SPRINGS RD OVER-BRIDGE	040-041
	VP8 VIEW SOUTH FROM LITTLE RIVER LINK SHARED PATH	042-043

1.0 CONTEXT

002 PROXIMITY PLAN

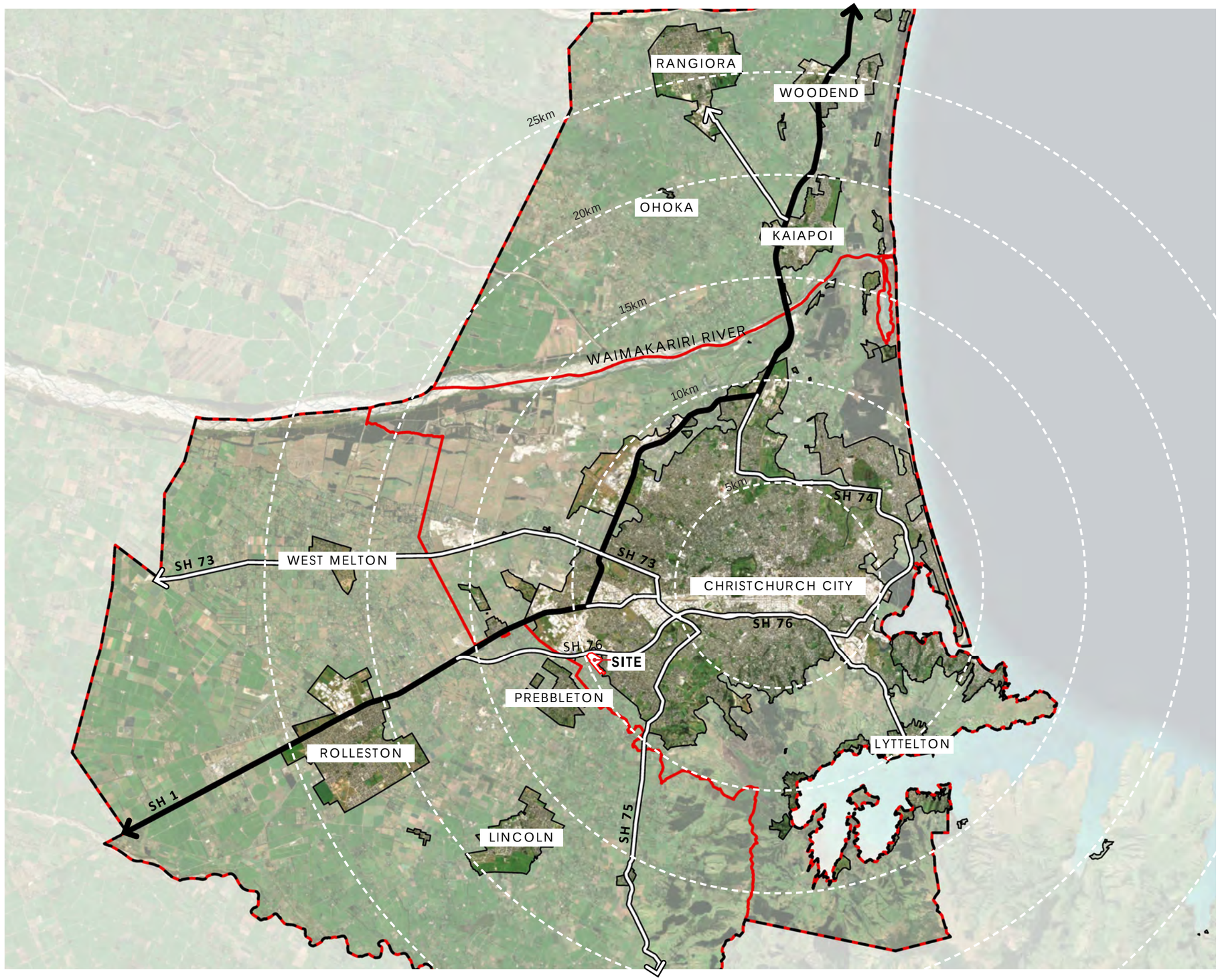
003 DISTRICT PLAN CONTEXT

004 CONTEXT AND CONNECTIVITY MAP

005 DISTRICT PLAN DESIGNATIONS

LEGEND

- Site boundary (SITE)
- Urban Growth Boundary
- 5km circles from Cathedral Square
- State highways
- State Highway 1
- Greater Christchurch boundary
- Christchurch District boundary



A. PROXIMITY PLAN (1:200,000 @ A3)

PROXIMITY PLAN

LEGEND

Site Boundary (Site)

Christchurch District Boundary

CHRISTCHURCH CITY COUNCIL DISTRICT PLAN

- IG — Industrial General Zone
- IH — Industrial Heavy Zone
- IP — Industrial Park Zone
- OCP — Open Space Community Parks Zone
- OMF — Open Space Metropolitan Facilities Zone
- OMW — Open Space Water and Margins Zone
- ON — Open Space Natural Zone
- RGA — Residential Visitor Accommodation Zone
- RNN — Residential New Neighbourhood Zone
- RS — Residential Suburban Zone
- RuUF — Residential Urban Fringe Zone
- SPW — Specific Purpose (Defence Wigram) Zone
- SPS — Specific Purpose (School) Zone
- Transport Zone
- CCZ — City centre zone
- HRZ — High Density Residential Zone
- LFRZ — Large Format Retail Zone
- LCZ — Local Centre Zone
- MRZ — Medium Density Residential Zone
- MUZ — Mixed Use Zone
- NCZ — Neighbourhood Centre Zone
- TCZ — Town Centre Zone

SELWYN DISTRICT COUNCIL DISTRICT PLAN

- LLRZ — Large lot residential zone
- MRZ — Medium density residential zone
- GRZ — General rural zone
- TCZ — Town centre zone



A. DISTRICT PLAN CONTEXT MAP (1:20,000 @ A3)

DISTRICT PLAN CONTEXT



A. CONTEXT AND CONNECTIVITY MAP (1:15,000 @ A3)

Base Map Source: grip.co.nz

LEGEND

COMMERCIAL AREAS

	Destination	Distance	Walk/ Cycle Time
A	Wigram Commercial Centre (New World Supermarket, Eateries, Cinema, Gym, Retailers)	3.2km	45min/ 15min
B	Healthy Harvest Fruit and Vegetables	1.km	21min/ 7min
C	Prebbleton Commercial Centre (Eateries, Freshchoice Supermarket, Offices, Mechanic, Small Businesses)	2.7km	37min/ 12min
D	Halswell West Local Commercial Centre (Healthcare Services, Eateries, Retailers, Gym)	1.9km	26min/ 6min
E	Halswell Commercial Centre (New World Supermarket, Eateries, Retailers)	3.6km	48min/ 13min

EDUCATIONAL FACILITIES

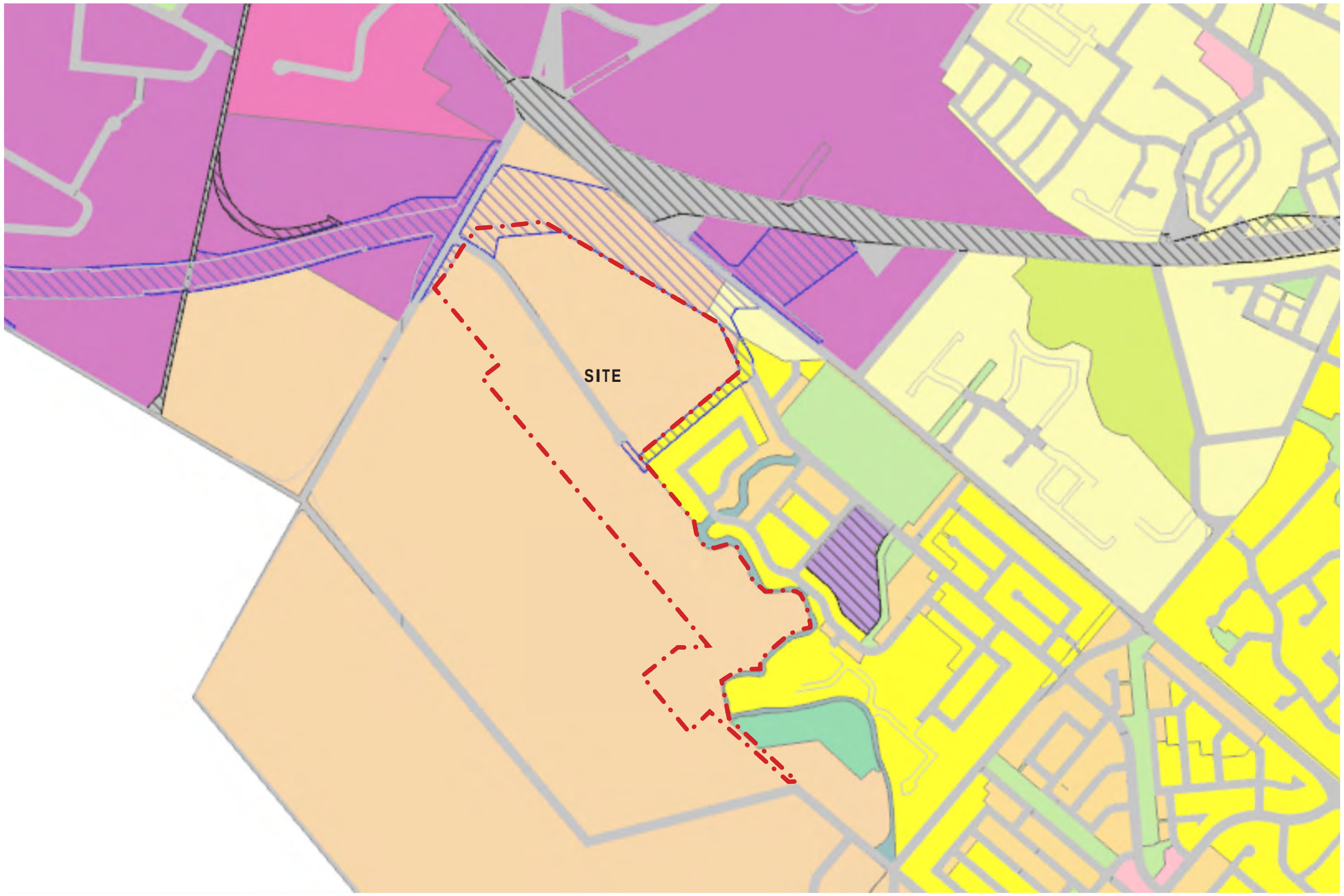
	Destination	Distance	Walk/ Cycle Time
A	Knights Stream School	800m	11min/ 2min
B	Prebbleton School and Kindergarten	2.6km	36min/ 12 min
C	Oaklands School	3.8km	52min/ 15min
D	Halswell Residential College	4.6km	1h2min/ 15min
E	Kindercare Learning Centres- Wigram Skies	3.2km	45min/ 13min
F	Wigram Primary School	2.7km	37min/ 10min
G	Seedlings Early Learning Centre	850m	11min/ 2min
H	BestStart Halswell Junction	950m	13min/ 4min

RECREATION/ GREEN NETWORK

	Destination	Distance	Walk/ Cycle Time
·····	Cycleway/ Shared Path	Varies	Varies
A	Knights Stream Park	750m	10min/ 2min
B	Knights Waterway Reserve	2km	27min/ 7min
C	Ella Park	1.2km	16min/ 3min
D	Neil Graham Park	950m	13min/ 3min
E	Carrs Reserve and Kartsport Canterbury	2.8km	38min/ 8min
F	Westlake Reserve	2.3km	31min/ 7min
G	Halswell Domain	3.8km	51min/ 19min
H	Warren Park	2.7km	37min/ 9min
I	Ngā Puna Wai Sports Hub	4.9km	1h6min/ 19min
J	Prebbleton Reserve	2.6km	35min/ 12min

Note: Distances shown by roads/ footpaths/ cyclepaths

CONTEXT AND CONNECTIVITY MAP



LEGEND

New Zealand Transport Agency (Future Works) Designation

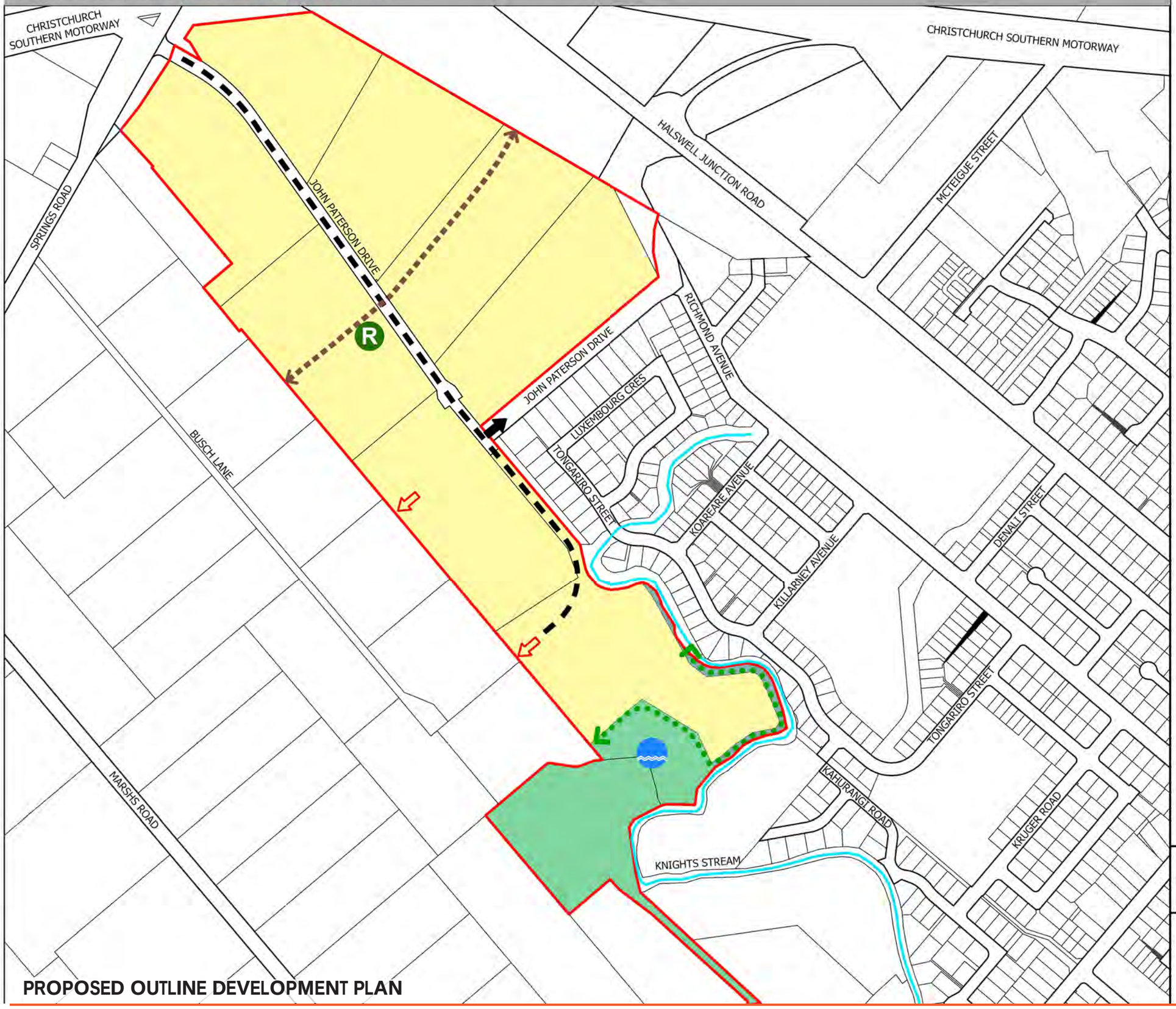
A. CHRISTCHURCH DISTRICT PLAN DESIGNATIONS AND HERITAGE ORDERS (1:10,000 @ A3)

Base Map Source: https://districtplan.ccc.govt.nz

DISTRICT PLAN DESIGNATIONS

2.0 PROPOSAL

008	PROPOSED OUTLINE DEVELOPMENT PLAN
009	CONCEPT MASTERPLAN
010-011	CONCEPT ELEVATED PERSPECTIVES
012	KINGHTS STREAM WALKWAY PLAN
013	KNIGHTS STREAM WALKWAY ELEVATED PERSPECTIVE
014	MITIGATION MEASURES PLAN
015- 020	MITIGATION MEASURES (MM1-MM6)
021-024	ROAD SECTIONS (STREET TYPOLOGIES 1-4)



NORTH

KEY

- Plan change site boundary

Development requirements

- Existing waterway or drain to be enhanced in conjunction with urban development
  Alignment may vary
- Road access point
  Fixed location
- Road access point
  Indicative location
- Collector Road
  Indicative alignment
- Recreational route
  Location and alignment may vary
- Pedestrian / cycle link / route. Location and alignment may vary
- Reserve
  Indicative location. Size to be determined at time of subdivision
- Stormwater facility.
  Indicative location. Size and shape to be determined at time of subdivision
- Open Space Natural Zone - Land to be set aside for stormwater management / recreational use
  Indicative size and shape
- Open Space and Margins Zone

Residential development area

- Residential Development Area

60 30 0 60 120 180 240 300

SCALE (m) 1:5,000

DCM URBAN DESIGN	Map: Rev_A Date: 12/02/2026

John Paterson
Outline Development Plan

PROPOSED OUTLINE DEVELOPMENT PLAN

LEGEND

- Site Boundary
- A Reserve
- B Green link
- C Existing houses to be retained
- D Wetland area
- Existing bund
- Proposed bund
- Walking tracks
- Shared paths



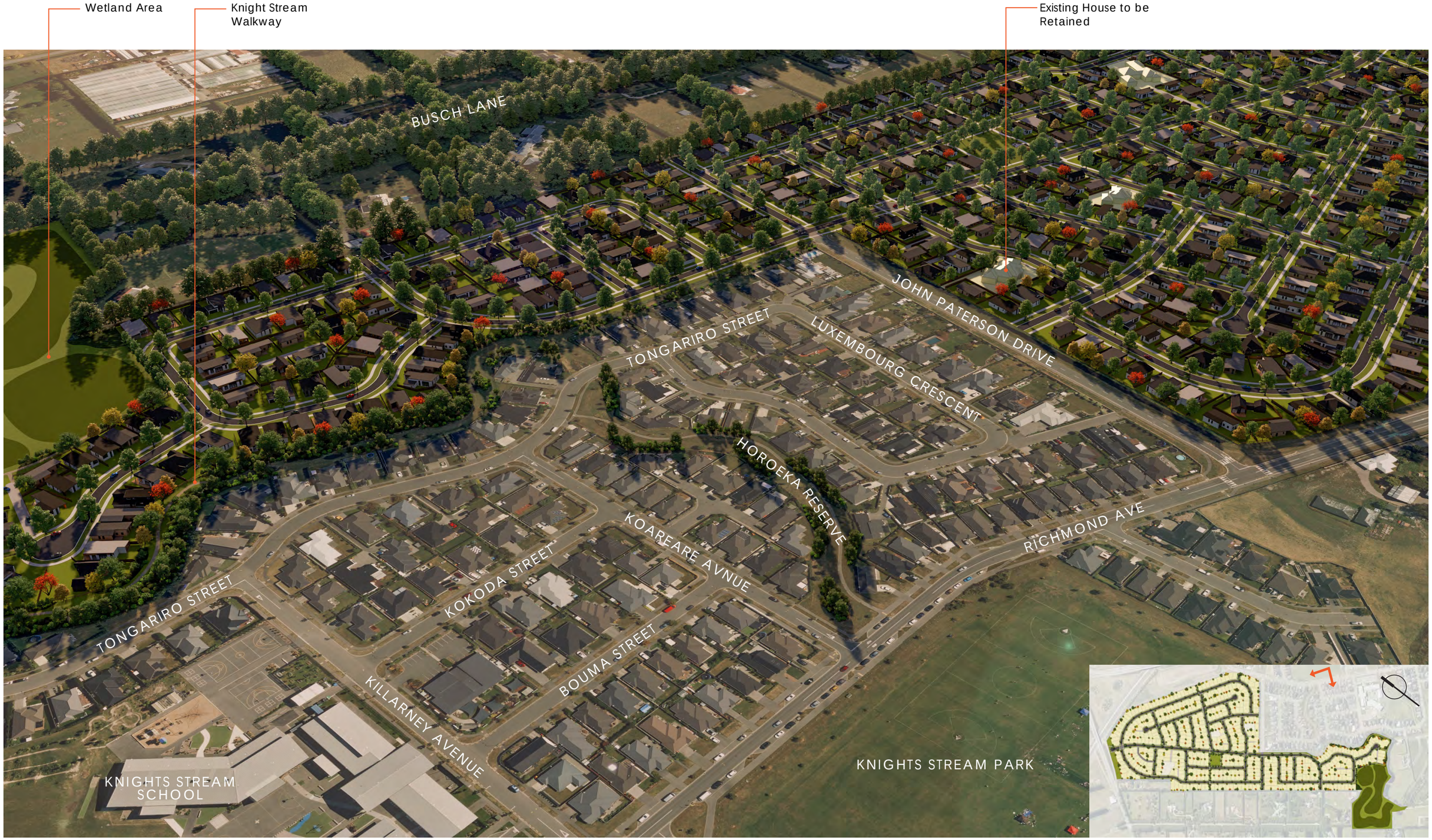
A. CONCEPT MASTERPLAN (1:4,000 @ A3)

CONCEPT MASTERPLAN PLAN



A. ELEVATED PERSPECTIVE LOOKING SOUTH-EAST OVER SITE

ELEVATED PERSPECTIVE LOOKING SOUTH-EAST



A. ELEVATED PERSPECTIVE LOOKING WEST OVER SITE

ELEVATED PERSPECTIVE LOOKING WEST

LEGEND

- Site Boundary
- A Green link
- B Wetland area
- Walking tracks



REFER 2025_198/009

A. KNIGHTS STREAM WALKWAY PLAN (1:1,000 @ A3)

KNIGHTS STREAM WALKWAY PLAN



A. KNIGHTS STREAM WALKWAY ELEVATED PERSPECTIVE

KNIGHTS STREAM WALKWAY ELEVATED PERSPECTIVE



A. MITIGATION MEASURES PLAN

MITIGATION MEASURES PLAN





LEGEND

- A Shared path connection to Little River Link Cycleway
- B Landscaped bund (1 in 3m slope, 12m across, 2m high)
- C 1.8m High closeboard fence
- D 1m Planting strip along internal lot boundaries

MM1: LANDSCAPEED BUFFER/ BUND

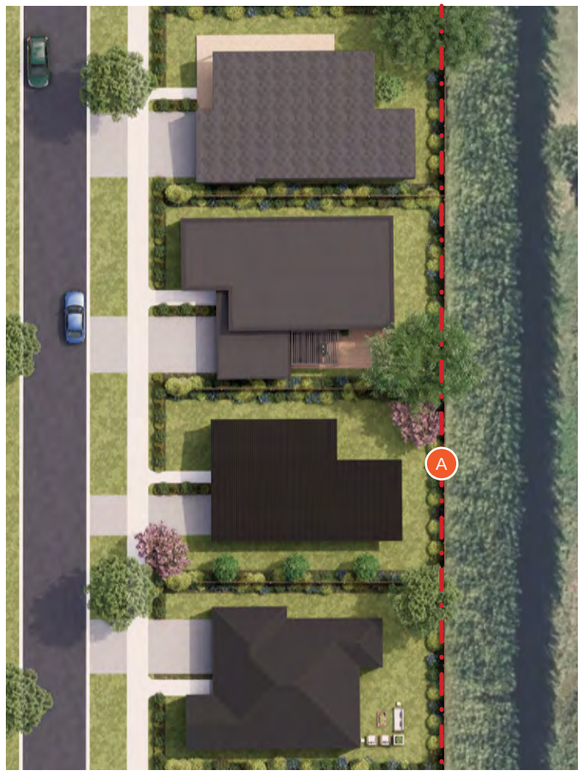




LEGEND

- A 2.5m Wide shared path
- B Landscape plantings in green link
- C Crossing points with threshold pavers
- D 1.8m High closeboard fence between lots (Tapered to meet 1.2m high open-style fence)

MM2: GREEN LINKS AND RESERVES





LEGEND

A 1.8m High closeboard fence along Busch Lane boundary

MM3: BOUNDARY TREATMENT WITH BUSCH LANE RESIDENTIAL LOTS



LEGEND

- Site Boundary
- A 2.5m Wide walkway along Knights Stream
- B Knights Stream walkway extension to connect to existing reserve
- C Landscape plantings along walkway corridor
- D 1.2m High open-style fence along walkway/lot boundary
- E 1.2m High open-style gates for residential access to walkway
- F 1.8m High closeboard fencing between lots (tapered to meet 1.2m high open-style fencing)

MM4: KNIGHTS STREAM WALKWAY





LEGEND

- A 1.2m High open-style fencing with 1m planting strip along internal lot boundaries
- B 1.2m High open-style gates for residential access to green space
- C 1.8m High closeboard fence between lots (Tapered to meet 1.2m high open-style fence)

MM5: OPEN FRONTAGES TOWARDS GREEN SPACES

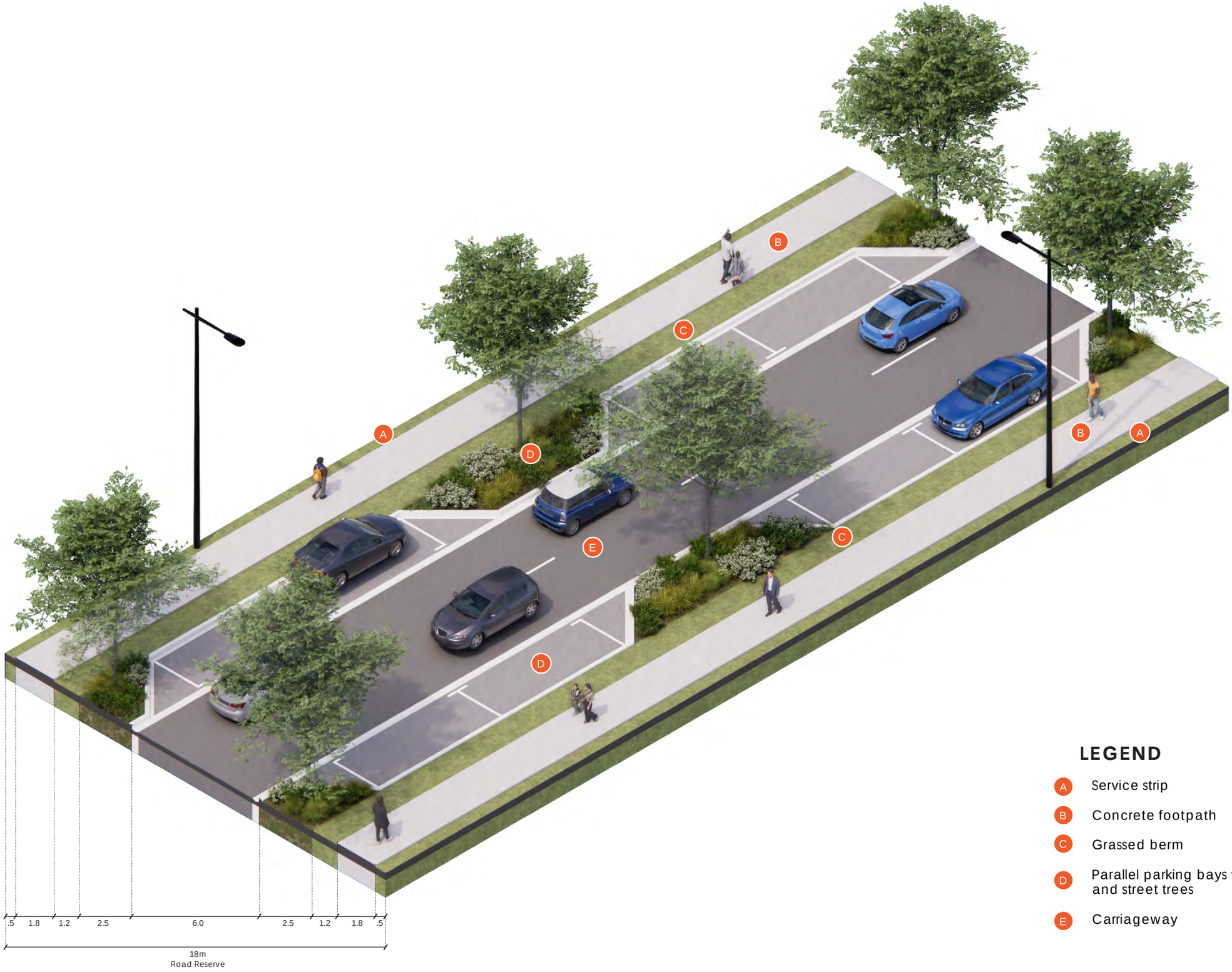




LEGEND

- A — 1.5m High open-style fencing along John Paterson Drive frontage
- B — 1.5m High open style gates for direct residential access to road reserve
- C — 1.8m high closeboard fence between lots (tapered to meet 1.5m high open-style fencing)
- D — 1m Planting strip along internal lot boundary facing John Paterson Drive frontage

MM6: OPEN FRONTAGES TOWARDS JOHN PATERSON DRIVE



LEGEND

- A Service strip
- B Concrete footpath
- C Grassed berm
- D Parallel parking bays with planted buildouts and street trees
- E Carriageway

STREET TYPOLOGY 1 - 18M



LEGEND

- A Service strip
- B Concrete footpath
- C Grassed berm
- D Parallel parking bays with planted buildouts and street trees
- E Carriageway

STREET TYPOLOGY 2 - 17M



LEGEND

- A Service strip
- B Concrete footpath
- C Concrete shared path
- D Grassed berm
- E Parallel parking bays with planted buildouts and street trees
- F Carriageway

STREET TYPOLOGY 3 - 17M WITH SHARED PATH



LEGEND

- A Service strip
- B Concrete footpath
- C Parallel parking bays with planted buildouts and street trees
- D Carriageway

STREET TYPOLOGY 4 - 16M

3.0 LANDSCAPE ASSESSMENT

026 CHARACTER AND VIEWPOINT PHOTO LOCATIONS

027 CONTEXT - CHARACTER PHOTOS

028-029 VP1 VIEW SOUTHWEST FROM HALSWELL JUNCTION SHARED PATH

030-031 VP2 VIEW EAST FROM JOHN PATERSON DR/ RICHMOND AVE INTERSECTION

032-033 VP3 VIEW SOUTHWEST FROM 73 TONGARIRO ST

034-035 VP4 VIEW NORTHWEST FROM 477 MARSHS RD

036-037 VP5 VIEW NORTHEAST FROM 389 MARSHS RD

038-039 VP6 VIEW SOUTHEAST FROM ENTRANCE TO BUSCH LN

040-041 VP7 VIEW SOUTHEAST FROM SPRINGS RD OVER-BRIDGE

042-043 VP8 VIEW SOUTH FROM LITTLE RIVER LINK SHARED PATH

LEGEND

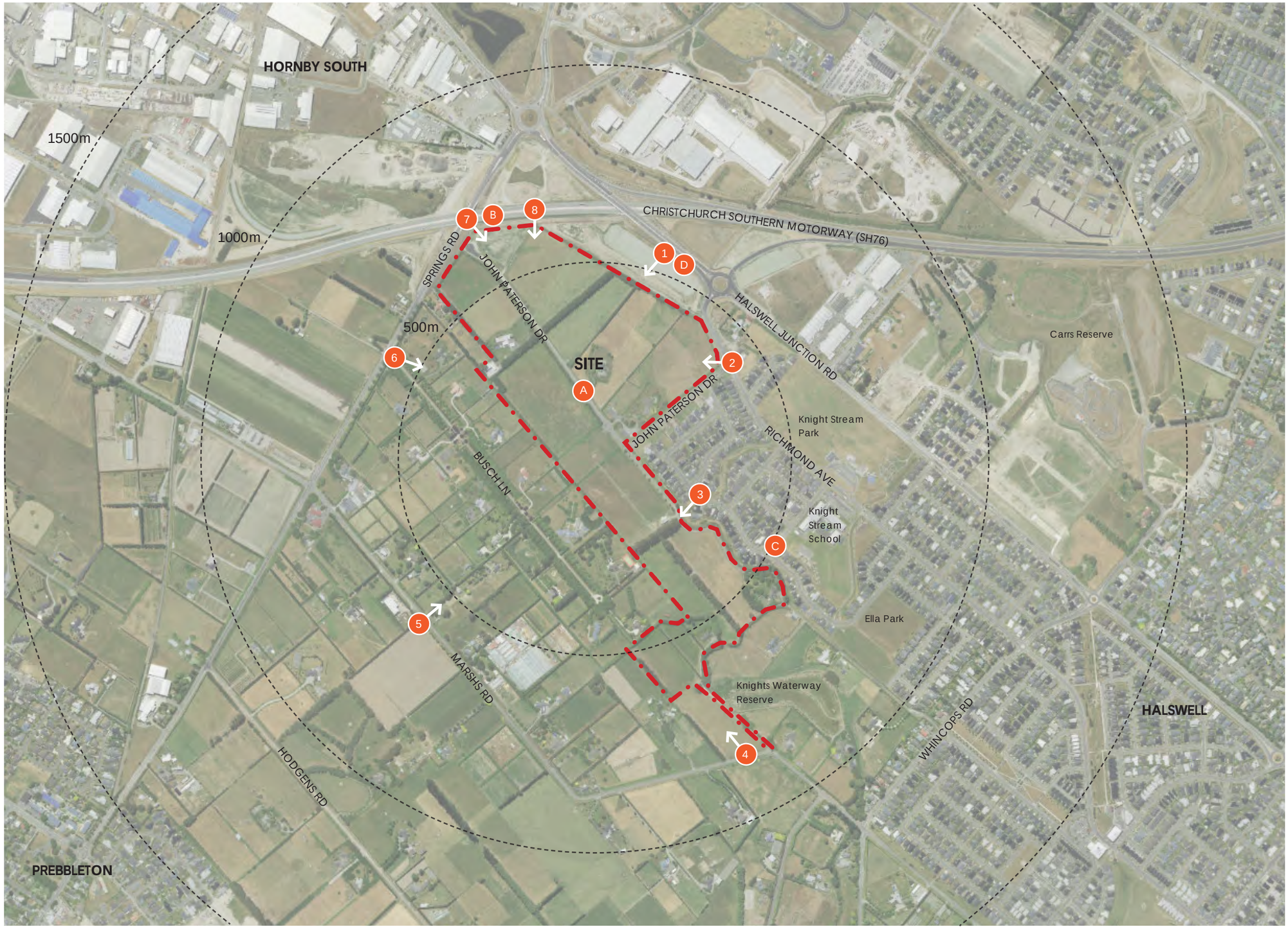
Site Boundary

CHARACTER PHOTOS

- A John Paterson Drive
- B Christchurch Southern Motorway
- C Halswell Residential Development
- D Local Connections and Land Uses

VIEWPOINT PHOTOS

1. View Southwest from Halswell Junction Shared Path
2. View East from John Paterson Dr/ Richmond Ave Intersection
3. View Southwest from 73 Tongariro St
4. View Northwest from 477 Marshs Rd
5. View Northeast from 389 Marshs Rd
6. View Southeast from Entrance to Busch Ln
7. View Southeast from Springs Rd Over-bridge
8. View South from Little River Link Shared Path



A. CHARACTER AND VIEWPOINT PHOTO LOCATIONS (1:10,000 @ A3)

Base Map Source: Canterbury Maps

client / project name: JOHN PATERSON BLOCK FAST-TRACK APPLICATION
drawing name: **CHARACTER AND VIEWPOINT PHOTO LOCATIONS**
designed by: ANCA BELU
drawn by: ANCA BELU
original issue date: 17 MARCH 2026
scale: 1:10,000 @ A3

revision no:	amendment:	approved	date
A	Issue for Comment	DCM	17/03/2026
B	Minor updates	DCM	24/03/2026
C	Minor updates	DCM	17/04/2026

REGISTERED LANDSCAPE ARCHITECT

DCM URBAN DESIGN LIMITED
10/ 245 ST ASAPH STREET, ŌTAUTAHI / CHRISTCHURCH
LEVEL 1/ 17 GARRETT STREET, TE WHANGANUI-A-TARA / WELLINGTON
LEVEL 4 / 1 BOND STREET - ŌTEPOTI / DUNEDIN
WWW.DCMURBAN.COM

project no / drawing no: **2025_198/025** revision: **C**



John Paterson Drive: This image was taken from within the site, outside of the residence at 15 John Paterson Drive (an existing dwelling on site, to be retained). The site holds several large open fields, with dense shelterbelts and typical rural fencing lining roads and paddock boundaries. The site currently contributes appreciably towards views of remnant farmland from the surrounding roads.



Christchurch Southern Motorway: The Christchurch Southern Motorway (SH76) is shown in this image, taken from the Little River Link Shared Path which runs along the northern boundary of the site. The motorway forms a highly trafficked gateway to Christchurch City, and a notable landscape feature by way of its scale, associated infrastructure, and as a prominent movement corridor.



Halswell Residential Development: Residential development as part of Knights Stream Subdivision in Halswell, is shown in the above image. This subdivision neighbours the proposal site to the east/ southeast, and is reflective of the typical character of more recent residential expansion in the area, while also currently defining the urban boundary in the vicinity of the proposal site. New dwellings tend to be single-storey detached single-family homes with road connections which integrate into the wider city network.



Local Connections and Land Uses: This image was taken from the Halswell Junction Road Shared Path, and depicts a section of the wider cycle network which offers active transport options for local communities. The Halswell Junction Road over-bridge is positioned in the left of the image, and a sizeable stormwater management area in the right. Road infrastructure, and the boundary of Halswell's suburban development can also be seen, while the wider landscape backdrop is formed by views to the Port Hills.

CONTEXT - CHARACTER PHOTOS



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 16mm ≈ 24mm full frame equivalent
Date: 5 February 2026 at 2:12 pm
Height of 1.70 metres

Coordinates: -43.564531, 172.532786
Distance to proposal site: 105m
Horizontal Field of View: 73.7°
Vertical Field of View: 20°
Recommended Viewing Distance at A3: 290mm

— — — = extent of 50mm equivalent view



B. EXISTING VIEW

VP1 WIDER CONTEXT - VIEW SOUTHWEST FROM HALSWELL JUNTION SHARED PATH



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 35mm ≈ 52mm full frame equivalent
Date: 5 February 2026 at 2:12pm
Height of 1.70 metres

Coordinates: -43.564531, 172.532786
Distance to proposal site: 105m
Horizontal Field of View: 37°
Vertical Field of View: 10°
Recommended Viewing Distance at A3: 550mm



B. EXISTING VIEW

VP1 NATURAL FIELD OF VIEW - VIEW SOUTHWEST FROM HALSWELL JUNTION SHARED PATH



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 16mm ≈ 24mm full frame equivalent
Date: 5 February 2026 at 3:19 pm
Height of 1.70 metres

Coordinates: -43.567345, 172.535246
Distance to proposal site: 45m
Horizontal Field of View: 73.7°
Vertical Field of View: 20°
Recommended Viewing Distance at A3: 290mm

— — — = extent of 50mm equivalent view

SITE (SCREENED BY THE EXISTING SHELTERBELT ALONG JOHN PATERSON DRIVE AND 1.8M HIGH CLOSE-BOARD TIMBER FENCE AND INTERRUPTED PLANTINGS ALONG THE SITE'S INTERFACE WITH RICHMOND AVE)

25

B. EXISTING VIEW

VP2 WIDER CONTEXT - VIEW EAST FROM JOHN PATERSON DR/ RICHMOND AVE INTERSECTION



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 35mm ≈ 52mm full frame equivalent
Date: 5 February 2026 at 3:19pm
Height of 1.70 metres

Coordinates: -43.567345, 172.535246
Distance to proposal site: 45m
Horizontal Field of View: 37°
Vertical Field of View: 10°
Recommended Viewing Distance at A3: 550mm



B. EXISTING VIEW

VP2 NATURAL FIELD OF VIEW - VIEW EAST FROM JOHN PATERSON DR/ RICHMOND AVE INTERSECTION



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 16mm ≈ 24mm full frame equivalent
Date: 5 February 2026 at 3:09 pm
Height of 1.70 metres

Coordinates: -43.570337, 172.534003
Distance to proposal site: 55m
Horizontal Field of View: 73.7°
Vertical Field of View: 20°
Recommended Viewing Distance at A3: 290mm

— — — = extent of 50mm equivalent view



B. EXISTING VIEW

VP3 WIDER CONTEXT - VIEW SOUTHWEST FROM 73 TONGARIRO ST



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 35mm ≈ 52mm full frame equivalent
Date: 5 February 2026 at 3:09pm
Height of 1.70 metres

Coordinates: -43.570337, 172.534003
Distance to proposal site: 55m
Horizontal Field of View: 37°
Vertical Field of View: 10°
Recommended Viewing Distance at A3: 550mm



B. EXISTING VIEW

VP3 NATURAL FIELD OF VIEW - VIEW SOUTHWEST FROM 73 TONGARIRO ST

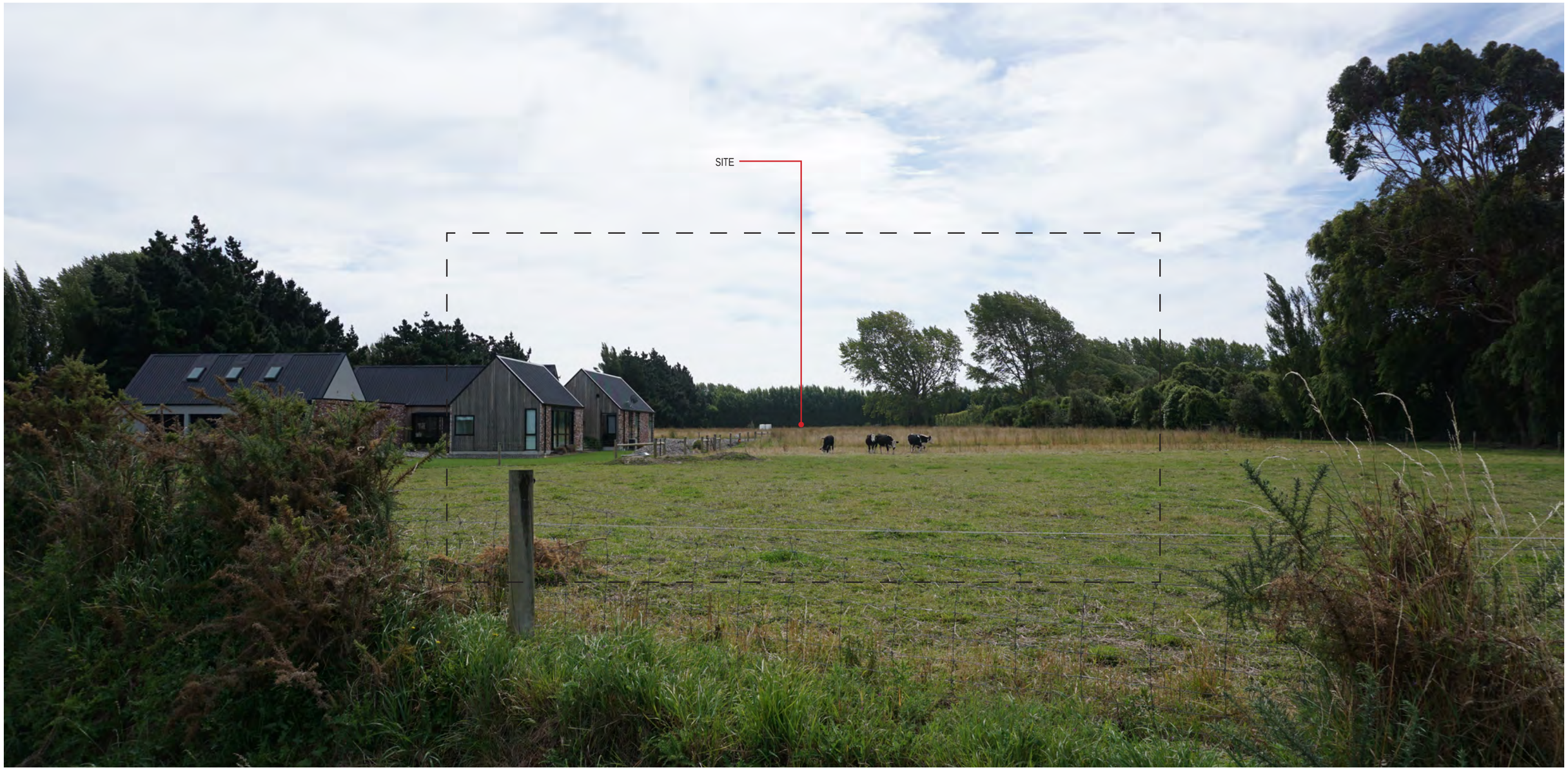


A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 16mm ≈ 24mm full frame equivalent
Date: 5 February 2026 at 2:48 pm
Height of 1.70 metres

Coordinates: -43.576150, 172.535467
Distance to proposal site: 220m
Horizontal Field of View: 73.7°
Vertical Field of View: 20°
Recommended Viewing Distance at A3: 290mm

— — — = extent of 50mm equivalent view



B. EXISTING VIEW

VP4 WIDER CONTEXT - VIEW NORTHWEST FROM 477 MARSHS RD



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 35mm ≈ 52mm full frame equivalent
Date: 5 February 2026 at 2:48pm
Height of 1.70 metres

Coordinates: -43.576150, 172.535467
Distance to proposal site: 220m
Horizontal Field of View: 37°
Vertical Field of View: 10°
Recommended Viewing Distance at A3: 550mm

B. EXISTING VIEW

VP4 NATURAL FIELD OF VIEW - VIEW NORTHWEST FROM 477 MARSHS RD



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 16mm ≈ 24mm full frame equivalent
Date: 5 February 2026 at 2:40 pm
Height of 1.70 metres

Coordinates: -43.573047, 172.525436
Distance to proposal site: 520m
Horizontal Field of View: 73.7°
Vertical Field of View: 20°
Recommended Viewing Distance at A3: 290mm

— — — = extent of 50mm equivalent view



B. EXISTING VIEW

VP5 WIDER CONTEXT - VIEW NORTHEAST FROM 389 MARSHS RD



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 35mm ≈ 52mm full frame equivalent
Date: 5 February 2026 at 2:48pm
Height of 1.70 metres

Coordinates: -43.573047, 172.525436
Distance to proposal site: 520m
Horizontal Field of View: 37°
Vertical Field of View: 10°
Recommended Viewing Distance at A3: 550mm



B. EXISTING VIEW

VP5 NATURAL FIELD OF VIEW - VIEW NORTHEAST FROM 389 MARSHS RD

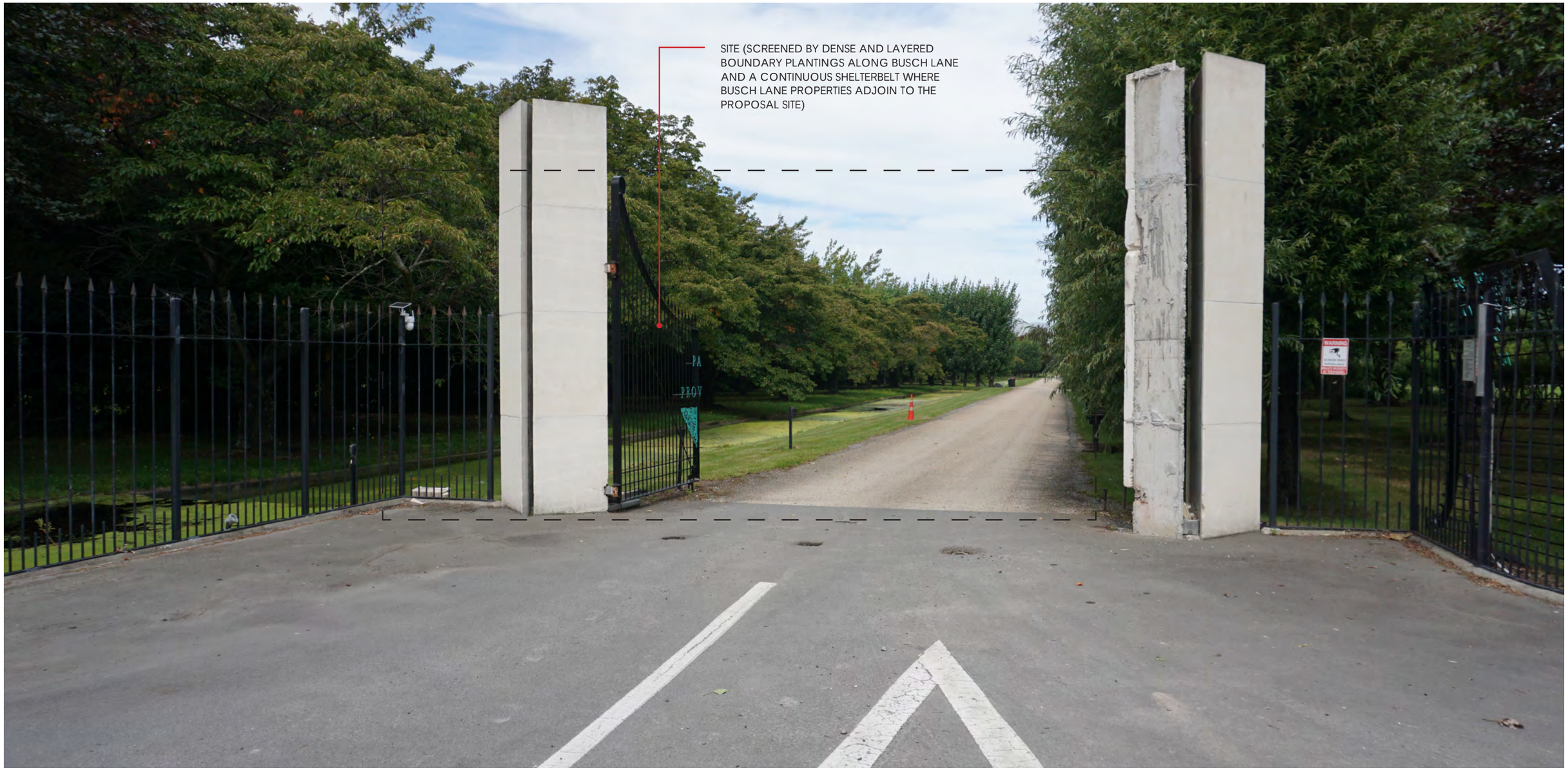


A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 16mm ≈ 24mm full frame equivalent
Date: 5 February 2026 at 2:35 pm
Height of 1.70 metres

Coordinates: -43.566944, 172.524423
Distance to proposal site: 205m
Horizontal Field of View: 73.7°
Vertical Field of View: 20°
Recommended Viewing Distance at A3: 290mm

— — — = extent of 50mm equivalent view



B. EXISTING VIEW

VP6 WIDER CONTEXT - VIEW SOUTHEAST FROM ENTRANCE TO BUSCH LN



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 35mm ≈ 52mm full frame equivalent
Date: 5 February 2026 at 2:35pm
Height of 1.70 metres

Coordinates: -43.566944, 172.524423
Distance to proposal site: 205m
Horizontal Field of View: 37°
Vertical Field of View: 10°
Recommended Viewing Distance at A3: 550mm



B. EXISTING VIEW

VP6 NATURAL FIELD OF VIEW - VIEW SOUTHEAST FROM ENTRANCE TO BUSCH LN



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 16mm ≈ 24mm full frame equivalent
Date: 5 February 2026 at 2:26 pm
Height of 1.70 metres

Coordinates: -43.563809, 172.526952
Distance to proposal site: 45m
Horizontal Field of View: 73.7°
Vertical Field of View: 20°
Recommended Viewing Distance at A3: 290mm

— — — = extent of 50mm equivalent view



B. EXISTING VIEW

VP7 WIDER CONTEXT - VIEW SOUTHEAST FROM SPRINGS RD OVER-BRIDGE



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 35mm ≈ 52mm full frame equivalent
Date: 5 February 2026 at 2:27pm
Height of 1.70 metres

Coordinates: -43.563809, 172.526952
Distance to proposal site: 45m
Horizontal Field of View: 37°
Vertical Field of View: 10°
Recommended Viewing Distance at A3: 550mm



B. EXISTING VIEW

VP7 NATURAL FIELD OF VIEW - VIEW SOUTHEAST FROM SPRINGS RD OVER-BRIDGE



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 16mm ≈ 24mm full frame equivalent
Date: 5 February 2026 at 3:39pm
Height of 1.70 metres

Coordinates: -43.563899, 172.528931
Distance to proposal site: 16m
Horizontal Field of View: 73.7°
Vertical Field of View: 20°
Recommended Viewing Distance at A3: 290mm

— — — = extent of 50mm equivalent view



B. EXISTING VIEW

VP8 WIDER CONTEXT - VIEW SOUTH FROM LITTLE RIVER LINK SHARED PATH



A. IMAGE LOCATION

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera
Single frame photo
Focal length: 35mm ≈ 52mm full frame equivalent
Date: 5 February 2026 at 3:39pm
Height of 1.70 metres

Coordinates: -43.563899, 172.528931
Distance to proposal site: 16m
Horizontal Field of View: 37°
Vertical Field of View: 10°
Recommended Viewing Distance at A3: 550mm



B. EXISTING VIEW

VP8 NATURAL FIELD OF VIEW - VIEW SOUTH FROM LITTLE RIVER LINK SHARED PATH