



THE SOUTH FRAME/ PŪTAHI WHAKATETONGA PUBLIC REALM DESIGN REPORT

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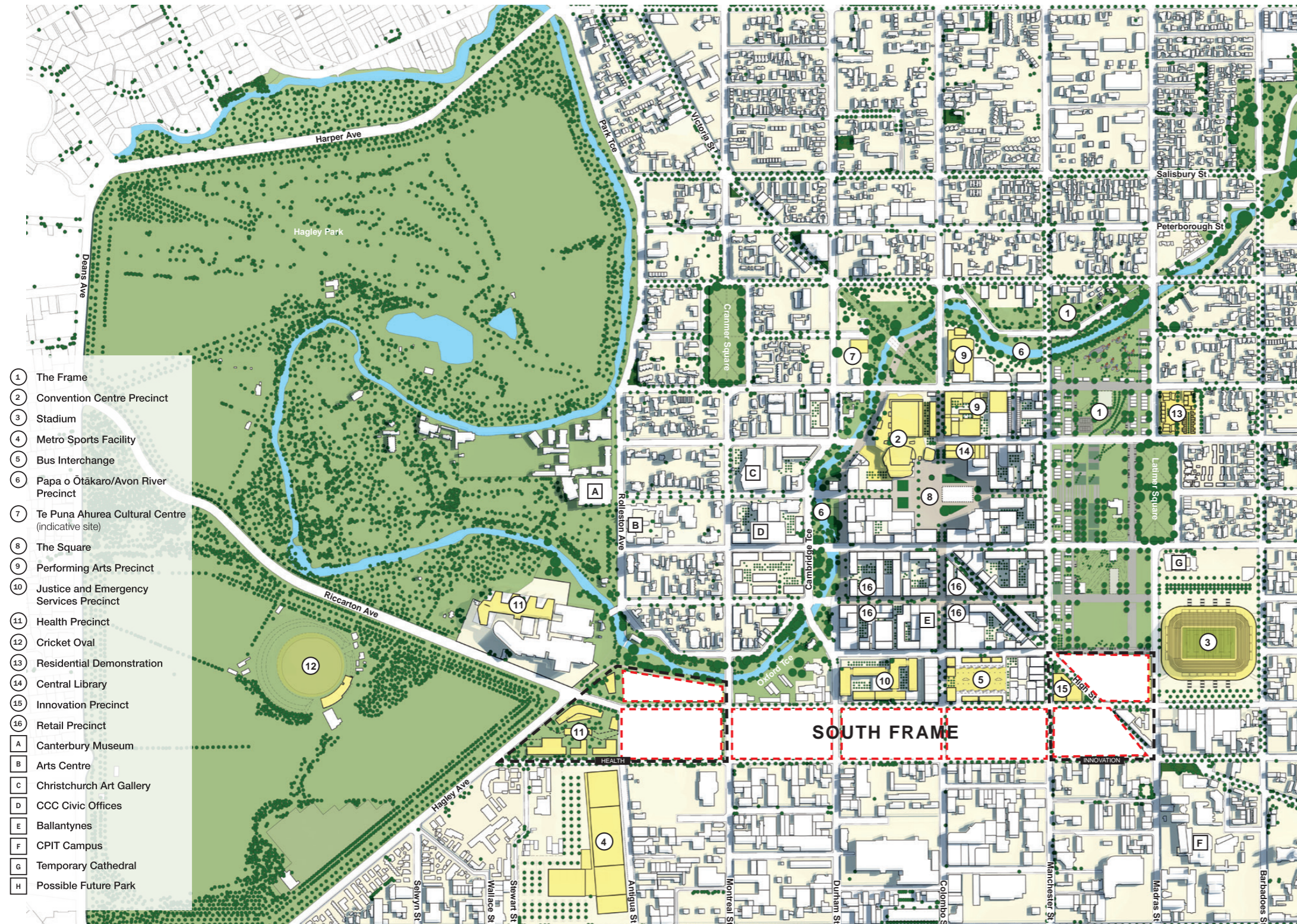
YARDS PAGE 37

- DESIGN STATEMENT
- LOCATION PLAN
- DESIGN CONCEPTS
- DESIGN ELEMENTS

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The Christchurch Central Recovery Plan created a Blueprint Plan for the city which identified a commercial Core, a 'Frame' surrounding that Core and the location of various anchor projects in the central city. One of these projects is the South Frame, which incorporates and connects the Health and Innovation precincts.

Delivery of a new network of connections and spaces for the South Frame is underway and this report covers design work completed during the initial phases of the project. The developed design presented in this report is indicative and subject to change during the detailed design process.

The South Frame public realm works are split into design and construction delivery. The project is a collaboration between our strategic partners (Christchurch City Council and Matapopore), stakeholders and the design consortium. The appointed consortium for the design process is led by Aecom with consultancies of LandLAB, Jasmx and Taylor Cullity Lethlean (TCL) jointly leading the landscape and urban design workstreams.

An urban neighbourhood where health, education, innovation and city living emerge and flourish, connected by a distinctive Greenway.

The South Frame public realm works will deliver a new network of connections and spaces linking the Innovation Precinct, the Health Precinct and beyond. The project will provide a unique, attractive and safe environment that will establish a foundation for the private sector redevelopment in the area.



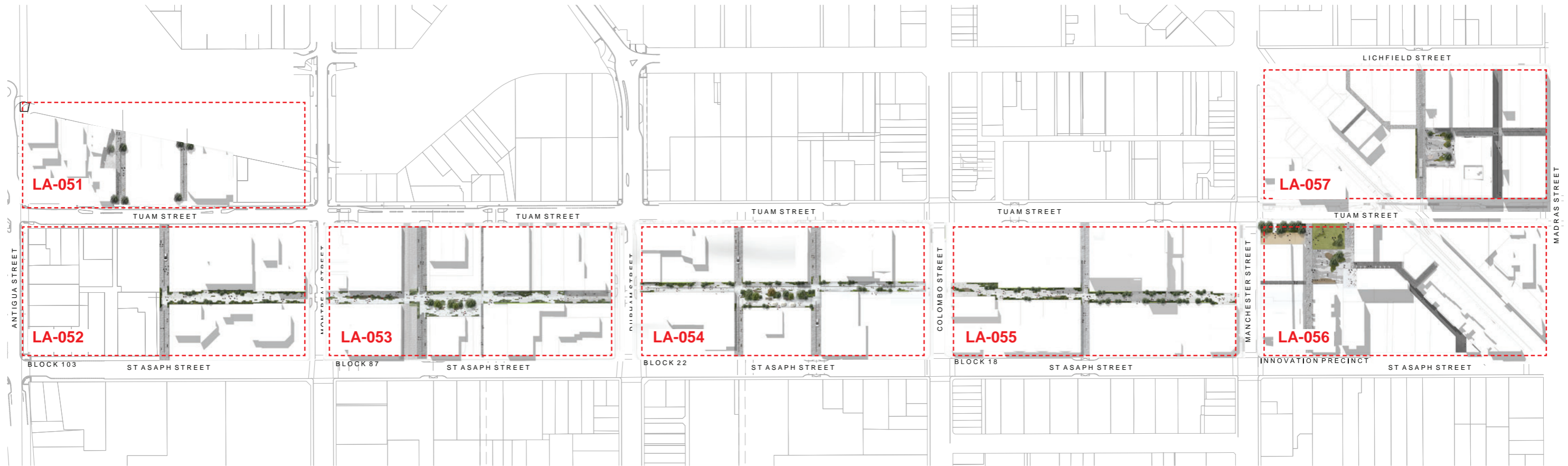
The South Frame today...



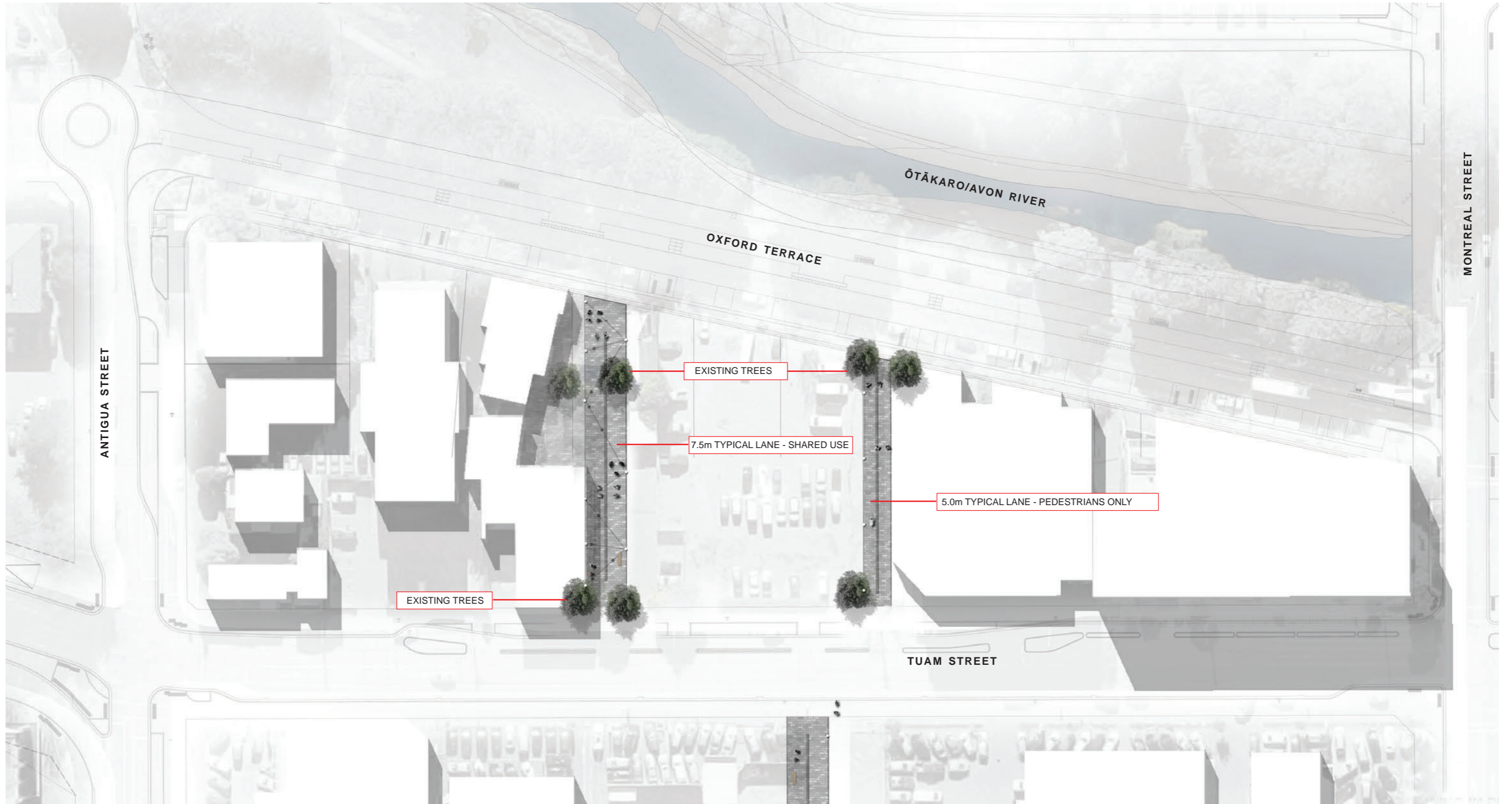
The potential future...

(Indicative imagery only)

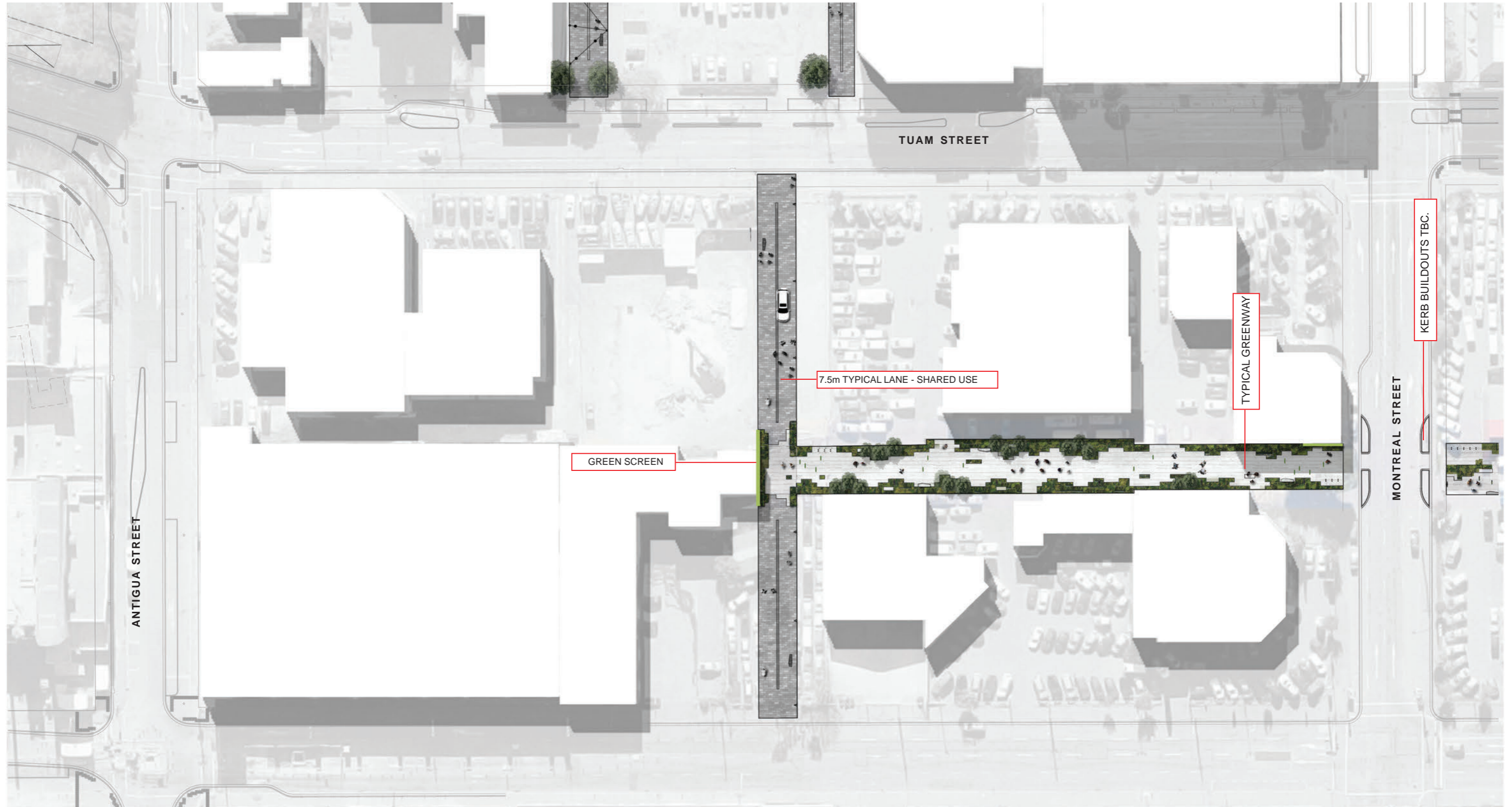
The following concept plan and zone plans illustrate the scope and design intent of the South Frame public realm including the Greenway, lanes and yard spaces.



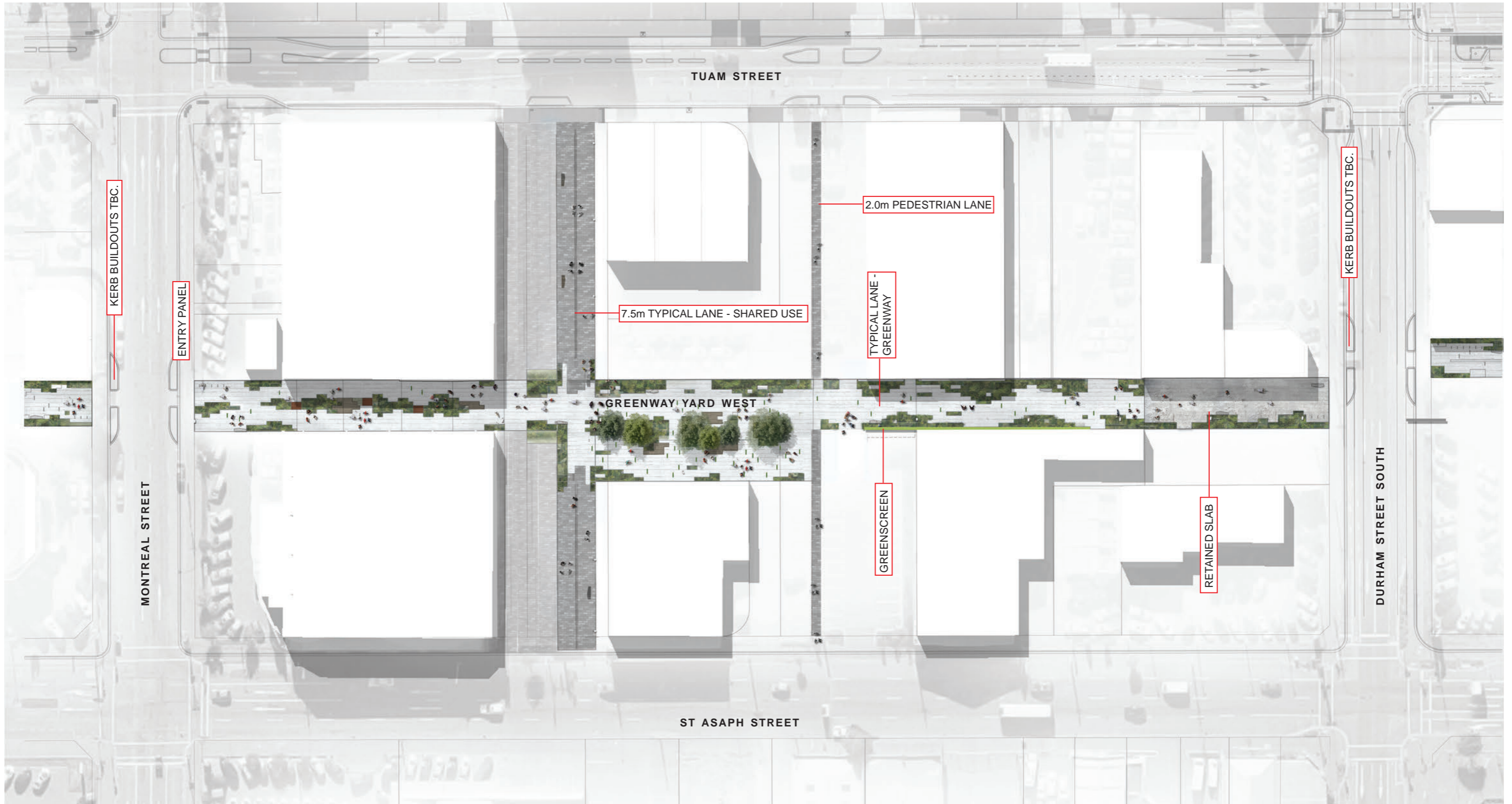
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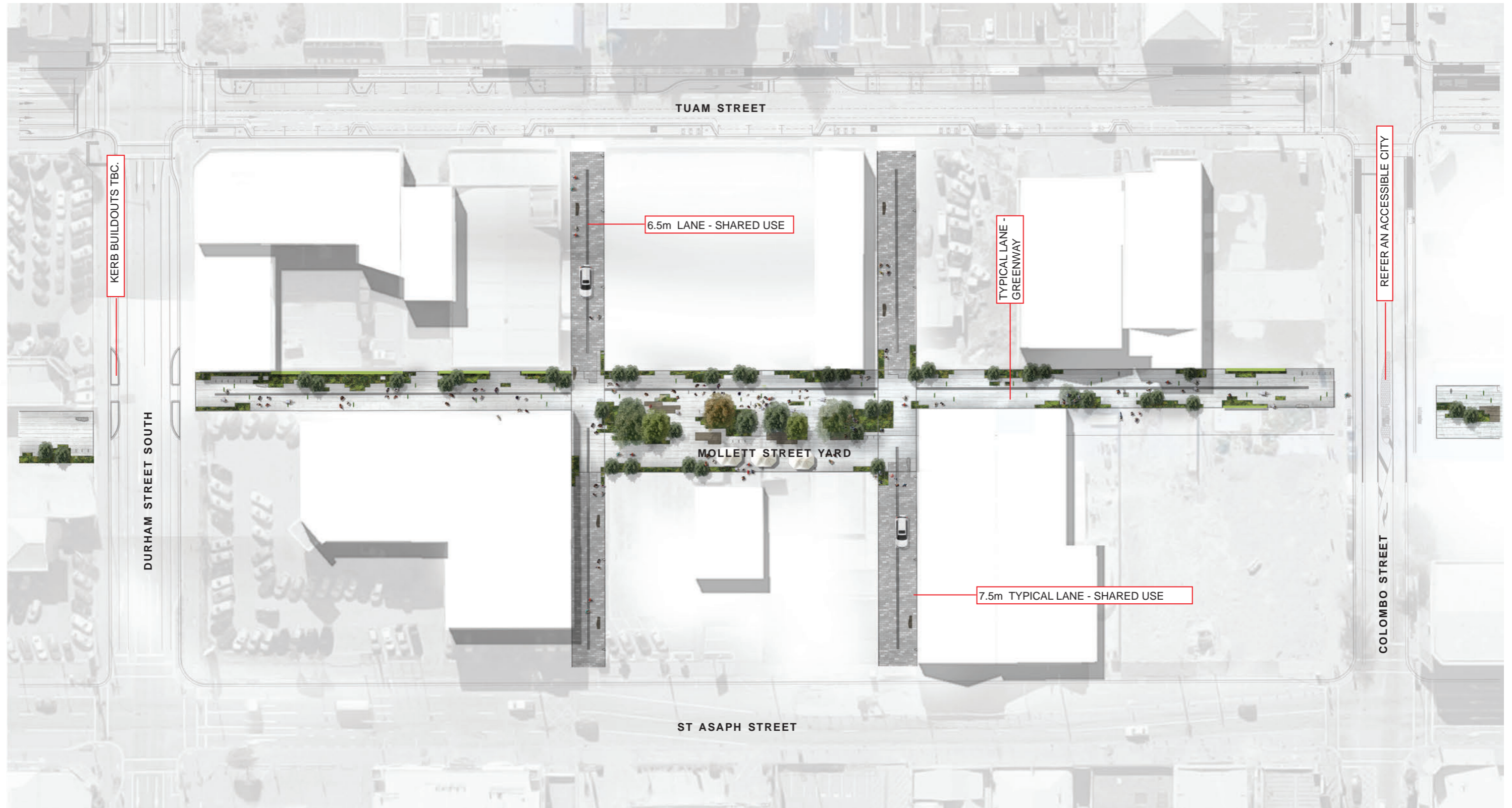
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SCALE 1:750 (A3)



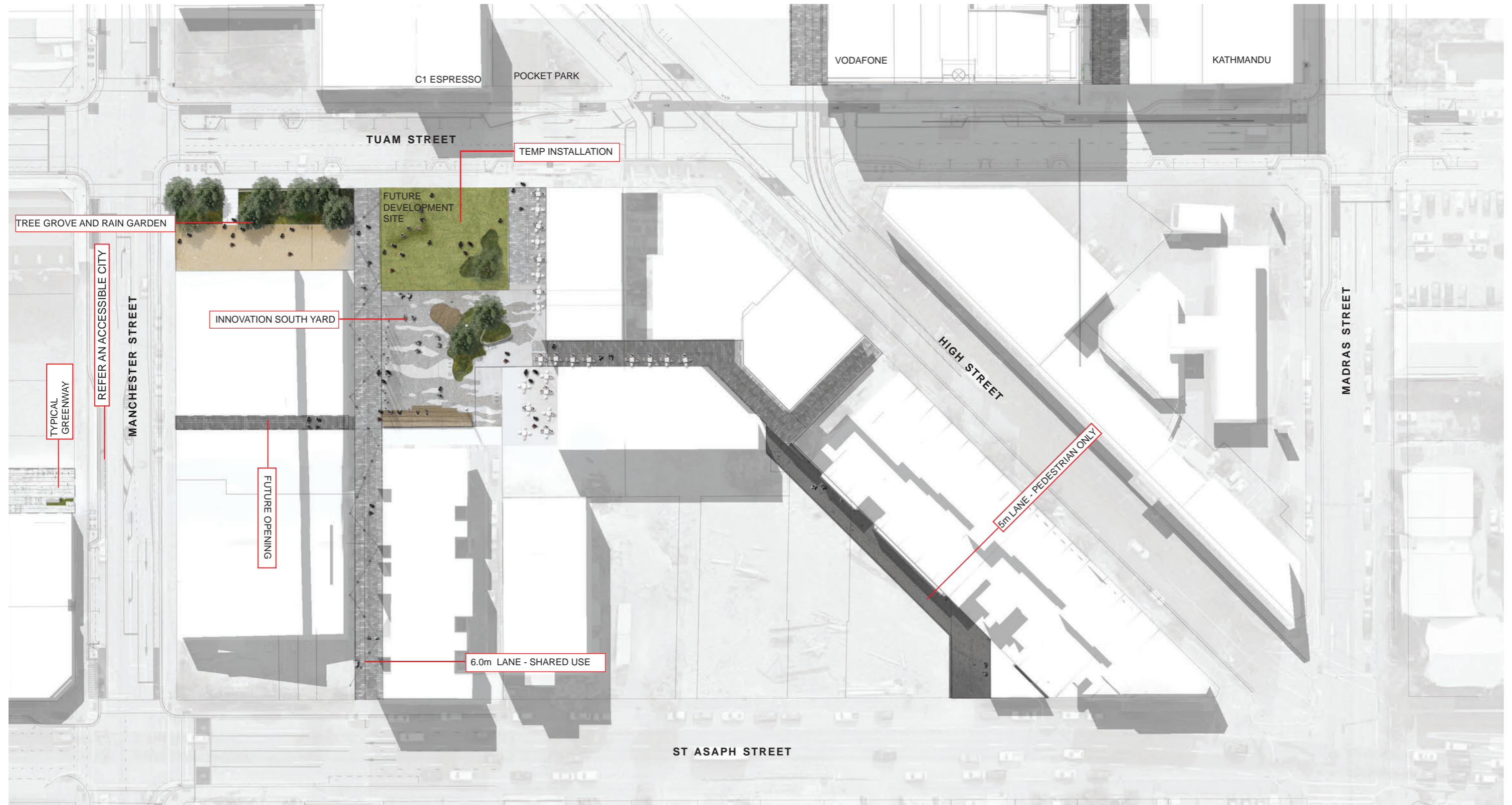
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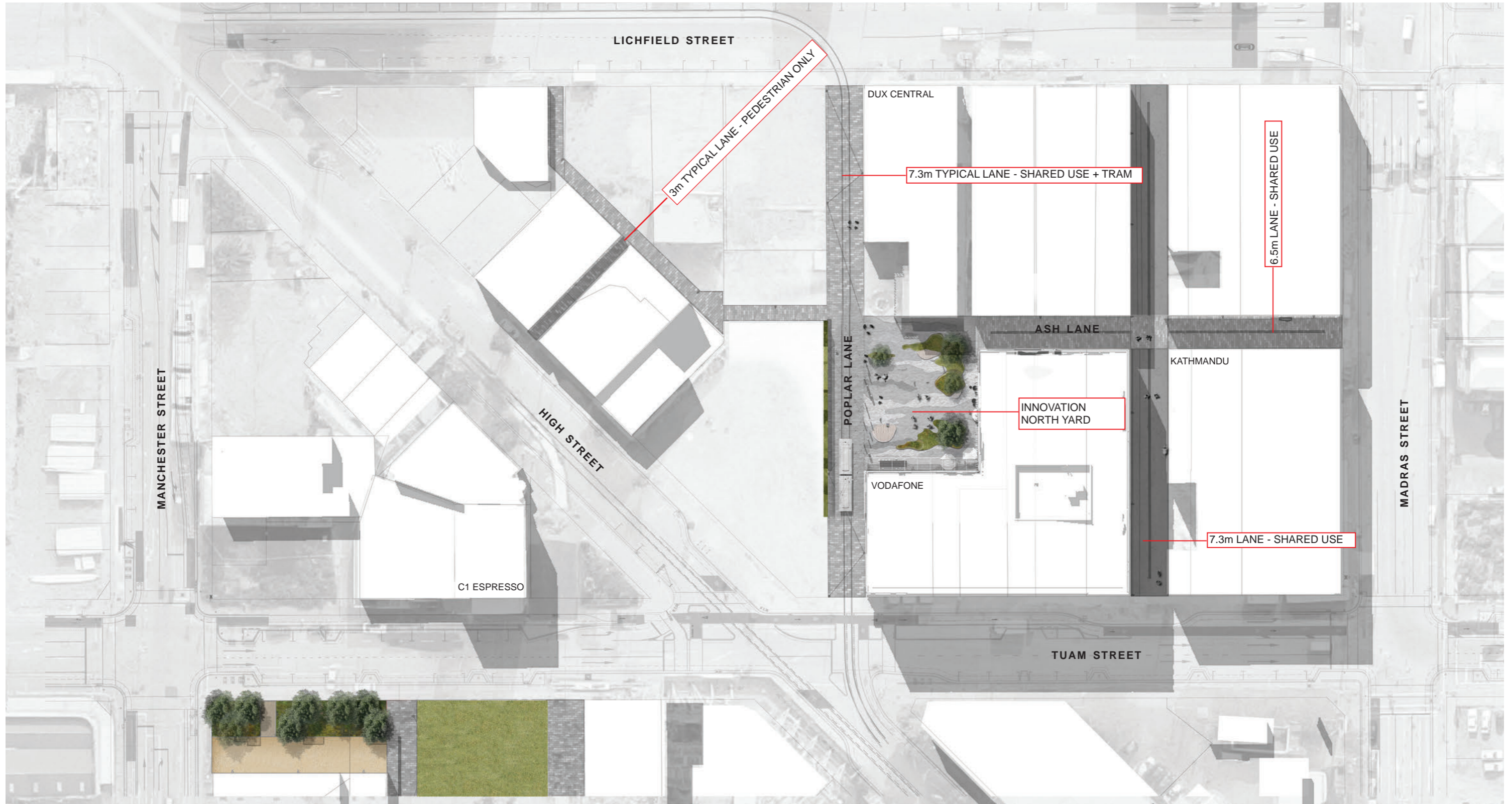
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THE SOUTH FRAME/ PŪTAHI WHAKATETONGA – THE GREENWAY

—

This section describes the design principles and approaches that inform the Greenway.

THIS SECTION DESCRIBES THE DESIGN APPROACH TO THE GREENWAY AND HOW THIS HAS EVOLVED SINCE CONCEPT DESIGN.

GENERAL

The Greenway adopts the analogy of the braided river – with the pixelated arrangement of pavements, planting beds and to a lesser extent, the design of furnishings – using a 750mm module. This, along with the 'Story of Stone', Ecosystem Services and the Wet Plains Mosaic reinforces the uniqueness of the Greenway to Christchurch.

Apart from vehicle movements at the east and west ends of the Mollett Street block (a legal road), and various north-south crossings, the Greenway is exclusively pedestrian.

The key challenge for the Greenway has been to deliver a public realm with little certainty as how adjacent existing and future buildings will interface with it.

Most buildings have been removed and landowners have been consulted where possible although this has been limited as development intentions are largely unknown. For this reason, an Edge Assumptions Strategy provides the desired level of public realm quality and opportunities for future activation in each block. This involves the following measures:

- The provision of planting beds at the edges allows for a nominal 4m-wide clearway in the centre allowing for a gently meandering centreline. Localised centralised plantings at the edges of blocks bifurcate movement and exclude vehicle movements. Planting beds are passively watered to provide stormwater detention and nutrient cycling.
- A minimum 3m-wide opening to each lot is provided so that all sites have the opportunity to access the Greenway.
- In strategic sites and sites where there is confidence in future activation of the Greenway edge, a 2m-wide spillout zone has been provided.
- Where future development requires access to sites at locations that are different to what has been provided, a bridging strategy has been developed as a retrofit that will retain the drainage, conveyance and detention function of the planting beds.
- Green screens and hoardings provide temporary and permanent edges to the Greenway.

PUBLIC REALM FUNCTION

The Greenway is primarily pedestrian throughout, with the eastern and western ends of Mollett Street shared to accommodate vehicles for continuation of existing business. Cycles will share the surface although formal separated cycle lanes are provided on adjacent east-west streets. Barrierfree movements are provided in the 4m-wide clearway with contrasting planting at the edges. Where the trafficable north-south lanes intercept the Greenway, pavement finishes and the arrangement of plantings and furnishings prioritise safe pedestrian movements. Crossings at north-south streets need to be coordinated with the transport chapter of the Christchurch Central Recovery Plan (CCRP), An Accessible City (AAC) to provide build outs and refuges to enable safe linkages.

PLANTING

The planting strategy for Christchurch's urban garden will provide a mosaic of planting mixes. Native plants are selected from the Wet Plains Ecosystem with characteristic plant qualities selected and arranged in pixels so as to provide a diverse composition of colours, texture and stature that changes along the length of the Greenway. Exotic plantings at the edges of the yards provide further visual diversity. In consultation with Matapopore, ecosystem services are provided in all planting beds with plants that heal, cleanse, nourish, interest and innovate. Tree plantings are arranged in episodic clusters.

STORY OF STONE

The 'Story of Stone' has been developed in consultation with Matapopore. This initiative involves using the public realm to tell the story of how Ngai Tahu traded and utilised stone for tools, craft, cultivation and decoration. This story is embedded in the pavements with sandblasted images, highly crafted inserts, illuminated pounamu and stand-alone rocks and mulches.

BUILT FORM INTERFACES

The design to date acknowledges future changes to buildings to accommodate the Greenway – such as Team Hutchinson Ford and Southern Hospitality – although no detail has been developed.

KEY DESIGN PARAMETERS

- Nominal 4m-wide clearway or 2 x 2m wide where bifurcated
- In-situ concrete surface with thickness, reinforcing and build-up to engineers specifications
- 6.5m-high light poles at 15–20m centres with luminaires mounted at 6m

The Greenway is an 8-10m-wide hybrid, linear park space running 800m between Block 22 (west) and Manchester Street (east). Refer location plan below.



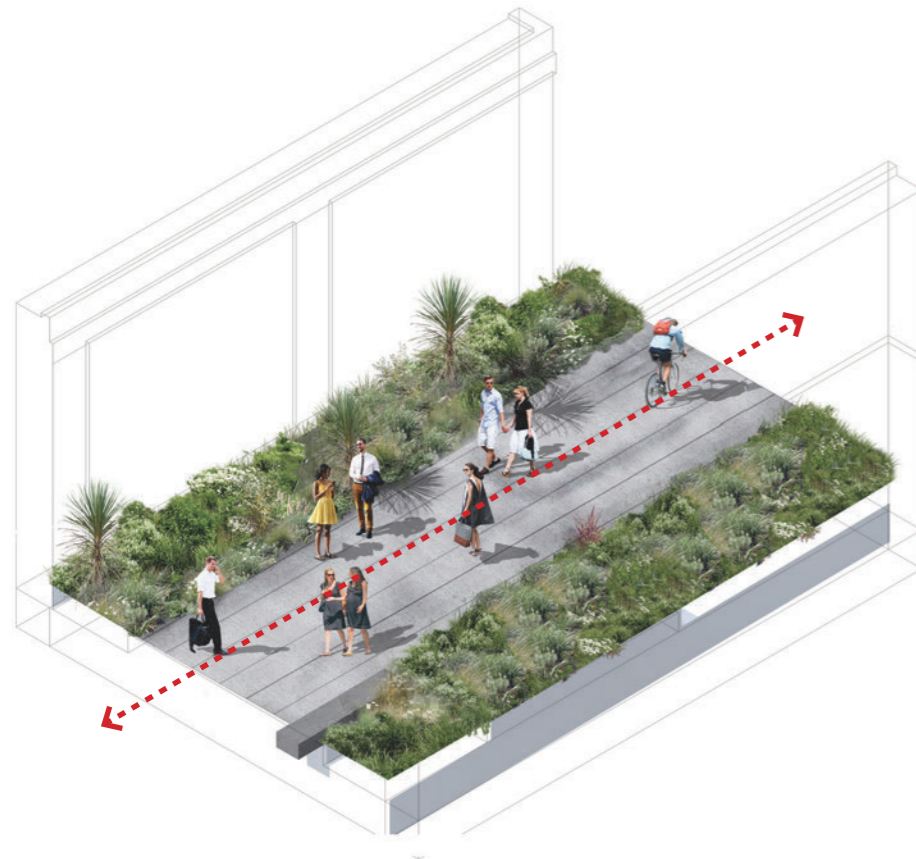
**THE SOUTH FRAME/PŪTAHI WHAKATETONGA
GREENWAY
LINEAR ARTICULATION**

The Greenway varies in width from 8m to 12m but is typically 10m wide. The main circulation and movement route along the Greenway will vary between 4m and 6m to enable variation and visual interest. A 4m minimum enables access for maintenance and emergency vehicles as well as providing a typical 'shared path' (walking and cycling) dimension. Where required, the movement zone may widen to provide opportunities for seating and occupation. Where active frontages occur, a 3-4m-wide zone may be provided for outdoor seating or licensed use.



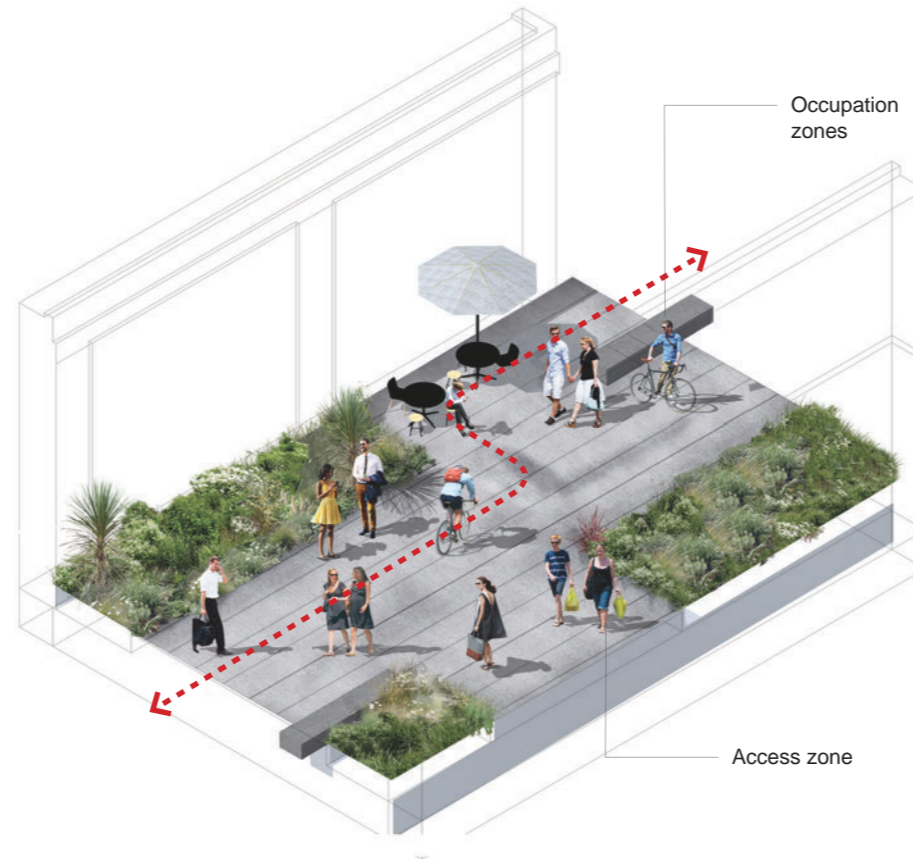
**CANTERBURY PLAINS
BRAIDED RIVER NETWORK**

Circulation along the Greenway reflects the variations of 'islands' (static) and 'flows' (movement) evident in a braided river system. The experience of the Greenway is articulated to respond to site-specific conditions, enable sight lines and provide programmatic richness along its length.



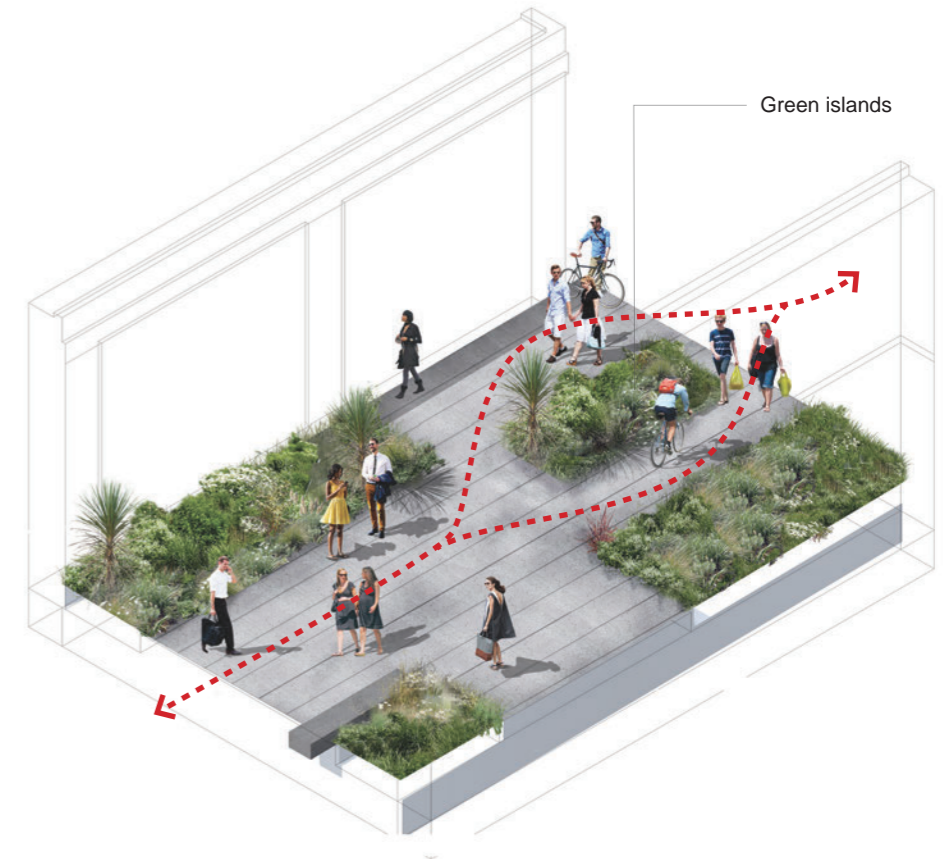
1.0 'MOVE'

Linear movements and sight lines are prioritised to enable legibility and connectivity.



2.0 'SHIFT'

Lateral shifts provide rhythm and visual interest and spaces for occupation and activation.



3.0 'BIFURCATE'

Garden zones punctuate the Greenway corridor, enabling green infrastructure and access to buildings while maintaining the continuity of the urban garden.

The following diagrams illustrate our design approach to the Greenway's setout and surfaces finish.

GREENWAY SETOUT AND SURFACE STRATEGY



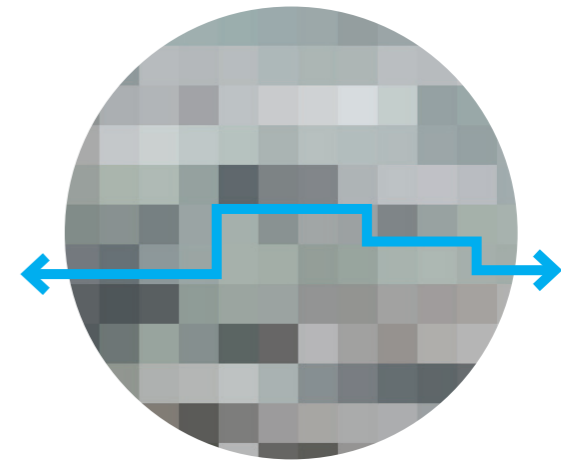
1.0 BRAIDED RIVER



2.0 ABSTRACT / PIXELATE

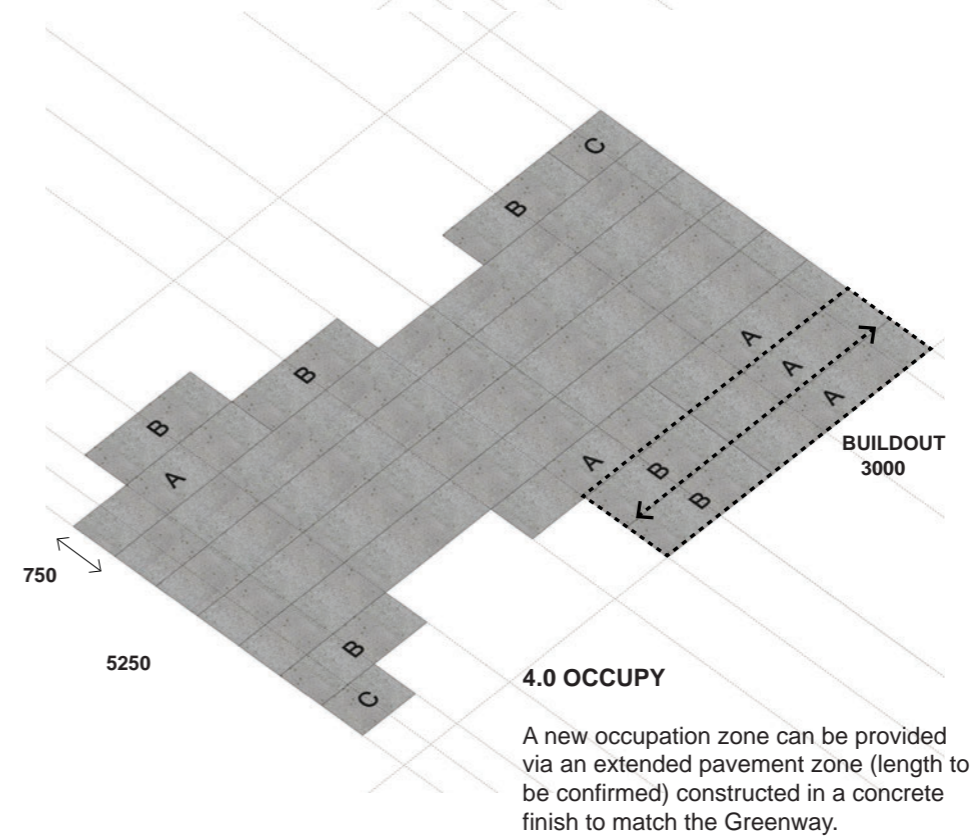
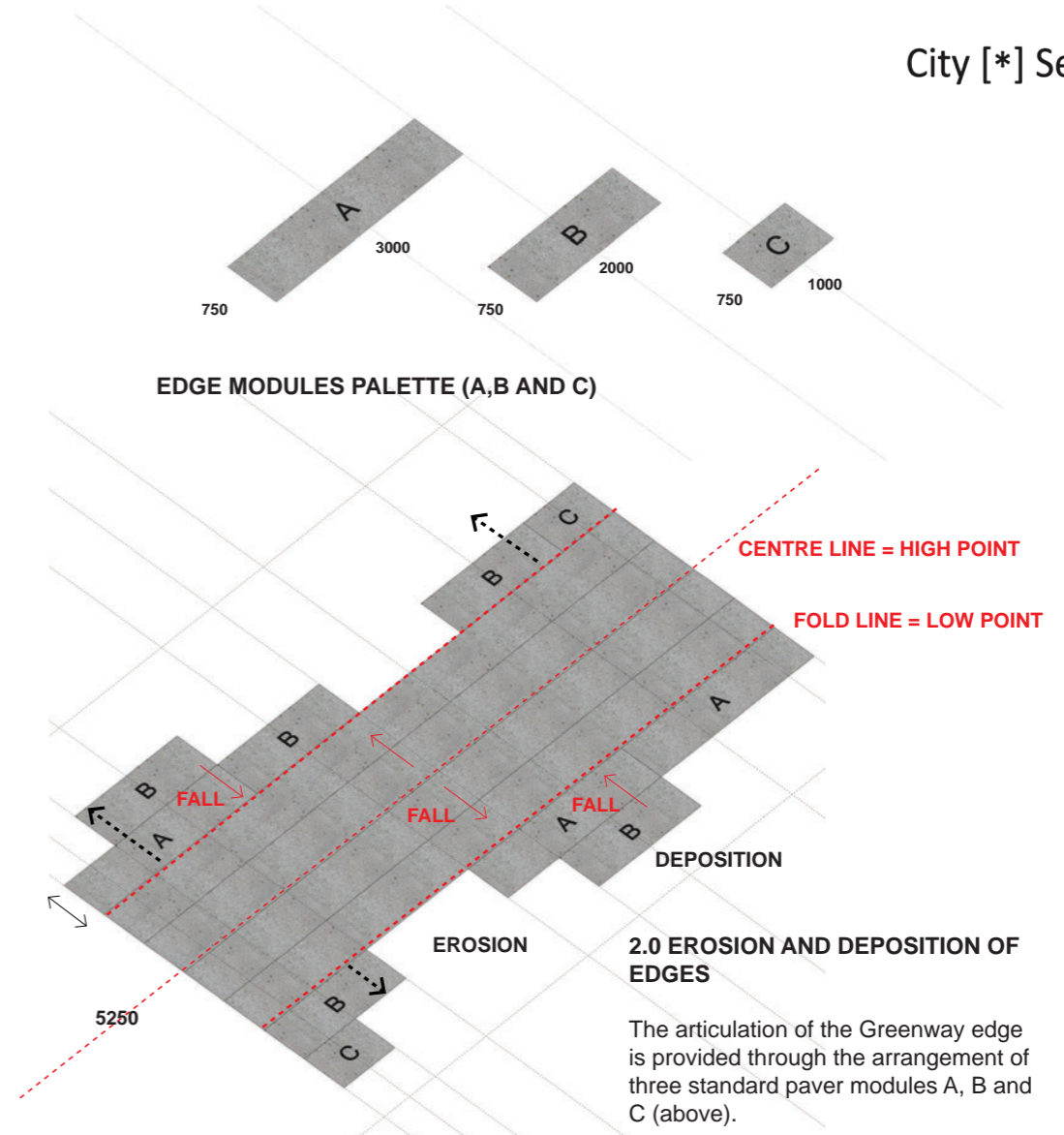
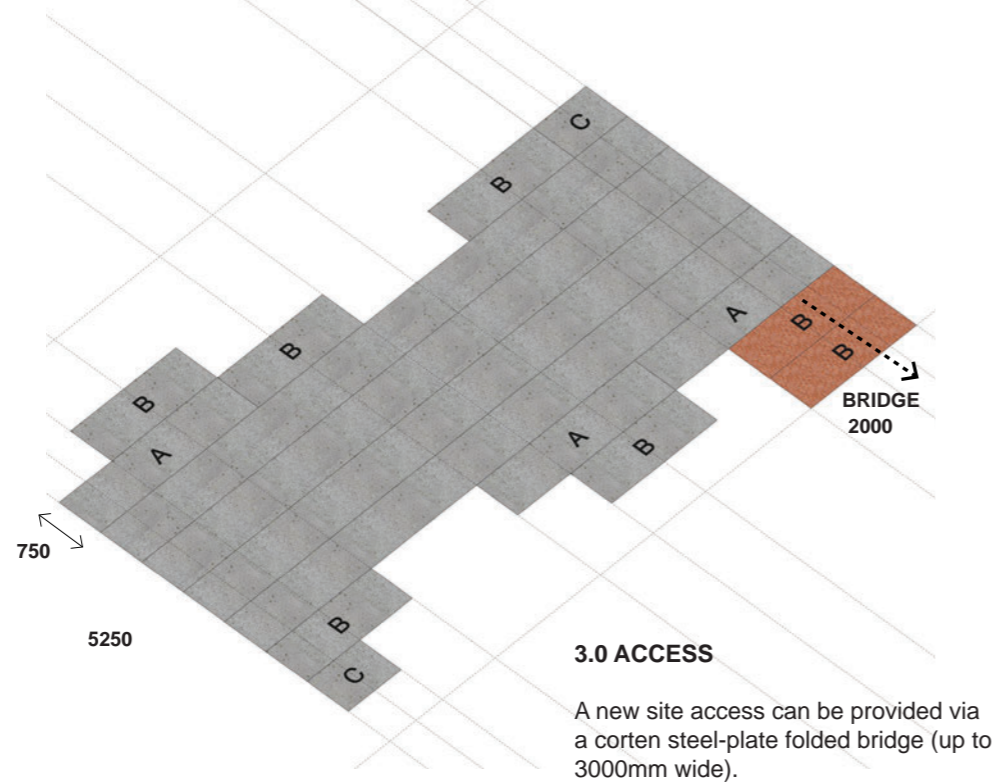
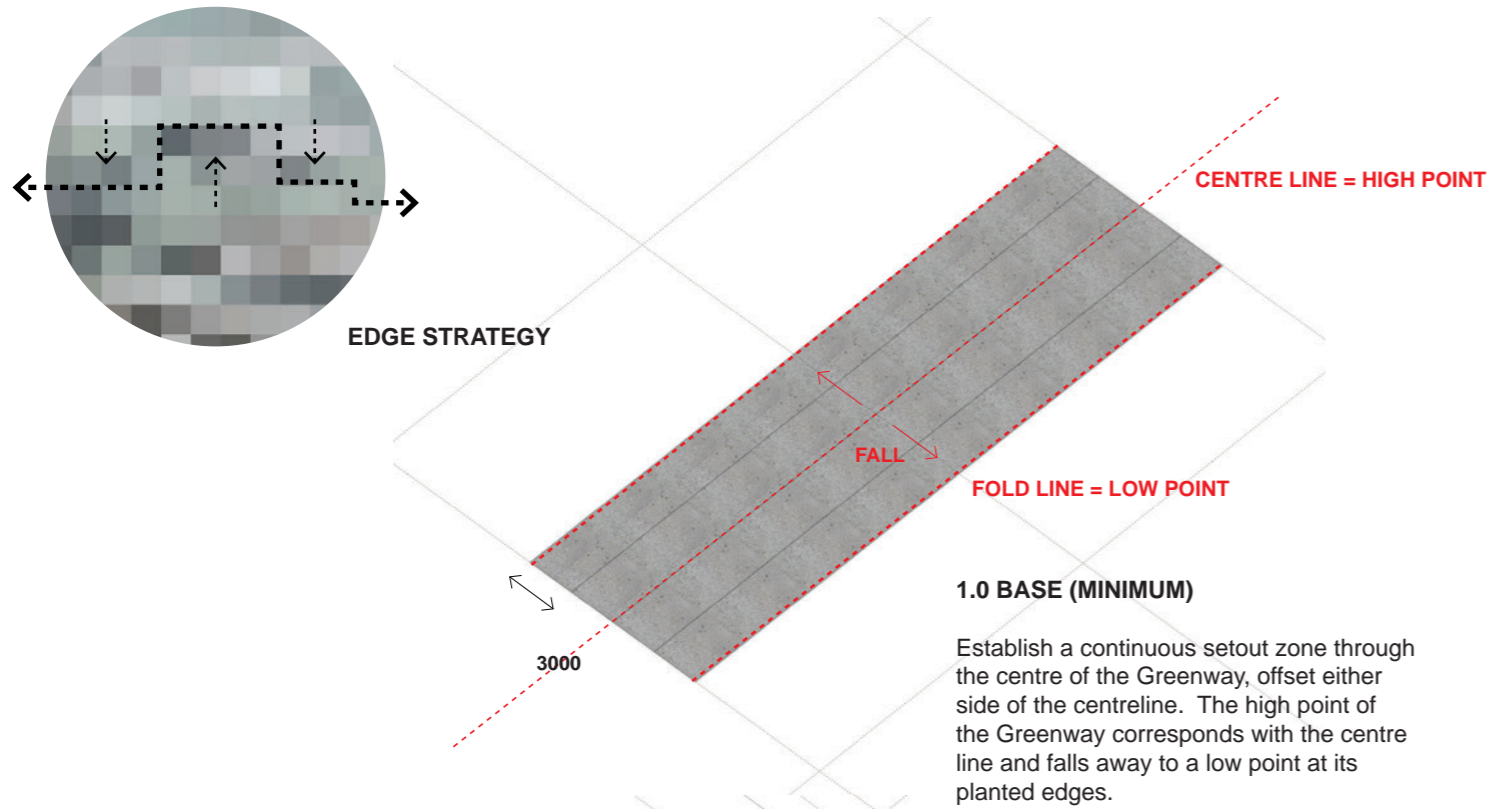


3.0 GREENWAY MOSAIC



4.0 GENERATE EDGE

The following diagrams illustrate our design approach to the Greenway's setout and surfaces finish.

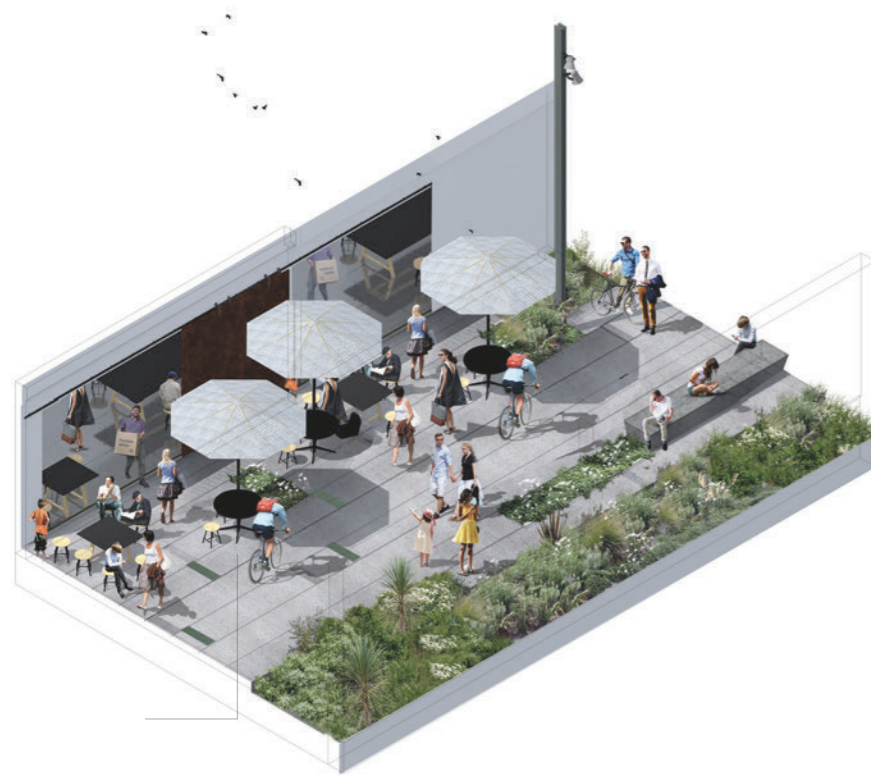


The Greenway facilitates a range of urban and architectural design responses along its length, which weave together landscape and architecture to provide programmatic variety.

Our approach acknowledges the aspiration for activation as well as the need to respond to existing buildings and a variety of edge conditions. The design of the Greenway acknowledges that activation of all its edges cannot be guaranteed.

Existing and future buildings will be encouraged to address and activate the Greenway through the provision of complementary ground floor conditions and activities.

The arrangement of hard and soft surfaces will enable key 'gathering spaces', outdoor seating opportunities and active edges. It is anticipated that further refinement of the edge conditions and interfaces with built form will occur during the design development of the project.



1.0 ACTIVE EDGES

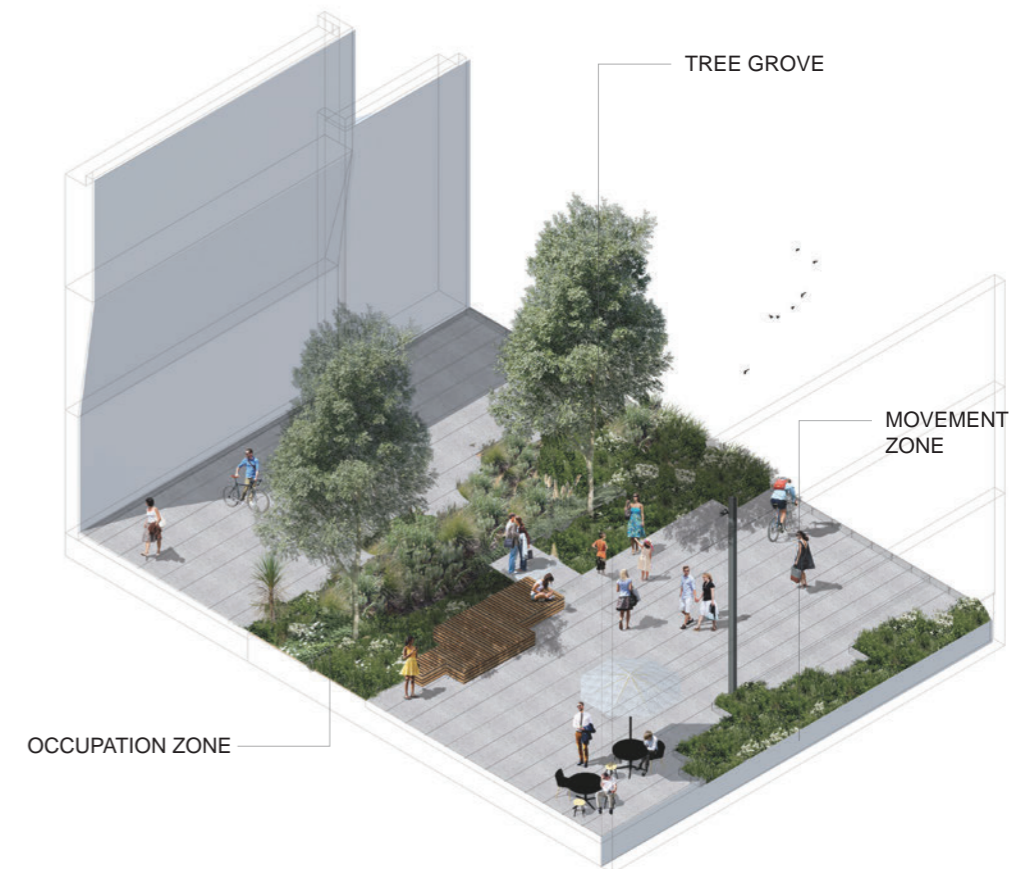
Where active edges are provided, paved surfaces are also provided along building thresholds for access and occupation. Soft surfaces are redistributed to the centre or opposite side of the Greenway.

When future active edges are required, the design will be able to be adapted via a reworking of hard and soft surfaces to provide access with minimal reworking of the built project.



2.0 GREEN EDGES

The use of green screens, frames or walls along the Greenway contributes to the urban garden's linear expression and episodic experience. These vertical, green surfaces will be deployed at key locations to define open or blank edges and to mitigate undesirable edge conditions or blank facades. The combination of retained site archaeology, adaptive reuse of buildings, green screens, and entry panels contributes to an industrial and architectural identity to the Greenway.



3.0 GROVES AND GARDENS

The expansion of the Greenway enables the provision of groves of iconic native trees (including kōwhai, tōtara and Kahikatea) and themed garden zones.

We propose clusters of trees along the Greenway, which reinforce episodic experiences and journeys. The locations of these will be refined and need to be considered in terms of Crime Prevention Through Environmental Design (CPTED) analysis.

TYPICAL GREENWAY CROSS-SECTION

A typical Greenway section brings together a variety of hard and soft, horizontal and vertical treatments to create a distinctive look and feel. The interplay of hard and soft surfaces enables spaces for movement, occupation and ecology. The variation of building edge treatments provides visual interest. The key design components of the Greenway are identified as follows.

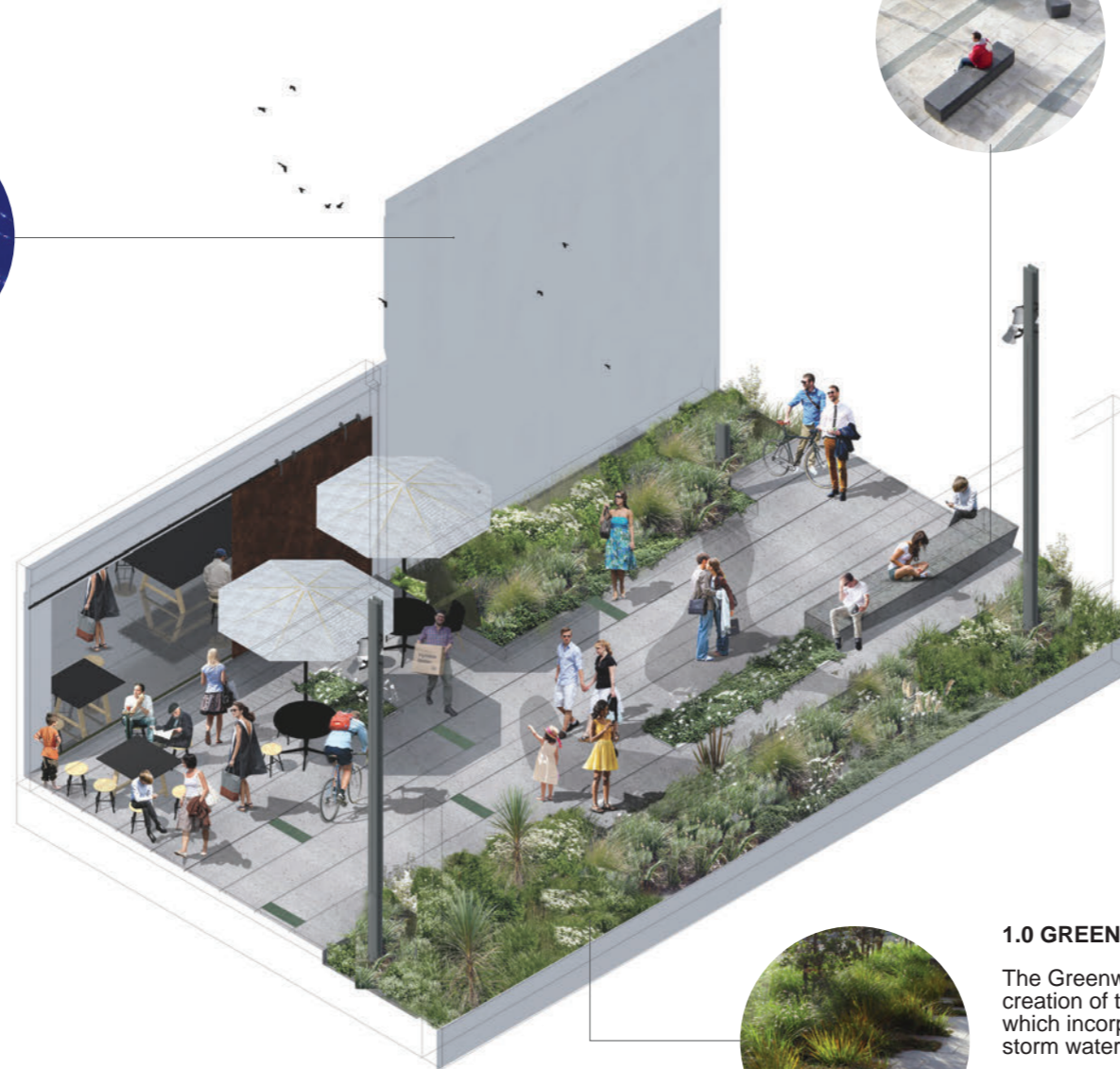
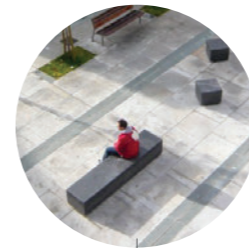
2.0 VERTICAL ELEMENTS

The continuity and legibility of the Greenway will be supported by a family of vertical markers that provide wayfinding, lighting and plug-in infrastructure for the Greenway. The design language of these elements will reflect the former industrial language of the area.



3.0 URBAN FURNITURE

A family of seating elements reads as an extension of the Greenway ground plane uplifted from the Greenway to form linear and nested seating opportunities.



1.0 GREEN INFRASTRUCTURE

The Greenway's urban garden zones enable the creation of the a new green infrastructural system, which incorporates a low-impact design strategy, storm water detention and ecological regeneration.



The following key narratives have been identified by Ngāi Tahu as providing the context for the proposed 'Story of Stone' to be woven into the east-west Greenway. These acknowledge and celebrate the traditional acquisition, use and trade of stone varieties used by Ngāi Tahu ancestors.



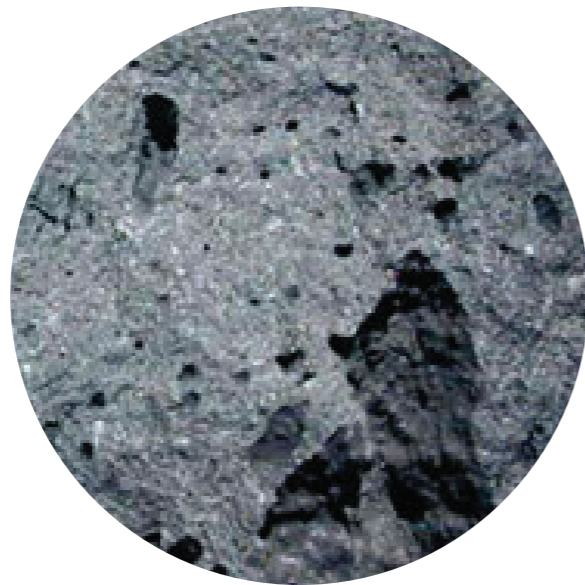
1.0 GREYWACKE

Reflected in the east-west Greenway which reflects the journey between mountain and sea of the Canterbury braided river system. Greywacke is the base aggregate for the Greenway's concrete paving.

Represented through the concrete materiality of the Greenway, patterned to create a series of intensities that reinforce journey and episodic experience.

Common all over New Zealand and prolific throughout Canterbury.

Gravel stones used traditionally for mulch and as a heat trap in local kūmara gardens.



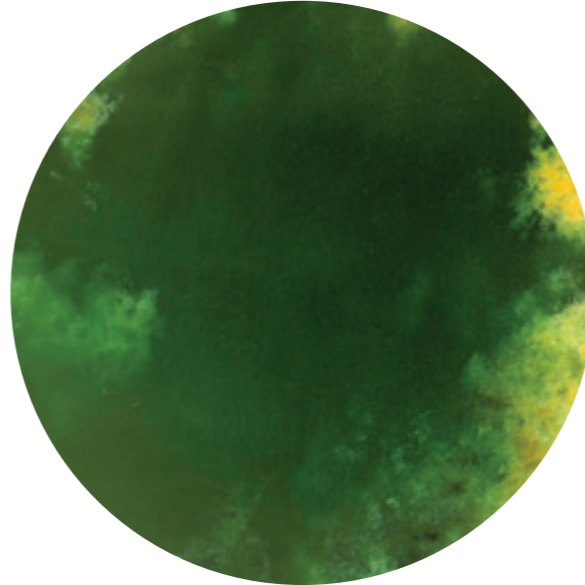
2.0 BASALT

Reflected in the north-south laneway system which traverses the site and provides new connections into the city centre.

A strong reference to the connection between Kaiapoi and Banks Peninsula landscapes and communities.

A chance to reference those connections with engraved text (eg names of major peaks along Port Hills) and/or sandblasted images (eg the birds that we wish to attract into the city from the Hills and Peninsula).

If possible, source stone from Banks Peninsula.



3.0 THE POUNAMU TRAIL

Embedded in the east-west Greenway, which runs across the site from west (mountains) to east (sea).

A series of paving inlays running the length of the Greenway.

References the creation and origin of Pounamu and its association with Canterbury's braided river systems.

Expressed through a distributed field of illuminated paving inlays along the length of Greenway.

Located/spaced to reinforce a serial/unfolding landscape experience.



4.0 EPISODIC STONE CLUSTERS

Located along the east-west Greenway, which runs across the site from west (mountains) to east (sea).

Reinforce the episodic nature of the Greenway experience and encourage interactive engagement with stone by creating clusters of stone seats at strategic points.

Clusters to have larger boulders of sandstone, river stone or basalt blocks that can be used to sit on or climb over.

Located within or adjacent to the surrounding landscaping, blending hard and soft elements together.

Potentially incorporate a pounamu touchstone.

Provide natural opportunities for locating formal interpretation panels.



5.0 RARE AND PRECIOUS STONES

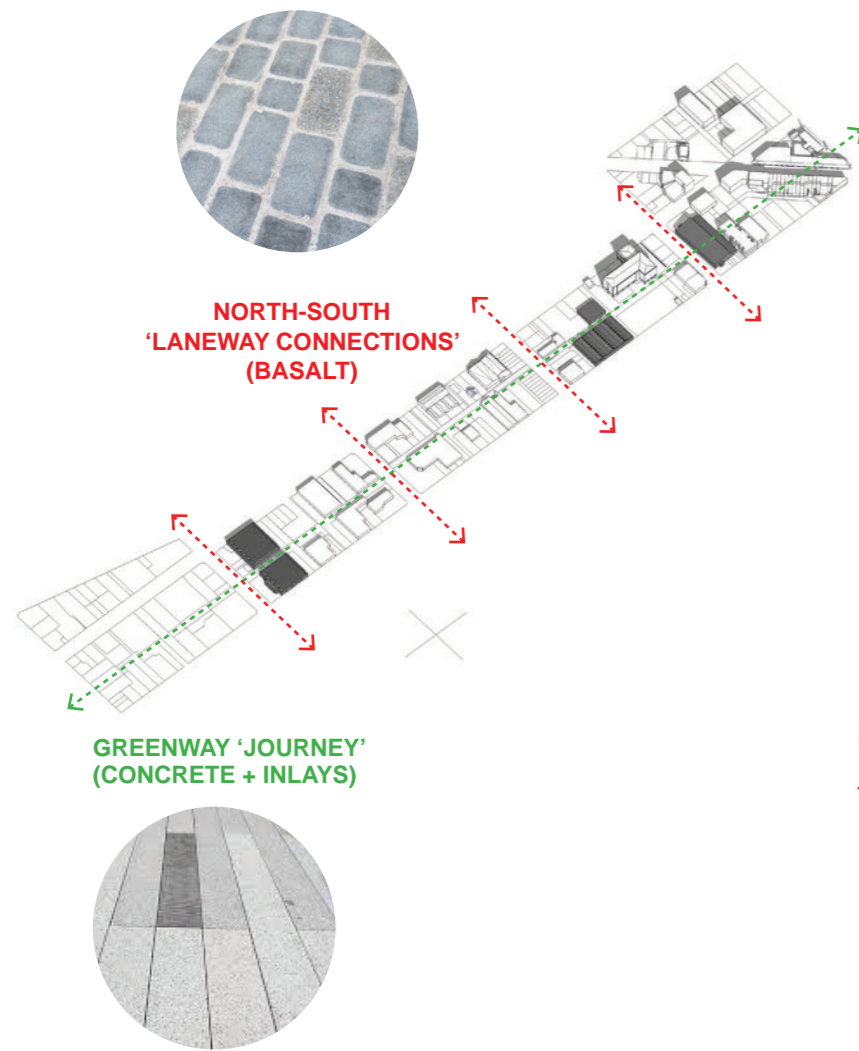
Examples of rare and precious stones associated with health and innovation, located in small clusters throughout the South Frame.

eg. Matā/Obsidian which was flaked and used as a cutting tool due to its sharp edge (ideally sourced from Tūhua/Mayor Island in recognition of the story of Poutini and Waitaiki)

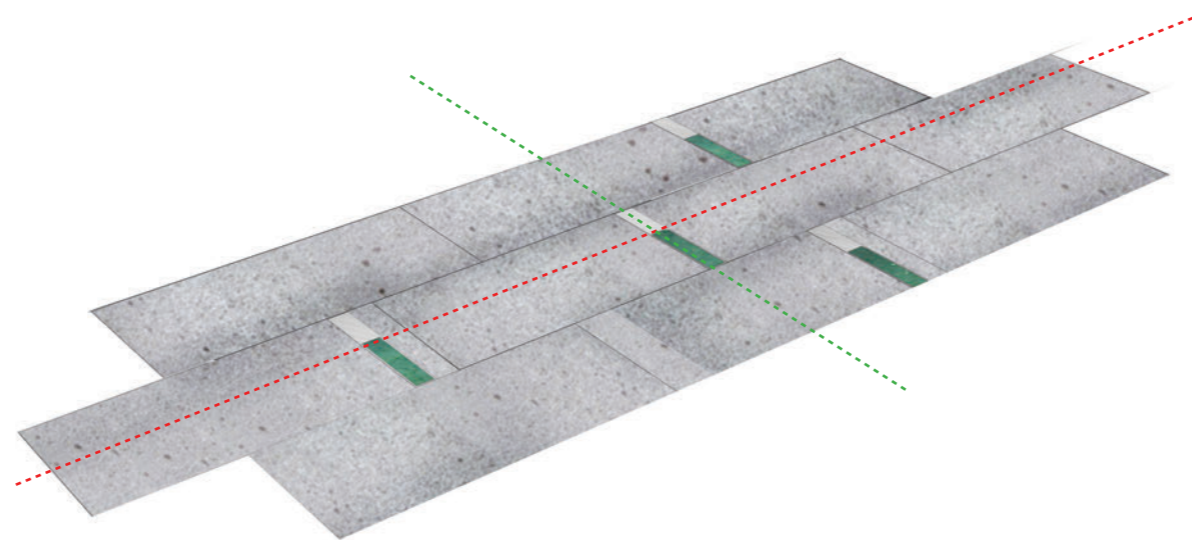
'STORY OF STONE' - A DISTRIBUTED FIELD

The proposed paving inlay strategy celebrates the underlying east-west 'mountain to sea journey' of the Greenway, and the 'river to hills' north-south connections running across it established by the intersection of the Greenway and proposed laneway network. A range of paving inlay materials is provided, which tells the natural and cultural stories of the site. The linearity of the Greenway is reinforced with the geological story expressed through a selection of stone inlays including granite, basalt and pounamu.

1.0 SITE STRATEGY



2.0 PAVING INLAY STRATEGY



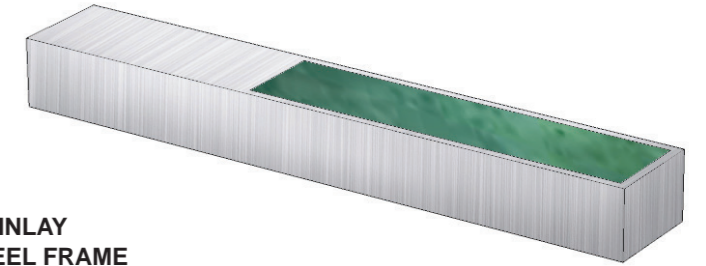
3.0 INLAY MATERIAL OPTIONS



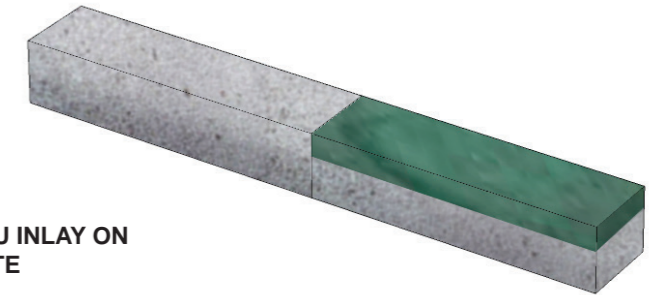
POUNAMU
Locally sourced pounamu (Greenstone) inlays. Possible incorporation of inground lighting for night-time presence/effect.

STEEL
Inlays of steel potentially recovered from site or recovered post-earthquake materials. Possible incorporation of text and/or patterns.

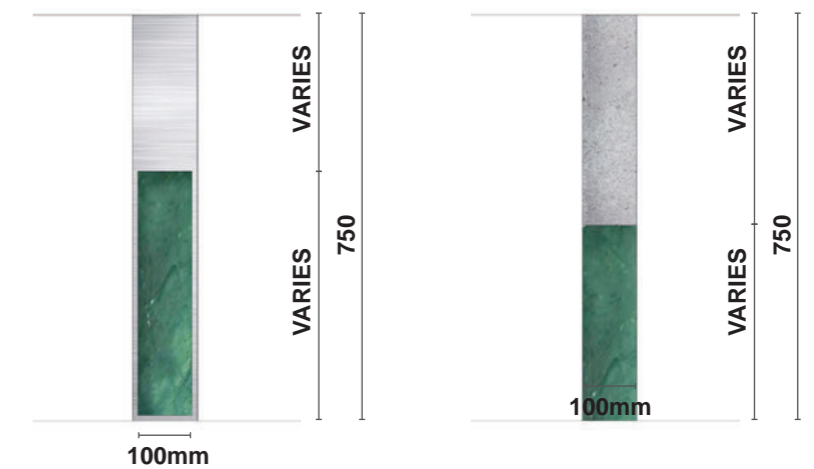
POUNAMU INLAY WITHIN STEEL FRAME



POUNAMU INLAY ON CONCRETE



4.0 INLAY DETAILS



THE SOUTH FRAME / PŪTAHI WHAKATETONGA – LANES

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This section describes the design principles and approaches that inform the north-south lanes.

THIS SECTION DESCRIBES THE KEY DESIGN CONCEPTS AND ELEMENTS PROPOSED FOR THE SOUTH FRAME'S NEW NORTH-SOUTH LANEWAY NETWORK.

GENERAL

The lanes provide fine-grained linkages through city blocks and venues for economic and social activation. Unless otherwise indicated, two-way vehicle movements on 7.5m-wide shared surfaces have been identified as the best solution for north-south lanes. Design of the lanes will throttle back vehicle speeds to 10km/hr.

Where the widths of the lanes are fixed, these have been provided with a surface treatment and drainage strategy. In all cases, apart from a low-priority back lane and a vehicle-only lane, all lanes are paved with basalt for continuity, urban quality and to reinforce links with the volcanic Port Hills. This is particularly relevant for the north south lanes. A 5% mix of a contrasting colour provides a textural quality that is unique to this laneway network. Drainage is by way of a central dish channel.

Spill-out zones are restricted to 1.5m either side, thereby relegating activity to the edges and movement in the centre.

Where the north-south lanes intercept the Greenway, pedestrian/cycle movements are prioritised over vehicle movements through the design of plantings and furnishings.

KEY DESIGN PARAMETERS

- North-south lanes generally 7.5m wide unless shown otherwise.
- Typically a 4.5m wide two-way vehicle zone with 1.5m wide occupation zones either side.
- A rigid pavement construction comprising of 80mm thick stone pavers on a cement stabilised sub-base (refer engineers report for details).
- A centrally located 'V' profiled (25mm deep) stone channel (to match Te Papa Otākaro/Avon River Precinct anchor project).

TRAFFIC AND MOVEMENT

Pedestrians and cyclists travelling along the Greenway will have priority over vehicles at points where the north-south lanes intersect.

The surface finish of the Greenway will have priority over the north-south lanes providing continuity for east-west pedestrian movements. Vehicles approaching in the lanes will be encouraged to slow down and yield to pedestrians through a perceived narrowing of the carriageway.

A minimum width of 5m will be maintained to ensure a compliant two way design. Contrasting pavement surfaces and planting will reinforce separate spaces for pedestrians.

Where lanes meet east-west streets' the full width of the lane will be available to enable large vehicles to enter and for two vehicles to pass. No planting, street trees or furniture will be located within 20m of the intersection to enable this.

LIGHTING

Lanes are proposed to be lit to a P8 standard as agreed with Christchurch City Council. This will be achieved with either a bespoke catenary (Type A) or a pole mounted (Type B) design strategy.

The South Frame laneway network comprises of 13 new north-south lanes varying in width from 5 to 7.5m typically running between St Asaph Street (south) and Tuam Street (north). Refer location plan below.



The Proposed 7.5m laneway dimension provides a flexible and adaptable dimension that is able to respond to changing uses and needs over time.

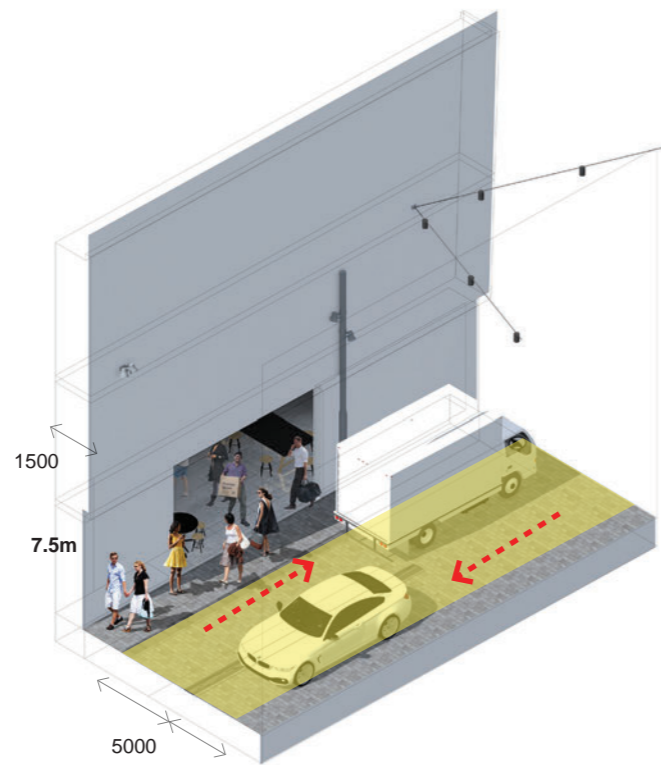
Lanes are proposed as single, shared surfaces with cobblestone paving from building edge to building edge. Flush delineation strips or kerbs provide spatial definition where required. Lanes feature a centrally located bespoke linear strip drain that doubles as a spatial organising device.

Appropriate management of the lanes, including time controlled service access, supports the design proposals identified below.

The three design scenarios - two-way movement, one-way movement and pedestrian-only movement - identified below are illustrated in more detail on the following pages.

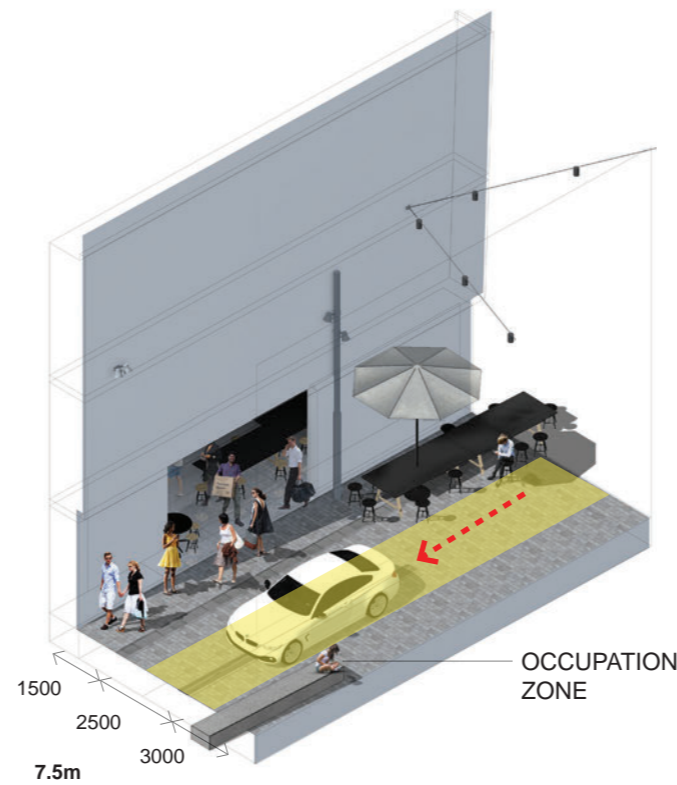


MELBOURNE LANEWAY NETWORK WIDTHS VARY BETWEEN 5m AND 7m



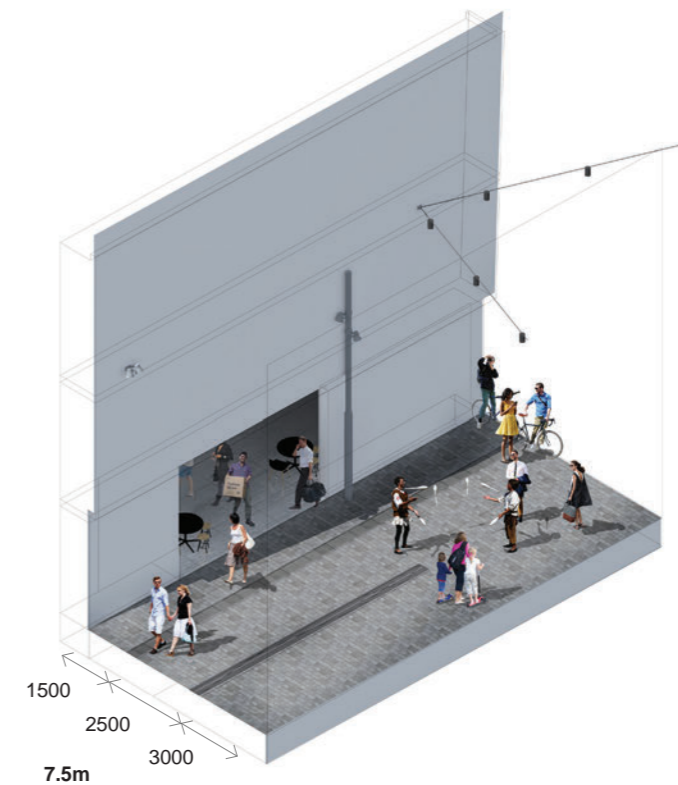
**SCENARIO ONE
TWO-WAY VEHICLE MOVEMENT**

Lane accommodates a central 5m-wide zone for two vehicles to pass. Elsewhere vehicles typically occupy a central 2.5m-wide zone adjacent to a linear strip drain. An asymmetric cross-section prioritises occupation spaces on the sunny side.



**SCENARIO TWO
ONE-WAY VEHICLE MOVEMENT**

Lane accommodates a central, 2.5m-wide zone for vehicle movement with 5m allocated for movement and occupation. An asymmetric cross-section prioritises occupation spaces on the sunny side.

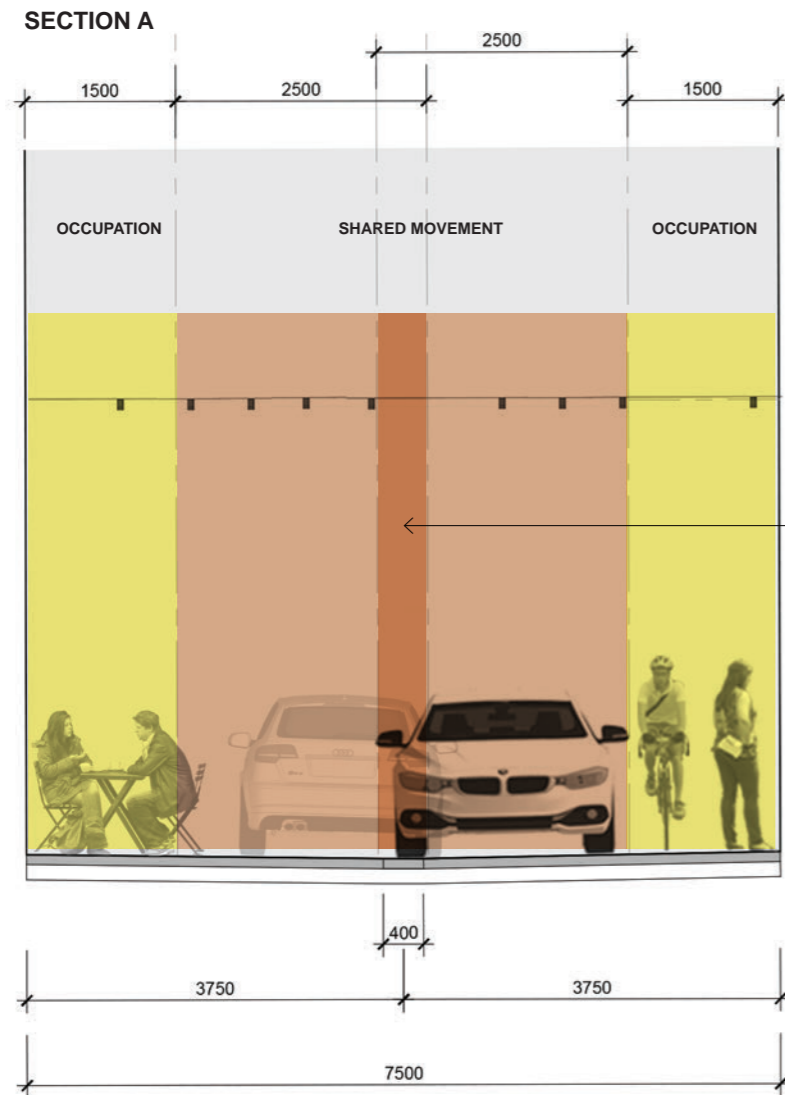
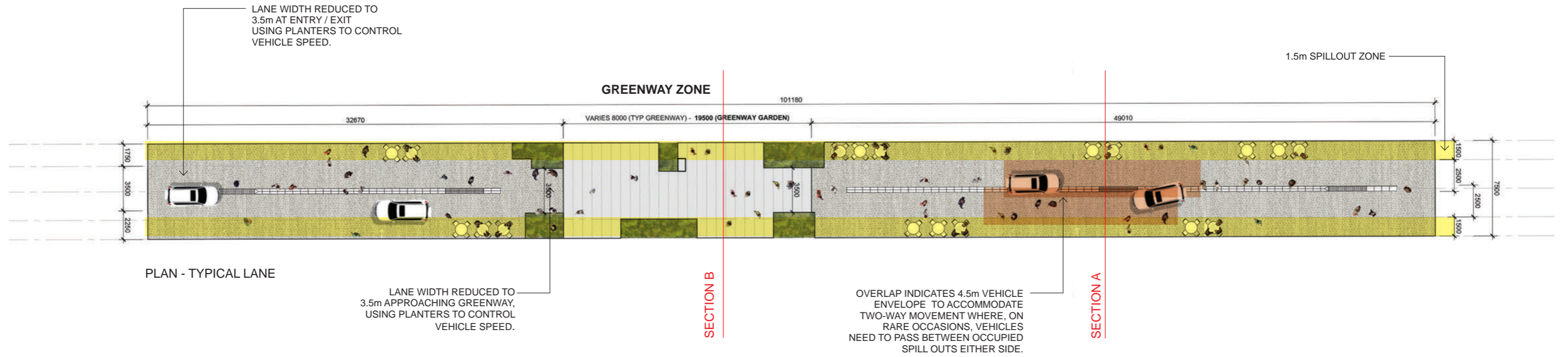


**SCENARIO THREE
PEDESTRIAN-ONLY MOVEMENT**

The full lane cross-section is appropriated for occupation and movement. Vehicle access is either fully removed or time controlled to enable pedestrian priority.

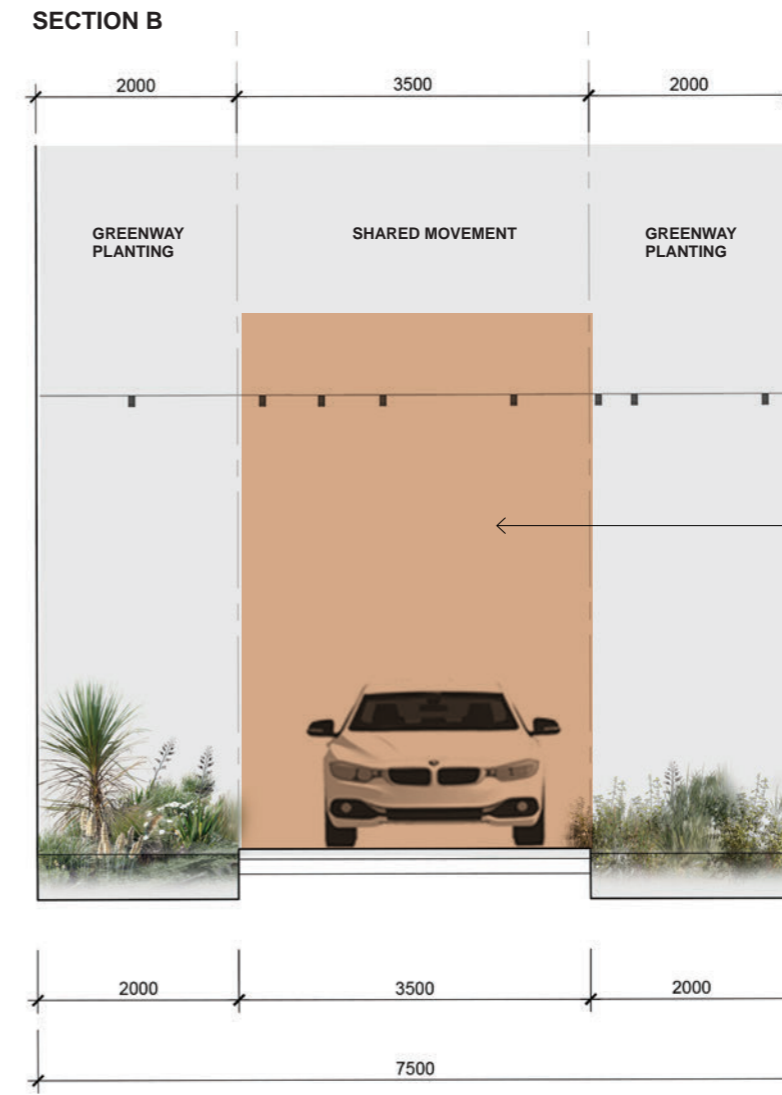
ONE DIMENSION

FLEXIBILITY

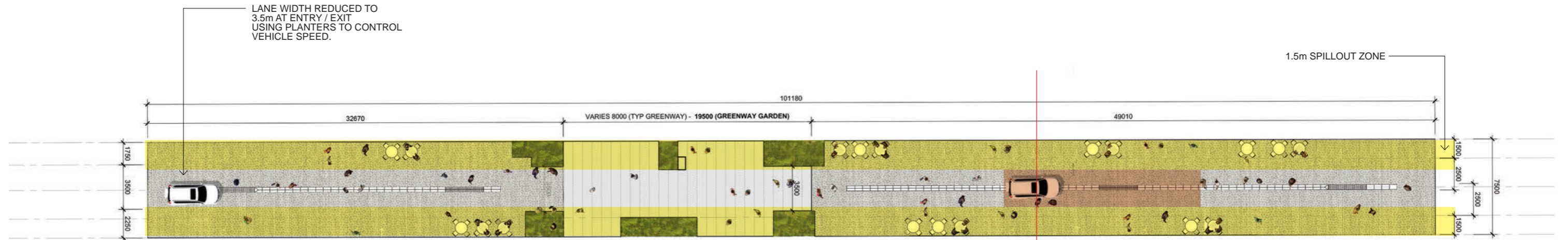


- EMERGENCY VEHICLE ACCESS
- NO CAR PARKING IN LANE
- MINIMUM FIXED FURNITURE
- NO ENCHROACHMENTS (RECOMMENDATION)

OVERLAP INDICATES 4500 VEHICLE ENVELOPE TO ACCOMMODATE TWO-WAY MOVEMENT WHERE, ON RARE OCCASIONS, VEHICLES NEED TO PASS BETWEEN OCCUPIED SPILL OUTS EITHER SIDE.



NARROW VEHICLE ZONE AT LANE / GREENWAY INTERSECTION

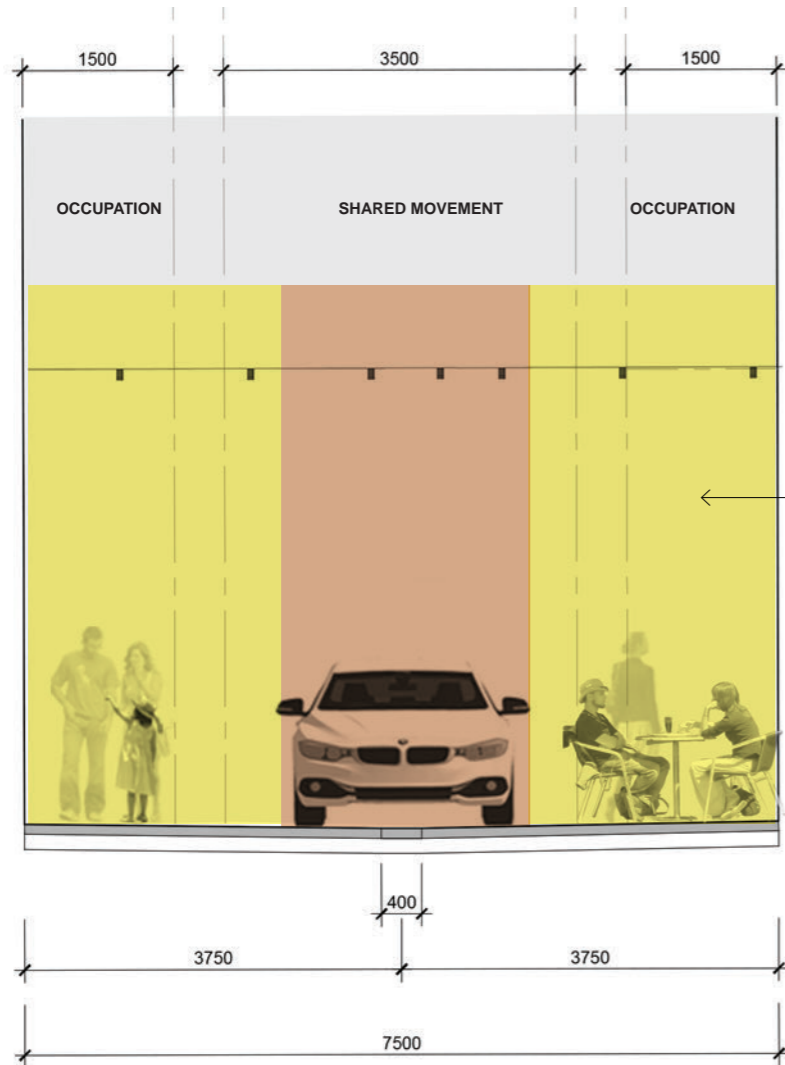


PLAN - TYPICAL LANE

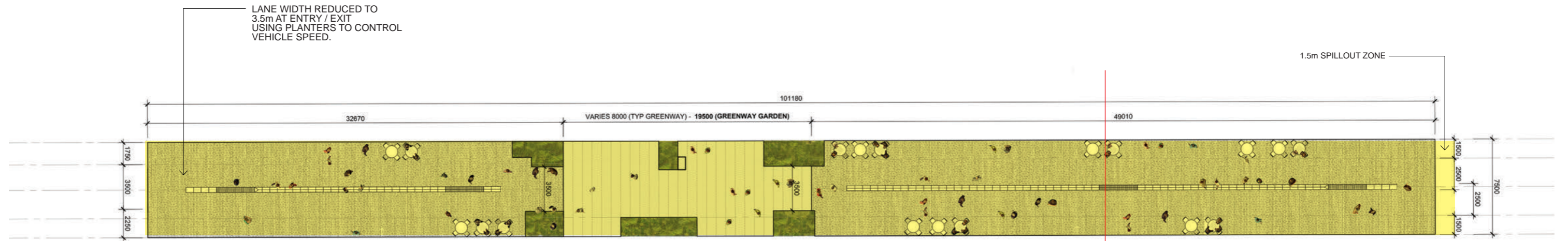
GREENWAY ZONE

SECTION A

SECTION A



- EMERGENCY VEHICLE ACCESS
 - NO CAR PARKING IN LANE
 - MINIMUM FIXED FURNITURE
 - NO ENCHROACHMENTS (RECOMMENDATION)
- ← ONE-WAY VEHICLE ACCESS ENABLES ADDITIONAL SPACE FOR PEDESTRIAN AMNEITY AND OCCUPATION



PLAN - TYPICAL LANE

GREENWAY ZONE

SECTION A

SECTION A



- EMERGENCY VEHICLE ACCESS
- NO PRIVATE VEHICLE ACCESS
- MINIMUM FIXED FURNITURE
- NO ENCHROACHMENTS (RECOMMENDATION)

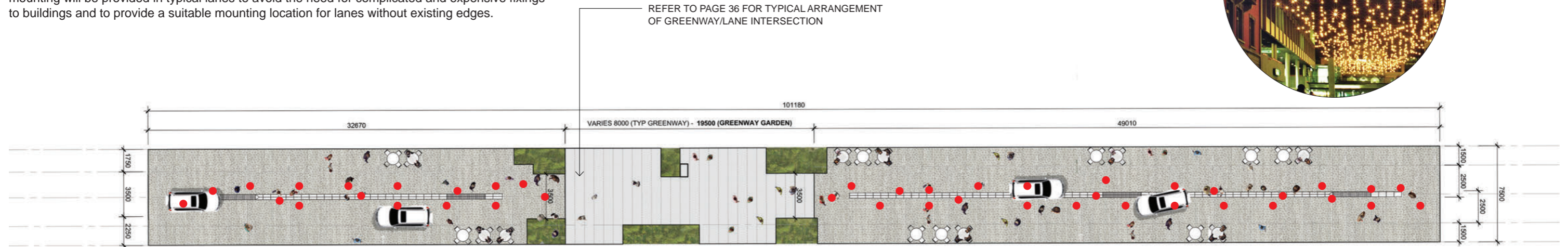
FULLY PEDESTRIANISED LANEWAY PROVIDES HIGH LEVEL OF AMENITY AND OPPORTUNITY FOR OCCUPATION.

Lighting within the Lanes will adopt one of two strategies, either Option A: Catenary or Option B: Pole mounted.

The Catenary option seeks to provide an informal field of lights located centrally down the laneway to guide movement through and provide visual interest. This reinforces the conceptual north-south journey across the site and reflects the proposed surface finishes below. Pole mounting will be provided in typical lanes to avoid the need for complicated and expensive fixings to buildings and to provide a suitable mounting location for lanes without existing edges.

OPTION A

Pole- and/or building mounted catenary light fittings. Fixed with proprietary Ronnstan catenary wire. Luminaires to be confirmed.



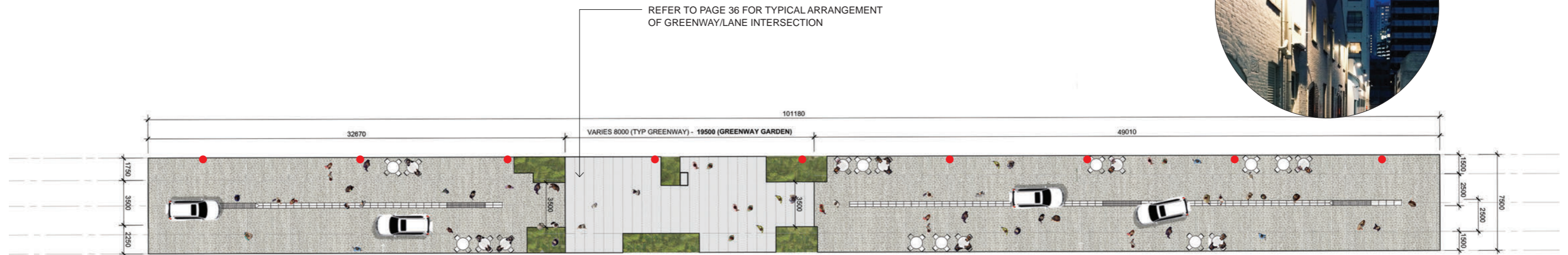
PLAN - TYPICAL CATENARY SETOUT

Luminaires suspended in a graphical field (within 1.5m of the centre line) above the central dish channel reinforcing the north-south movement and spatial strategy of the paving inlays below.

GREENWAY ZONE

OPTION B

Pole-mounted luminaires attached to standard 6m-high pole located on building line - located on single side only. Luminaires to be confirmed.



PLAN - TYPICAL POLE SET OUT (SINGLE SIDED)

Poles mounted single sided to minimise visual clutter within the lane.

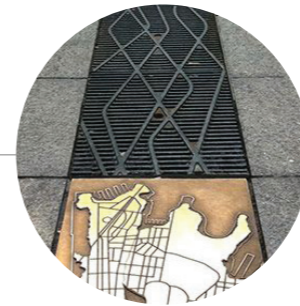
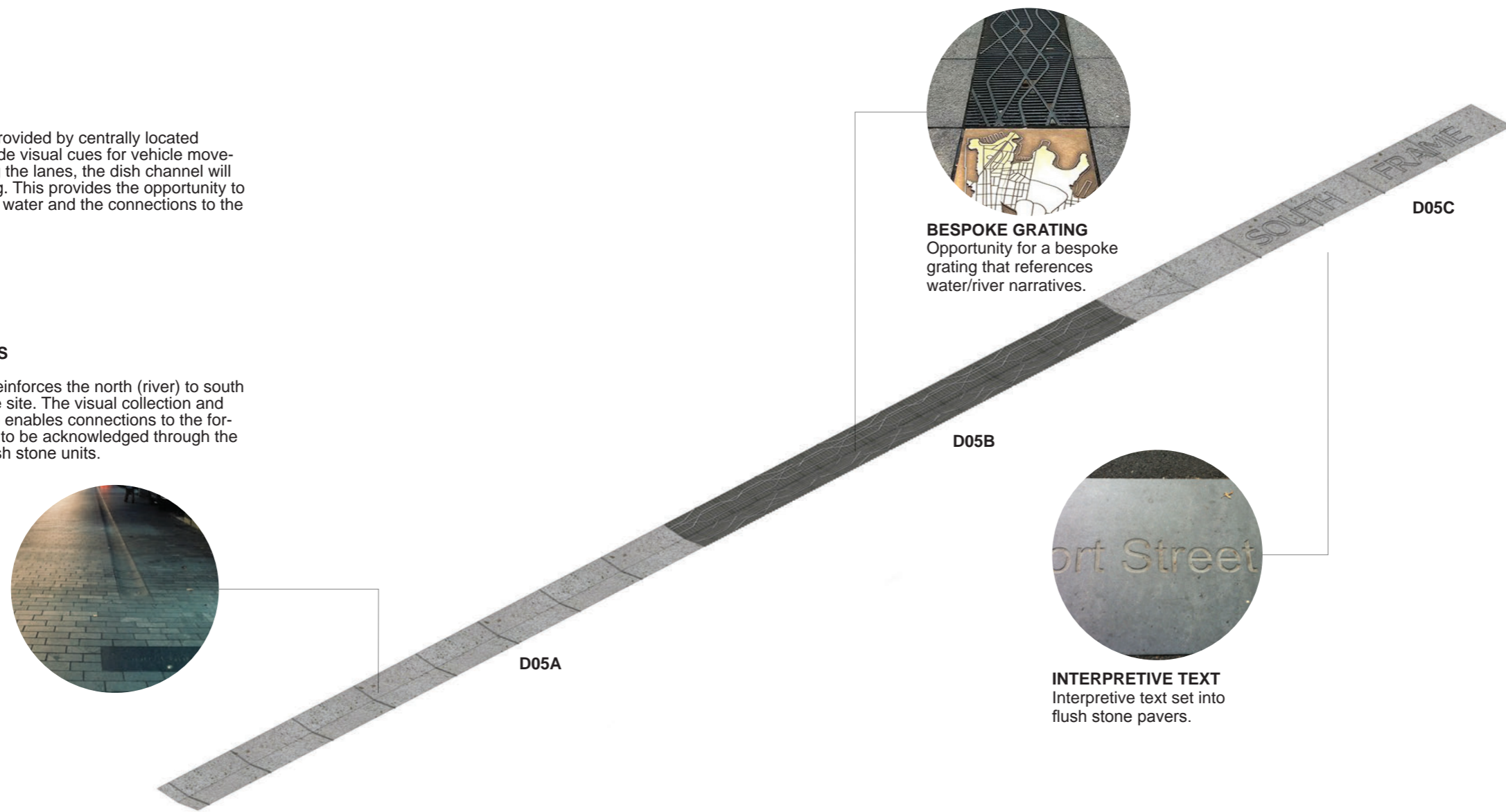
GREENWAY ZONE

DISH CHANNELS

Drainage within the lanes will be provided by centrally located basalt dish channels. These provide visual cues for vehicle movements. In selected locations along the lanes, the dish channel will be replaced with a bespoke grating. This provides the opportunity to reinforce design narratives around water and the connections to the Ōtākaro/Avon River.

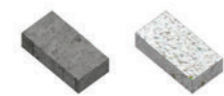
RIVER TO HILLS CONNECTIONS

The linearity of the dish channel reinforces the north (river) to south (Port Hills) connections across the site. The visual collection and transition of water through the site enables connections to the former river and tributary ecosystem to be acknowledged through the use of interpretive text set into flush stone units.



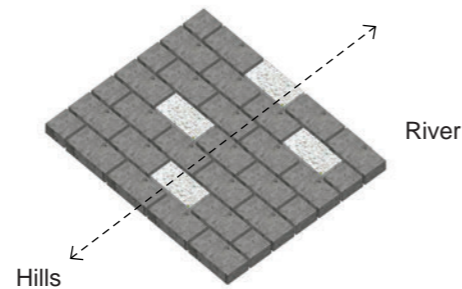
BESPOKE GRATING
Opportunity for a bespoke grating that references water/river narratives.

INTERPRETIVE TEXT
Interpretive text set into flush stone pavers.



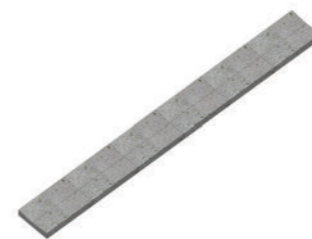
**P02A/P02B
LANEWAY PAVING**

200mm x 100mm x 60mm thick 'Type B' Asian Basalt (95%) or G341 Granite (5%) in mix.



ARRANGEMENT

Running bond paving pattern adopting a 95% P02A and 5% P02B distribution, reinforcing movement between the Port Hills and city.



**D05A
STONE DISH CHANNEL**

400mm wide x 600mm long Type B 'V Dish Channel' to match.



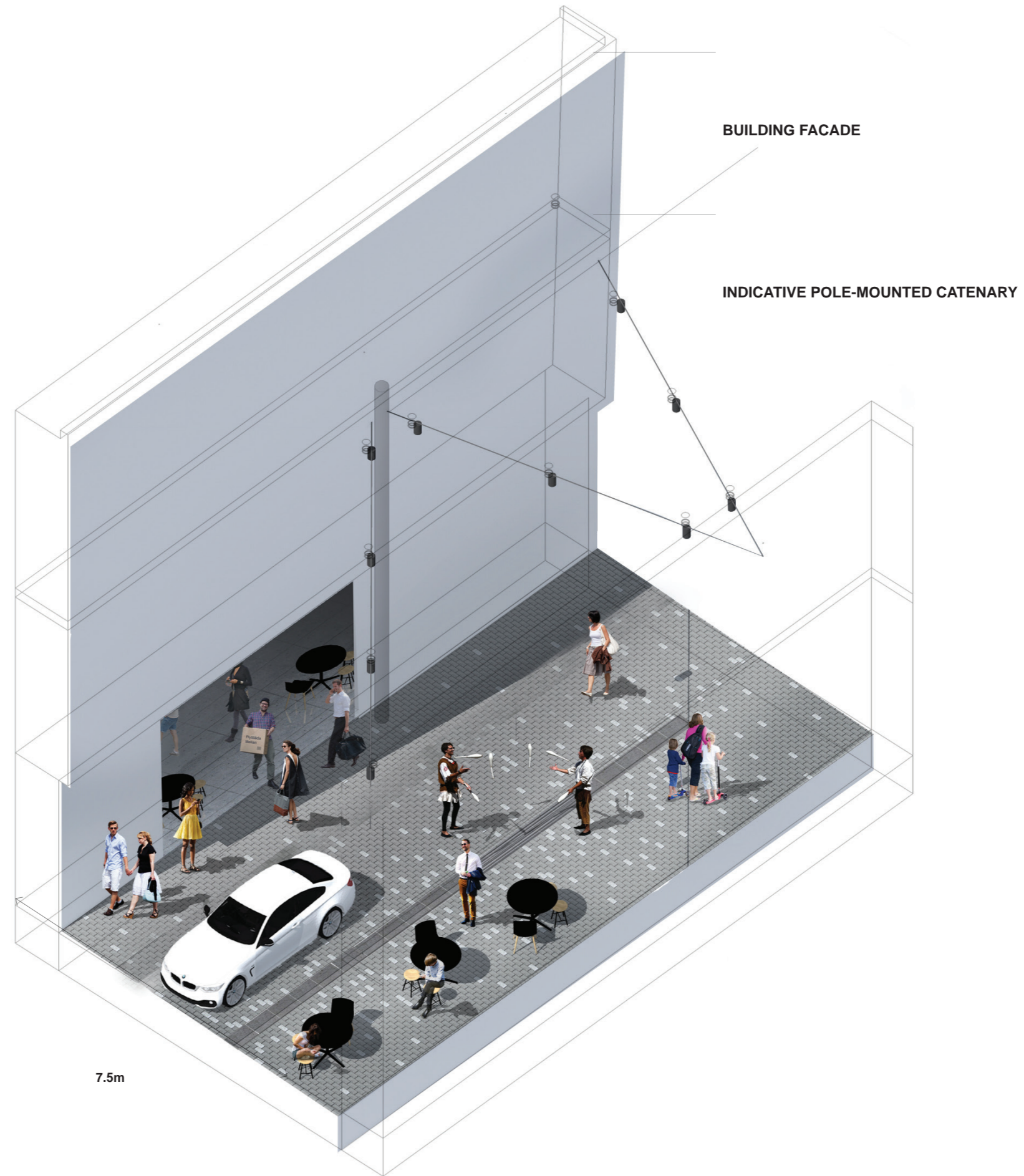
**D05B
BESPOKE STEEL GRATE**

400mm wide x 600mm long cast iron V dish channel to match Avon River Precinct project with bespoke/custom patterned grating.



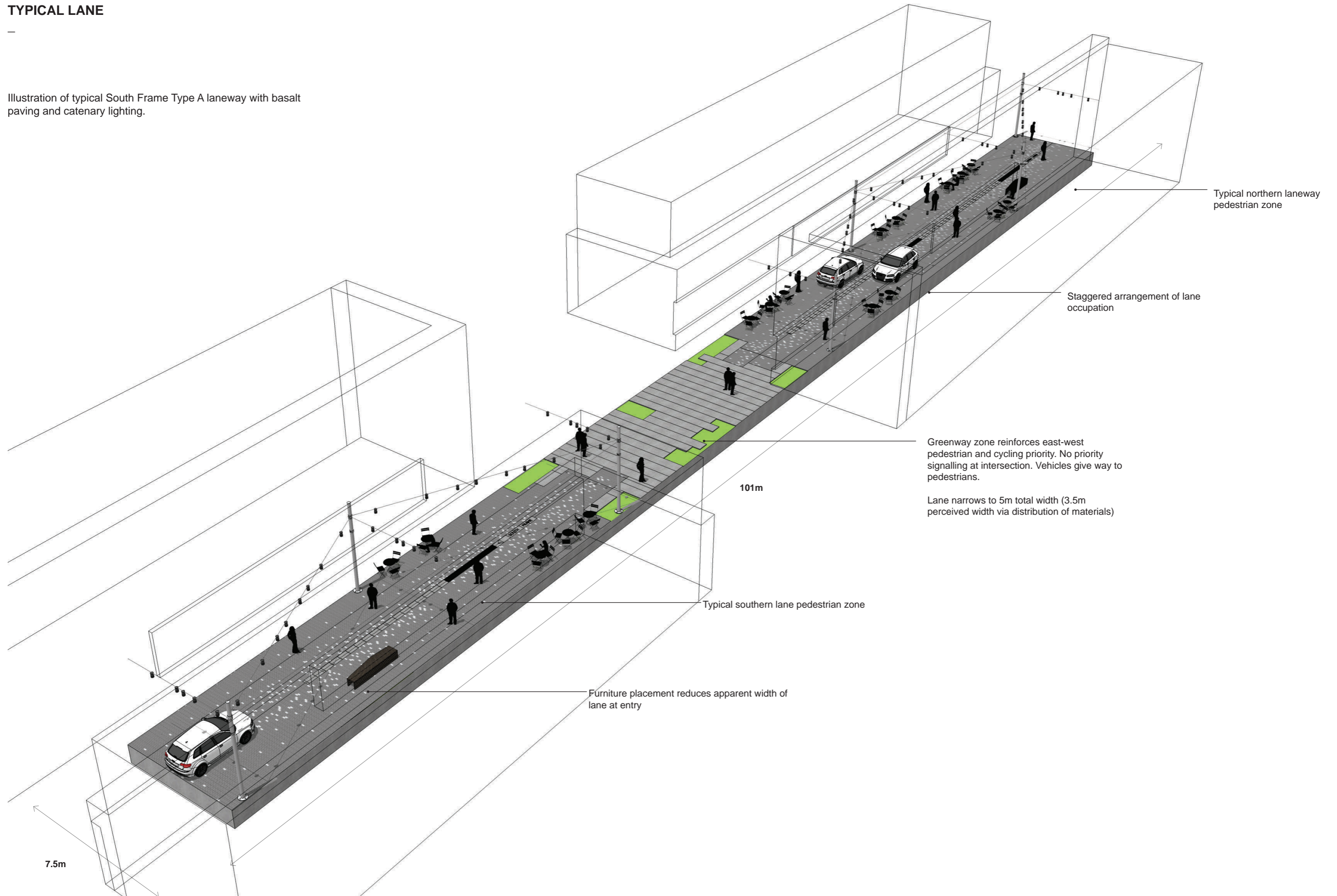
**D05C
FLUSH KERB WITH TEXT INLAY**

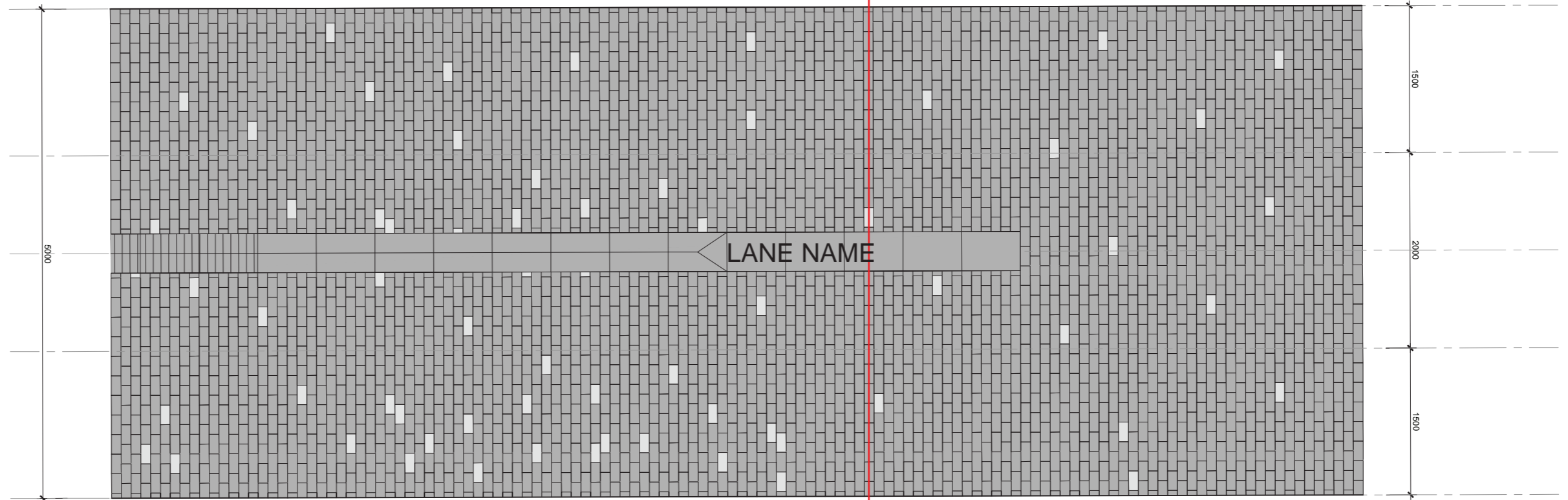
400mm wide x 600mm long Type B 'Flush Kerb Unit' with sandblasted text. Content of text inlay to be confirmed.



THE SOUTH FRAME/PŪTAHI WHAKATETONGA TYPICAL LANE

Illustration of typical South Frame Type A laneway with basalt paving and catenary lighting.





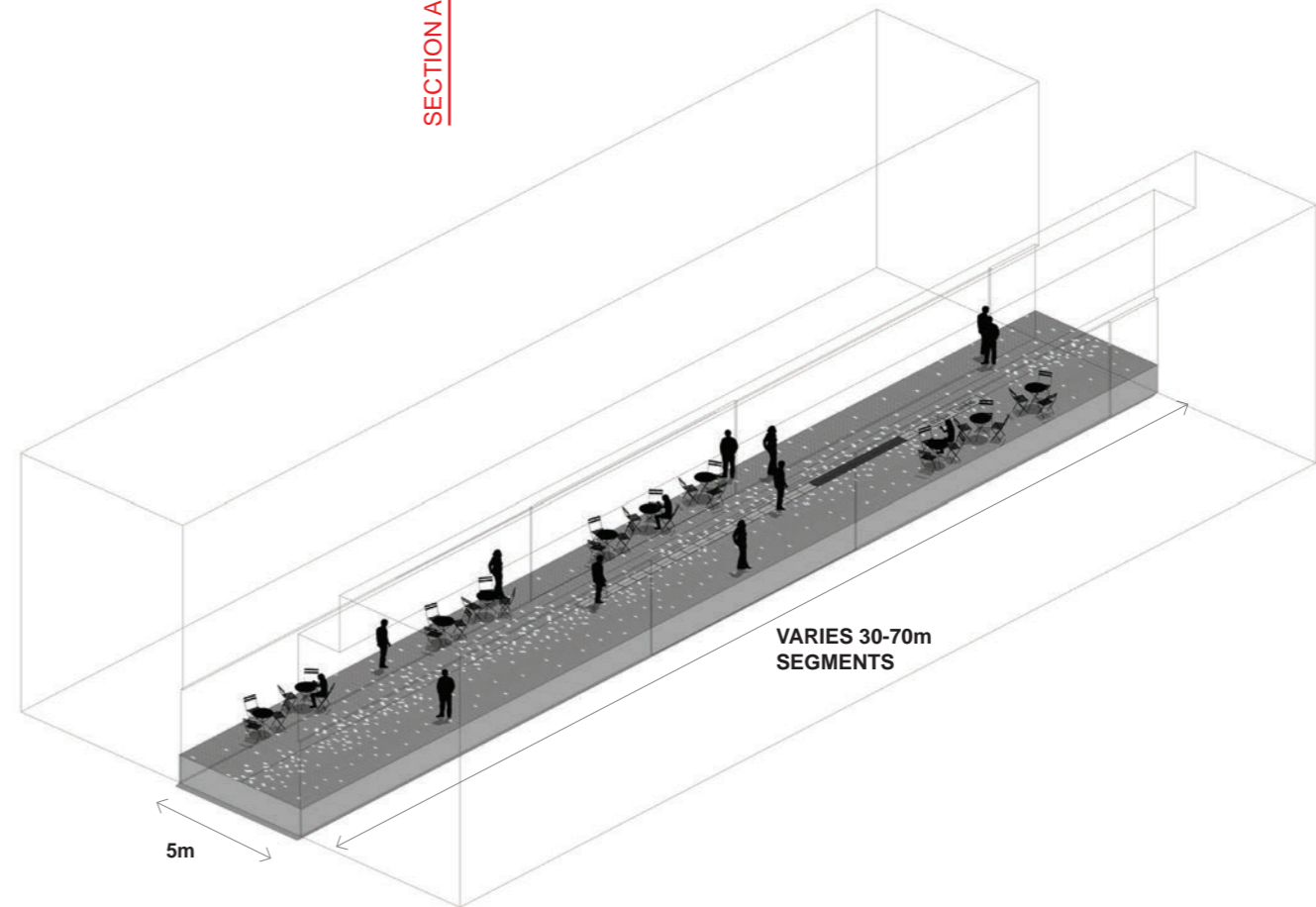
PART PLAN - 5m PEDESTRIAN LANE



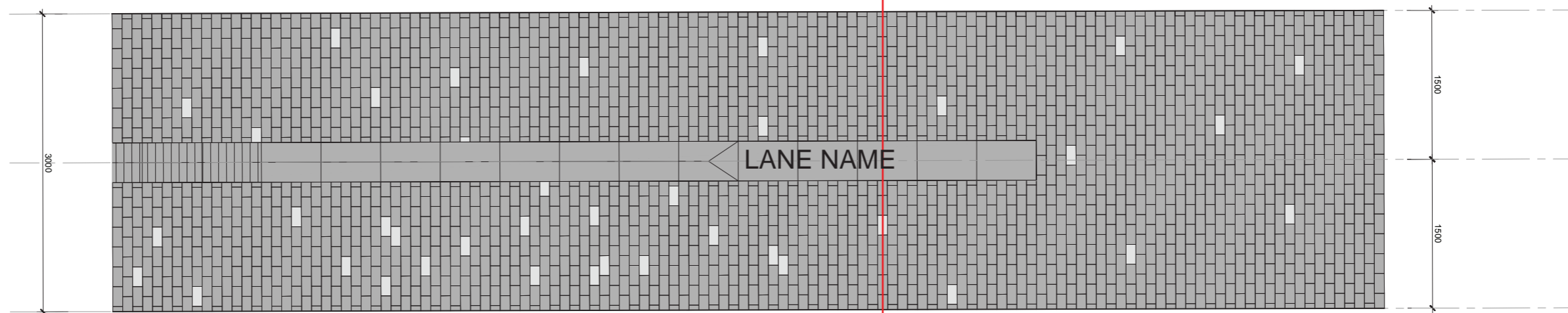
INDICATIVE LIGHTING ONLY.
REFER LIGHTING OPTIONS.

FULLY PEDESTRIANISED LANEWAY PROVIDES
HIGH LEVEL OF AMENITY AND OPPORTUNITY
FOR OCCUPATION.
NO VEHICLE ACCESS (INCLUDING EMERGENCY)
NO OVERHEAD ENCHROACHMENT
MINIMAL FIXED FURNITURE

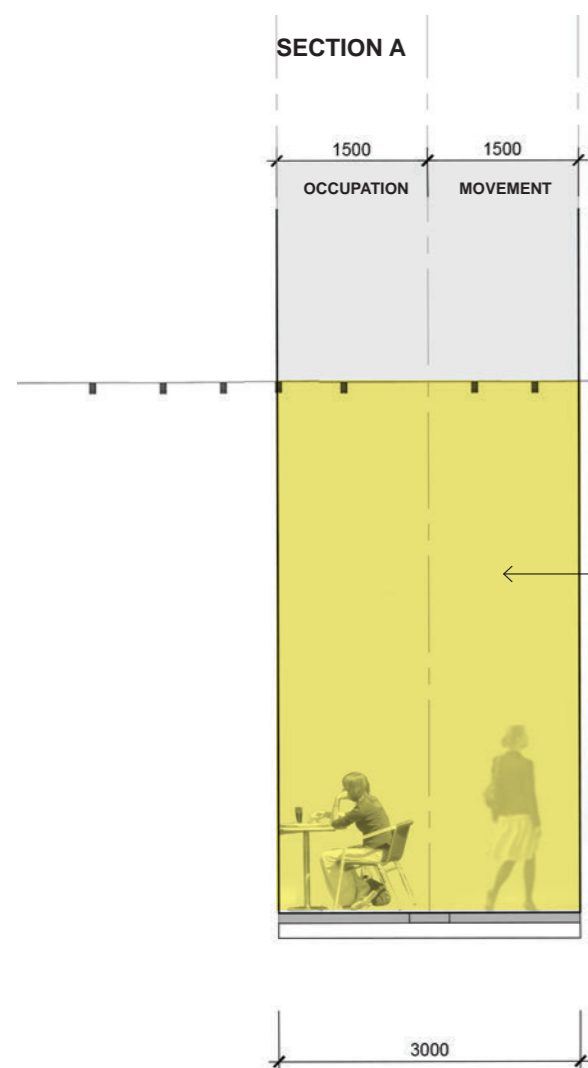
SECTION A



TYPICAL 5m PEDESTRIAN LANE

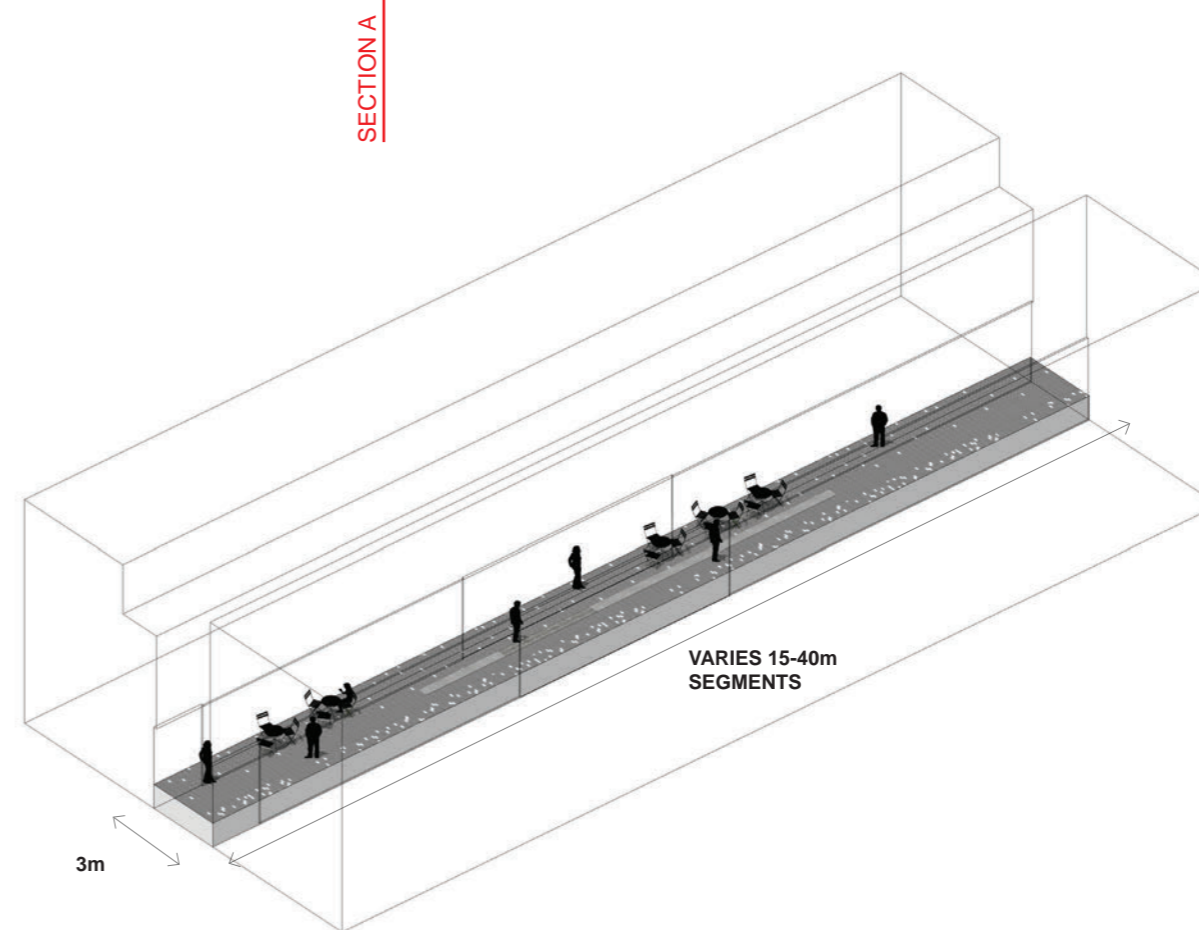


PART PLAN - 3M PEDESTRIAN LANE



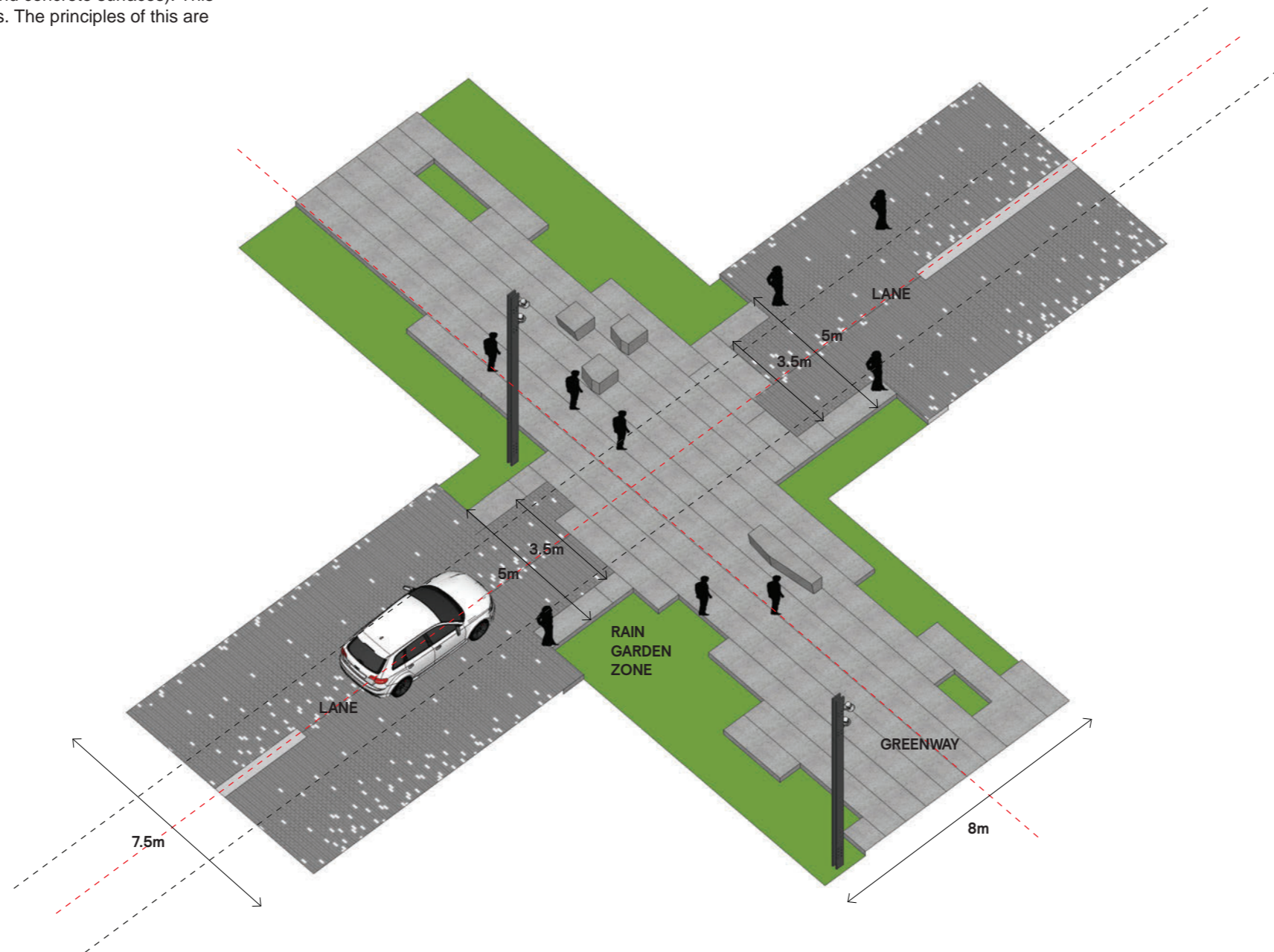
← INDICATIVE LIGHTING ONLY.
REFER LIGHTING OPTIONS.

← FULLY PEDESTRIANISED LANE PROVIDES HIGH
LEVEL OF AMENITY AND OPPORTUNITY FOR
OCCUPATION.
- NO VEHICLE ACCESS (INCLUDING EMERGENCY)
- NO OVERHEAD ENCHROACHMENT
- MINIMAL FIXED FURNITURE



TYPICAL 3m PEDESTRIAN LANE

Where the Greenway and lanes intersect, visual priority is given to the continuity of the Greenway by extending the Greenway surface finishes and planting across and narrowing the north-south laneway to a 5m-wide shared use zone (with apparent width of lane reduced to 3.5m via interaction of basalt and concrete surfaces). This accommodates both vehicular and pedestrian movements. The principles of this are illustrated below.



**TYPICAL CONDITION
DESIGN INTENT**

- Greenway defined as a pedestrian zone, lane way defined as a shared zone
- Greenway v lane intersection uncontrolled
- Tactile delineation indicators to provide warning for pedestrians
- Vehicle access to Greenway restricted via use of furniture and lighting elements etc (not bollards)
- Shared priority intersection
- Lane: basalt paving narrows to 3.5m at Greenway intersection
- Greenway: concrete paving provides pedestrian zone 0.75m each side
- Garden extends into lane 1.25m wide

THE SOUTH FRAME / PŪTAHI WHAKATETONGA – YARDS

—

This section describes the design principles and approaches that inform the yards.

THIS SECTION DESCRIBES THE DESIGN APPROACH TO THE YARDS AND HOW THIS HAS EVOLVED.

GENERAL

The yards, otherwise known as gathering spaces, are focal points for social and economic activation. The term 'yard' refers to the former industrial and warehousing uses associated with the South Frame and the idea of a yard as a flexible, adaptable and evolving space.

There are four yard spaces, typically located mid block, distributed across the South Frame. Two are located along the Greenway (west) and two within the Innovation Precinct (east).

In contrast to the Innovation Precinct yards the Greenway yards have been conceived as extensions and expansions of the Greenway. This maintains the primacy and continuity of the Greenway while enabling the creation of new focal points with a themed garden setting.

The Greenway yard spaces integrate three zones:

1. **THE 'YARD'** - the Greenway is expanded through materiality, design features and planting - to create a unifying surface which connects the four edges/sides of the space via single unifying urban surface.
2. **THE 'GARDENS'** - densely planted garden zones incorporate site-specific plantings and the opportunity for signature tree clusters. Platform seating interwoven with the garden beds provides informal seating and gathering opportunities.
3. **THE 'OCCUPATION ZONES'** - the southern edge of the space has been left open and uncluttered, anticipating activation and occupation of this north-facing edge by future food and beverage and/or retail activity.

Diversity and variety in each of the two yard spaces along the Greenway will be provided via site-specific arrangements of planting, lighting, street furniture and 'Story of Stone' interventions and, in time, by different edge activities and architectural responses.

The Innovation yards have been imagined as a pair of urban and civic spaces. These provide a consistent palette of finishes, features and urban elements arranged in a site specific manner to provide continuity and support the unique identity of the Innovation Precinct. The Innovation yards incorporate three zones:

1. **THE 'YARD'** – both yard spaces accommodate a flexible urban surface for recreation, programmed activities or events.
2. **THE 'GARDENS'** – the yard spaces incorporate low-level garden zones with low impact design, display planting and clusters of signature trees. These provide intimate spaces for occupation and provide layered edges to adjacent building frontages.
3. **THE 'ACTIVE EDGES'** - the edges of the yard spaces have been considered to support existing, proposed and future retail/food and beverage activities.

MATERIALITY

The materiality of the yards is informed by the expansion of the basalt paving associated with the north-south lanes. The geological patterns of the plaza surfaces are expressed through the use of subtly contrasting light, medium and dark grey stone colours.

PLANTING

The approach to planting in the yards provides for both a native-focussed 'green infrastructure' palette located in rain gardens and a more diverse and colourful display palette, which introduces colour and texture to these yard spaces. Display garden beds will be located in raised planter zones, which contrast with the lower rain garden beds.

Each yard will feature its own planting palette to support the placement of noble trees such as kahikatea or tōtara.

LOW-IMPACT DESIGN

The yard spaces incorporate rain gardens to treat surface run-off.

PLACE AND ACTIVATION

The yards provide a canvas able to be adapted for a variety of placemaking, activation and event activities. It is expected that the implementation of the yards will be accompanied by a strategy that ensures they provide a range of programmed events and celebrations that support the conceptual and place approach to the South Frame.

The following pages identify the key spaces within the existing public realm network of the city. These highlight the need for a collection of small urban spaces in the South Frame to complement the city's existing collection of large, green civic spaces.



(a) HAGLEY PARK (SOUTH)

SIZE: 330,000m²

FUNCTION: Large park. Organised recreational activities, large-scale events and celebrations, Botanical Gardens, culture

(b) TE PAPA ŌTĀKARO/AVON RIVER PRECINCT

SIZE: 195,000m²

FUNCTION: River edge recreational spaces, park-like character, medium-scale events and celebrations

THE SIGNATURE OPEN SPACES

Hagley Park and Te Papa Ōtākaro/Avon River Precinct provide Christchurch with signature-destination green spaces with park like characteristics.

CITY CENTRE OPEN SPACES

The city centre open space network includes Victoria Square, Latimer Square, Cranmer Square and the proposed East Frame linear park as green open spaces suitable for a range of informal recreational opportunities. The Square and Cashel Mall are currently the only city centre spaces that provide for a more urban range of activities.



(c) VICTORIA SQUARE

SIZE: 10,000m²

FUNCTION: Recreational space for informal recreation and civic ceremony. Park-like character.



(d) THE SQUARE

SIZE: 16,000m²

FUNCTION: Signature space for informal recreation and civic ceremony.



(e) LATIMER SQUARE

SIZE: 24,000m²

FUNCTION: Recreational space for informal recreation and civic ceremony.



(f) CRANMER SQUARE

SIZE: 22000m²

FUNCTION: Recreational space for informal recreation and civic ceremony. Park-like character.



(g) EAST FRAME LINEAR PARK

SIZE: 50000m²

FUNCTION: large open space



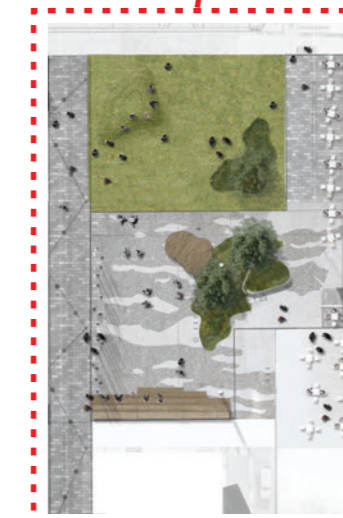
(h) SOUTH FRAME - GREENWAY

SIZE: 7000m²

FUNCTION: Hybrid linear park space, movement and connection space, defined and enclosed

SOUTH FRAME PUBLIC REALM NETWORK

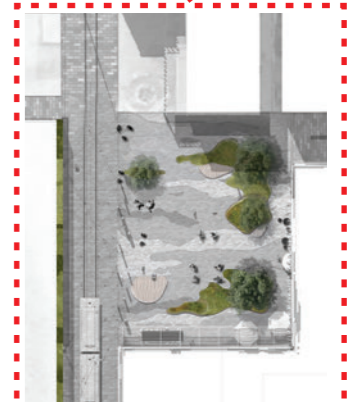
The South Frame public realm network provides the opportunity to deliver a series of uniquely urban spaces that reflect the historical character of Poplar Lane and SOL Square. The yard spaces are envisaged as highly programmed, intimate and urban spaces with the potential to be appropriated for a wide range of placemaking activities, installations and celebrations.



(i) INNOVATION SOUTH YARD

SIZE: 900m²

FUNCTION: Small urban/social enclosed, diverse, intimate



(j) INNOVATION NORTH YARD

SIZE: 700m²

FUNCTION: Small urban/social enclosed, diverse, intimate

The four yards are distributed across the South Frame. Each yard is anticipated as providing a focal point for social activities. The yard spaces have two contrasting typologies.

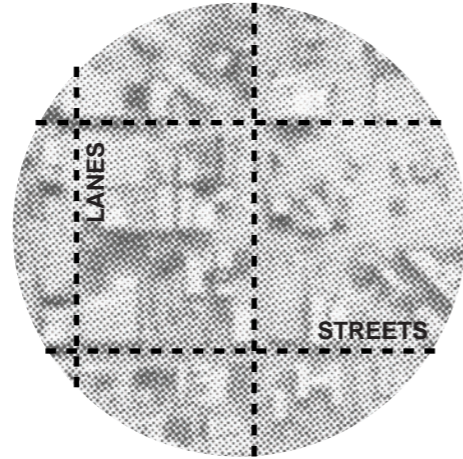
- The Greenway yards (green) which provide urban garden spaces along the Greenway, and;
- The Innovation yards (red) which provide new urban spaces connected to their adjacent lane spaces.



The sites underlying landscape geology and urban morphology provide the conceptual drivers for the form and identity of the Innovation yards. The distribution of space within the yards is informed by the interaction of the natural (underlying ecological and geological condition) and cultural (orthogonal north-south, east-west city grid) layers of the site.



V

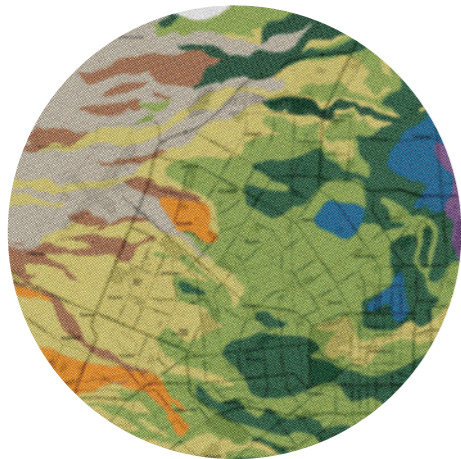


1.0 CITY GRID

North, south and east-west city grid informs the morphology and structure of the South Frame.

2.0 CITY GRID

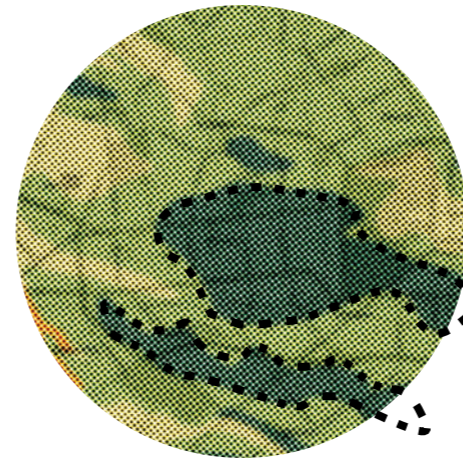
Historical alignment of lanes and urban spaces informs spatial hierarchy of the yard spaces.



V



V



V

1.0 ECOLOGICAL ZONES

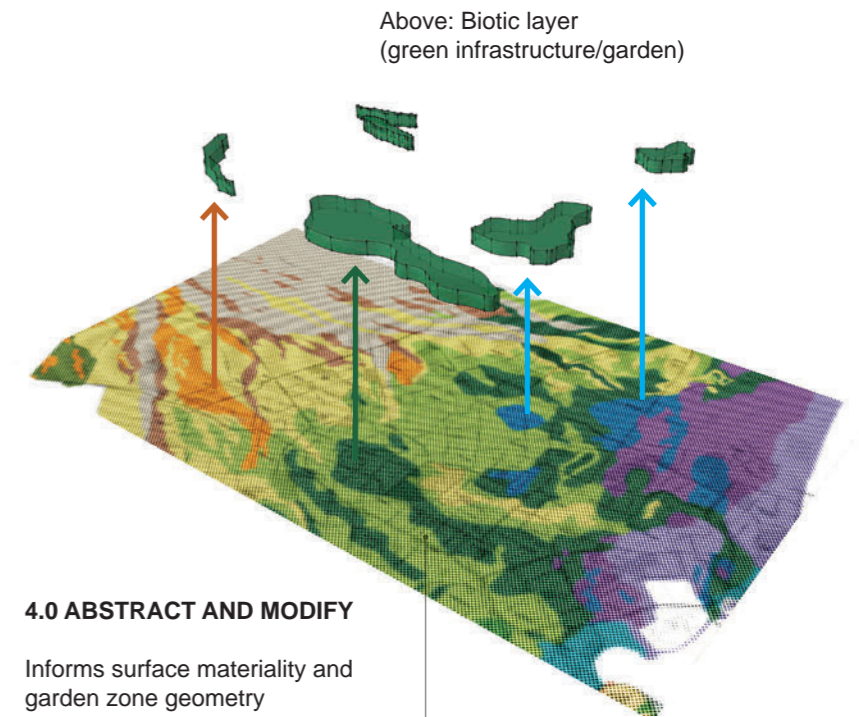
Underlying river/stream hydrology and ecological charter zones.

2.0 ECOTONE INTERSECTION

Intersection of the kahikatea, tōtara and houtere ecological zones.

3.0 FORMS RESPOND TO CONDITIONS

Dynamic interplay of ecology and geology.



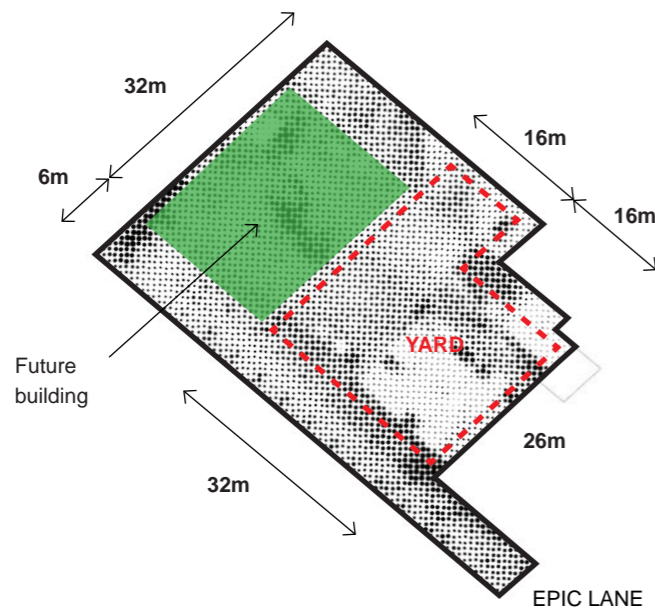
Above: Biotic layer (green infrastructure/garden)

4.0 ABSTRACT AND MODIFY

Informs surface materiality and garden zone geometry

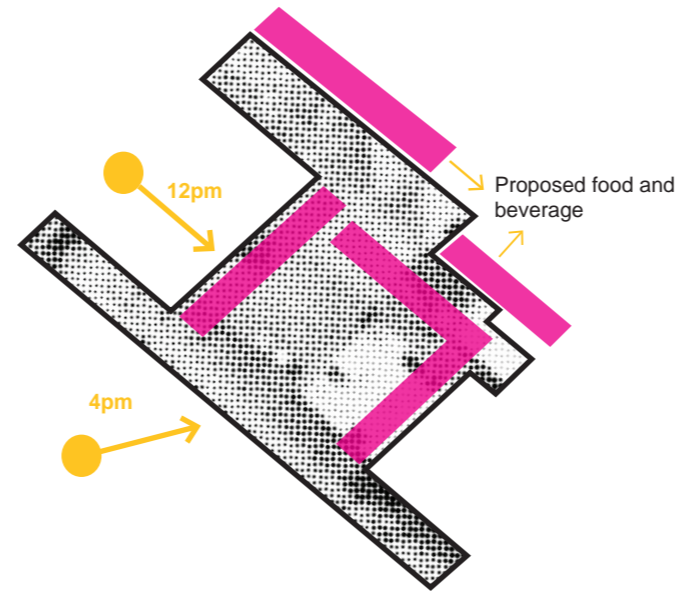
Below: Ground plane reflects underlying geology.

The Innovation South yard site analysis identifies the size, sun-shade summary and anticipated circulation patterns through the space. These inform the design concepts on the following page.



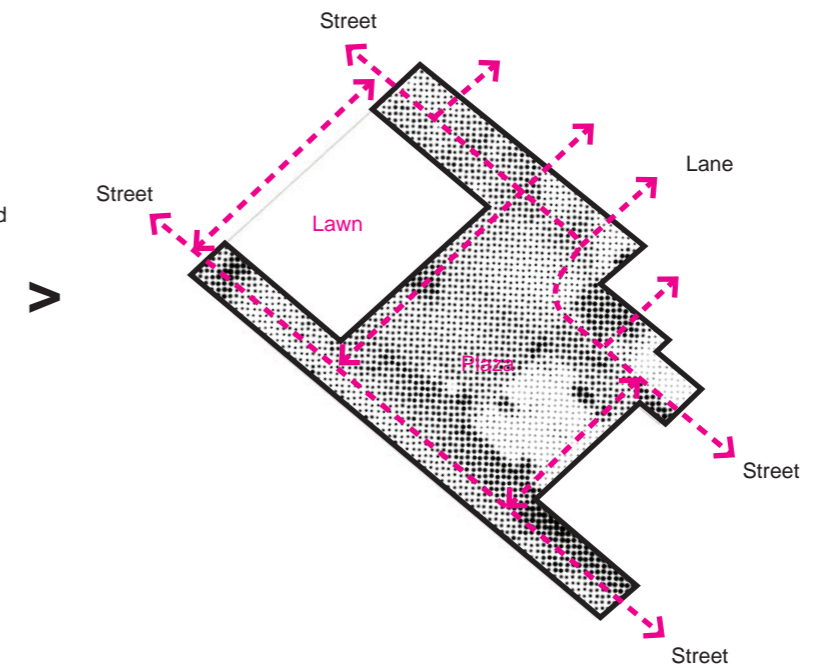
1.0 SCALE

Overall zone = 1200 m²
Main yard area = 800 m²
Lawn area = 500 m²



2.0 SOLAR ACCESS + OCCUPATION

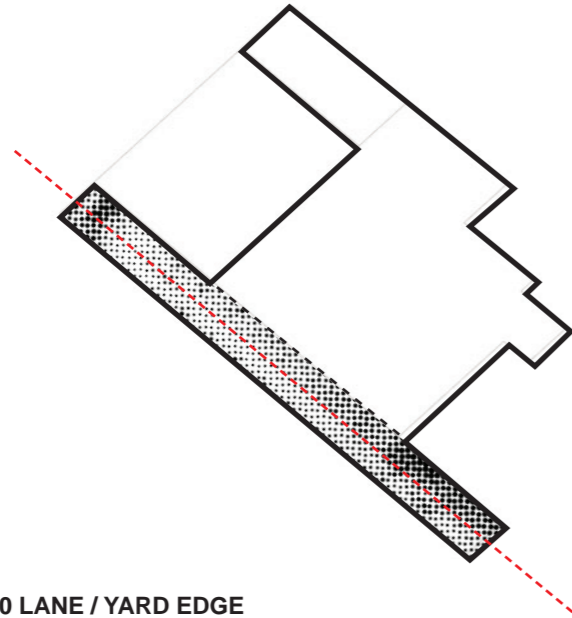
Occupation zones north, south and west based on sun-shade analysis.



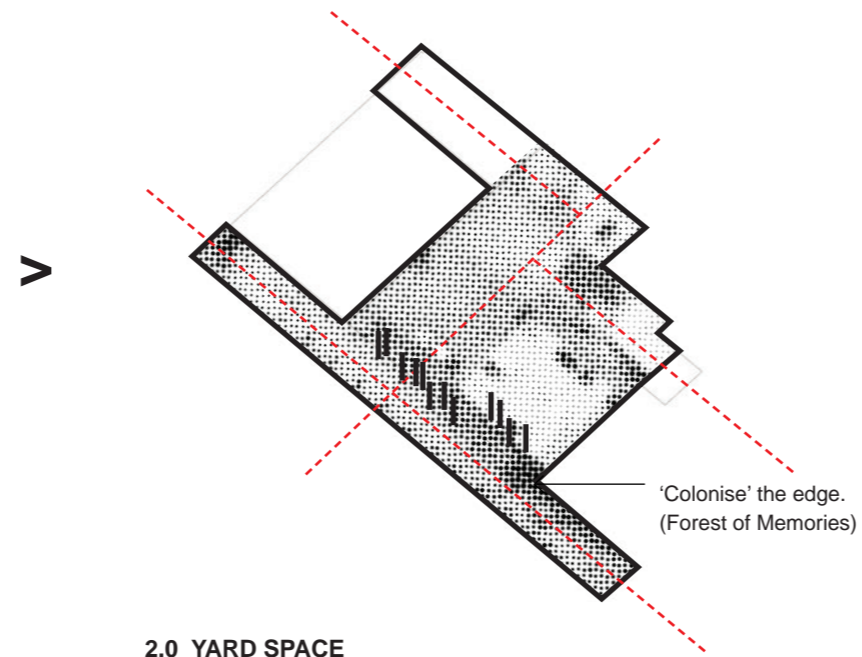
3.0 CIRCULATION

Pedestrian connections across the site.

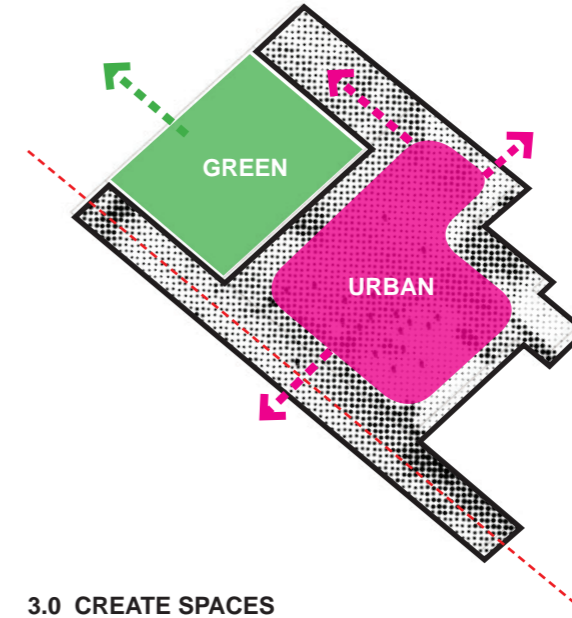
The design concepts for the Innovation South yard build upon the existing orthogonal site structure and the insertion of new urban and garden spaces reflecting the approach to the provision of green infrastructure, flexible event spaces and the underlying geological conditions.



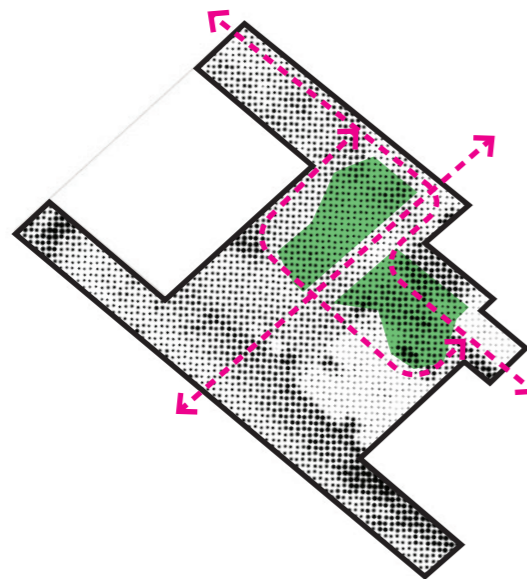
1.0 LANE / YARD EDGE
 Re-establish the north-south lane between St Asaph and Tuam Streets.



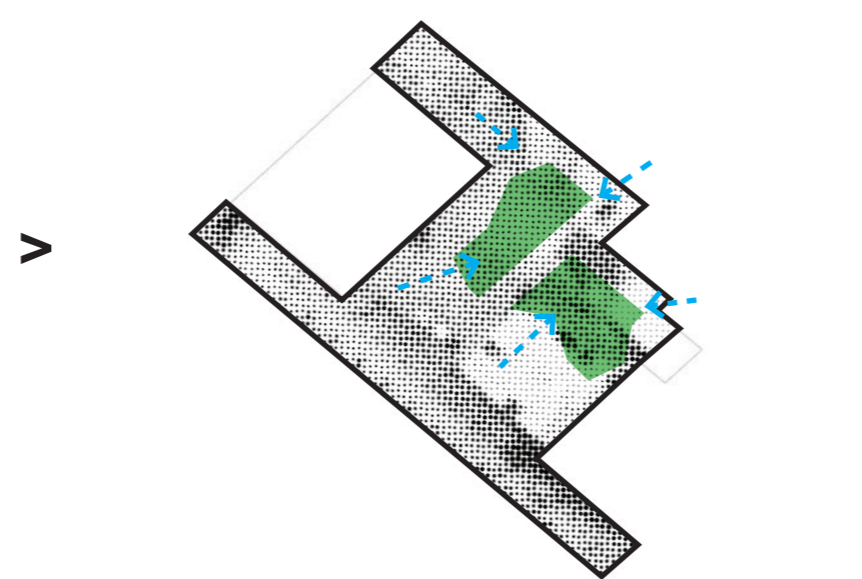
2.0 YARD SPACE
 Extend yard space to meet new building edges and lane connections.



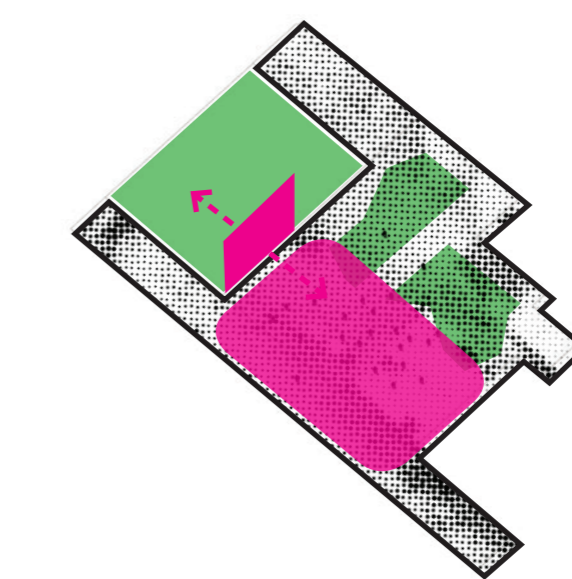
3.0 CREATE SPACES
 Urban yard space between buildings and Green lawn space addressing street edge and sun.



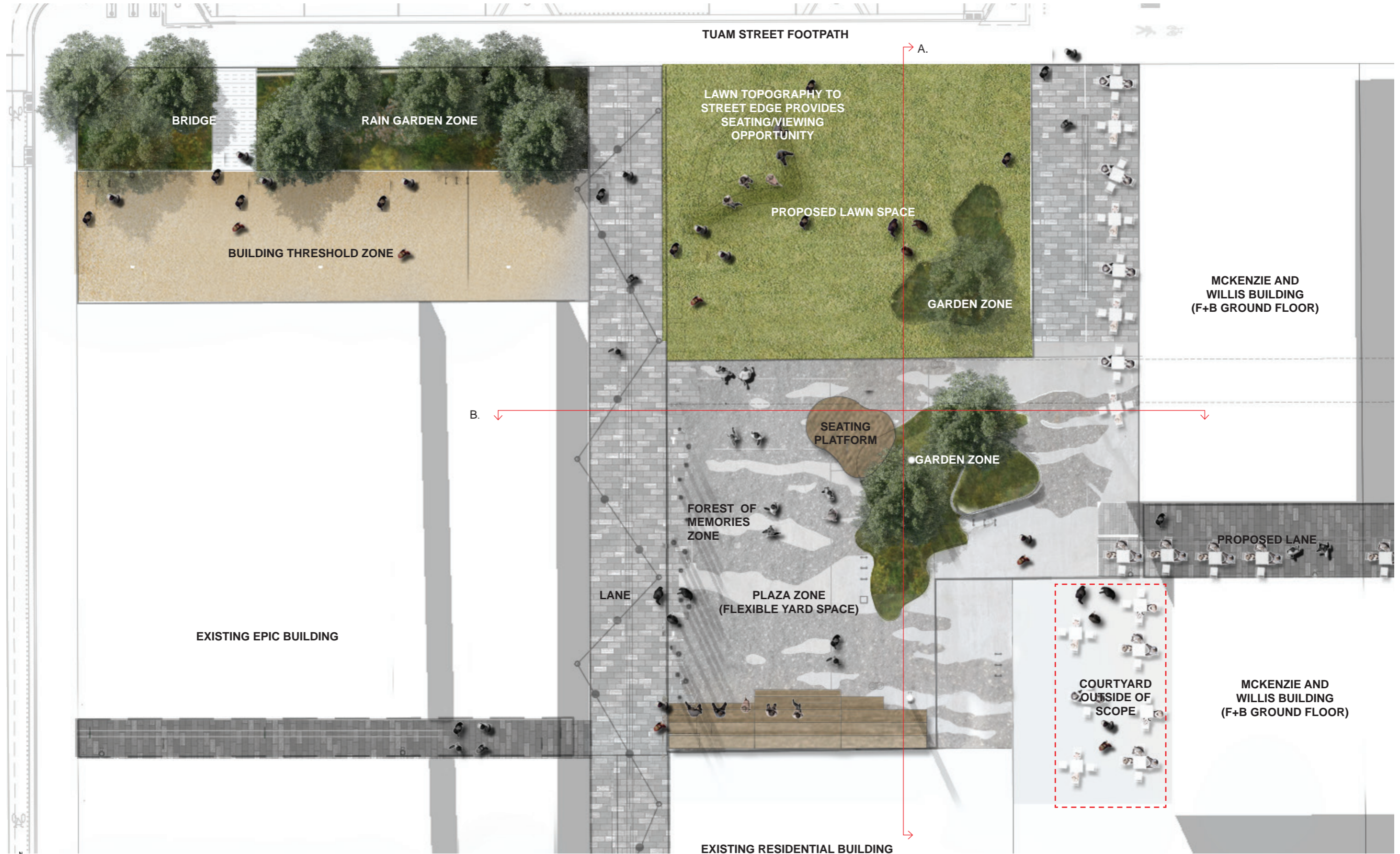
4.0 LAYERED EDGE
 Garden zones create a layered edge between yard and buildings. Maintain connectivity between lanes and building entrances.



5.0 GREEN INFRASTRUCTURE
 Integrate green infrastructure and garden zones.



6.0 EVENT SPACES
 Urban event space and green lawn space provide variety.



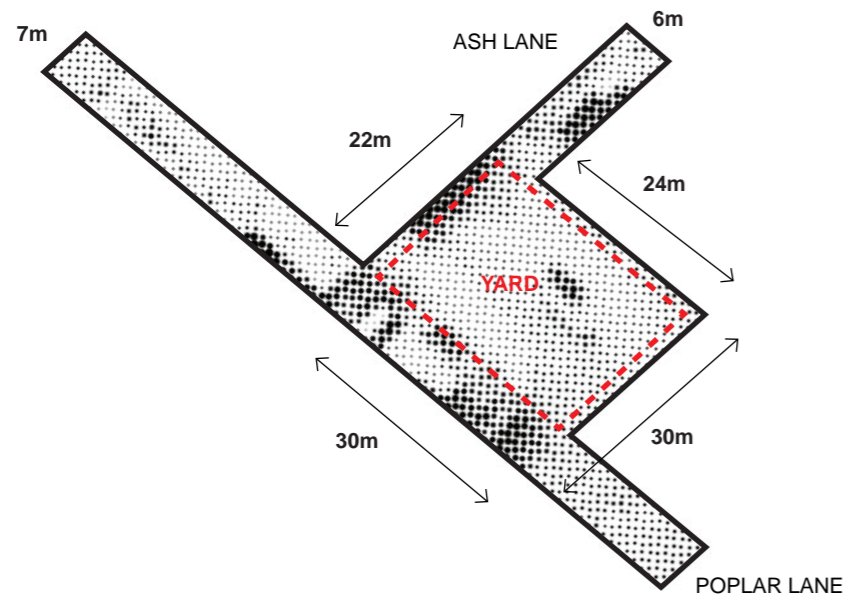
SCALE 1:250 (A3)

Innovation South yard perspective/views



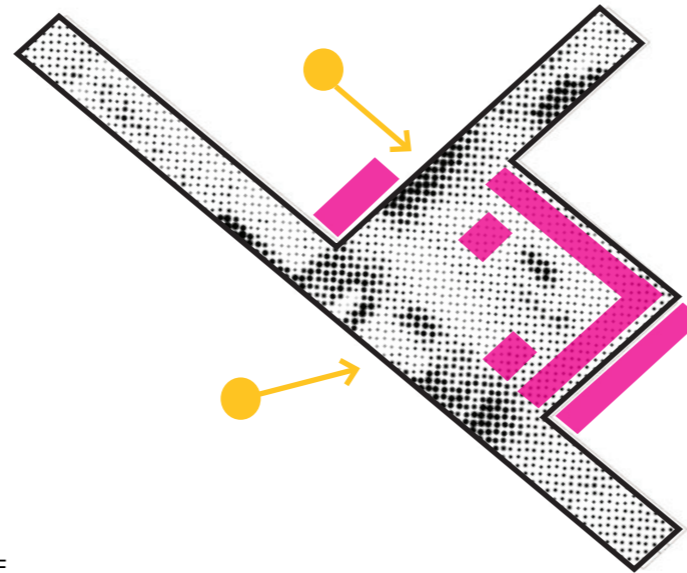
EYE-LEVEL VIEW
Looking south-west across the yard

The Innovation North Yard site analysis identifies the size, sun-shade summary and anticipated circulation patterns through the space. These inform the design concepts on the following page.



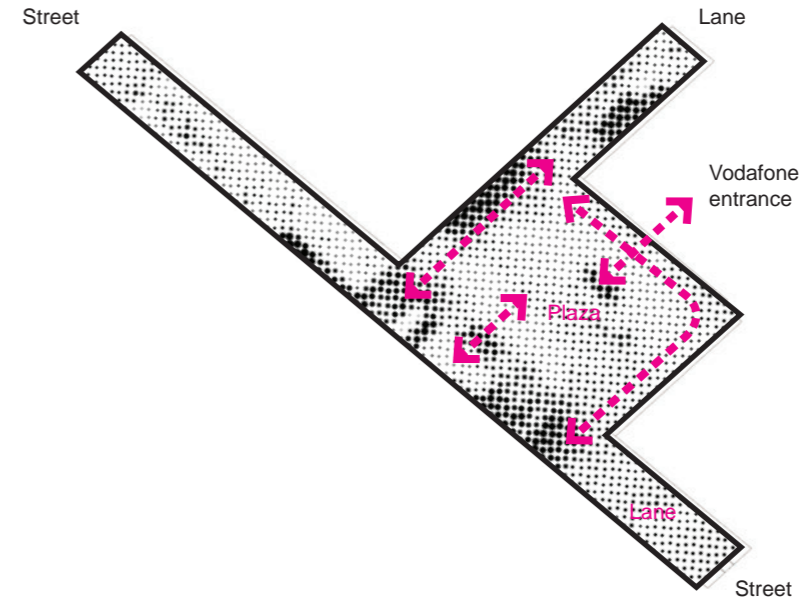
1.0 SCALE

Overall zone = 720 m²
 Main yard area = 530 m²



2.0 SOLAR ACCESS + OCCUPATION

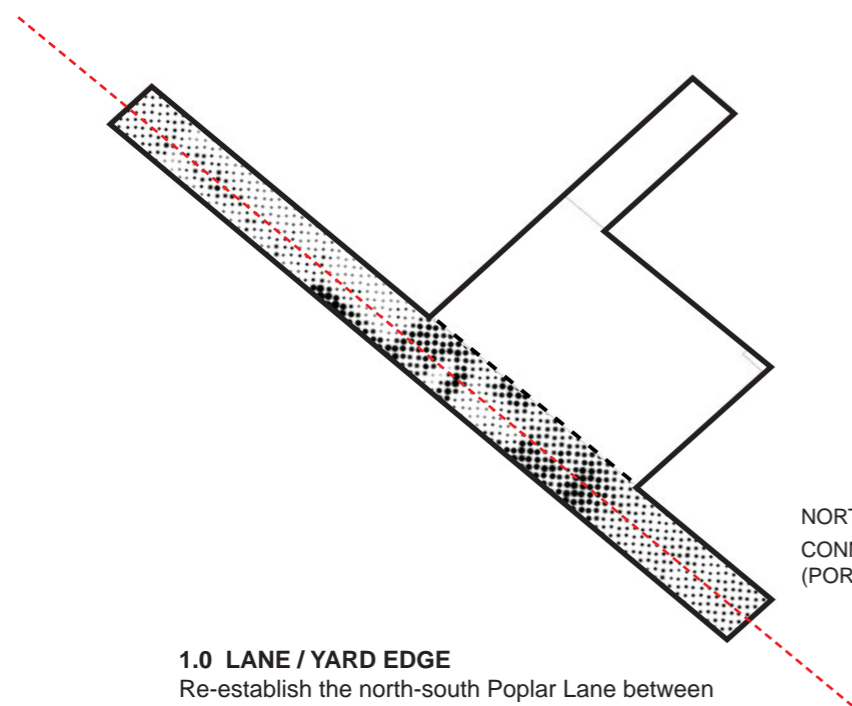
Occupation zones north, south and west based on sun shade analysis.



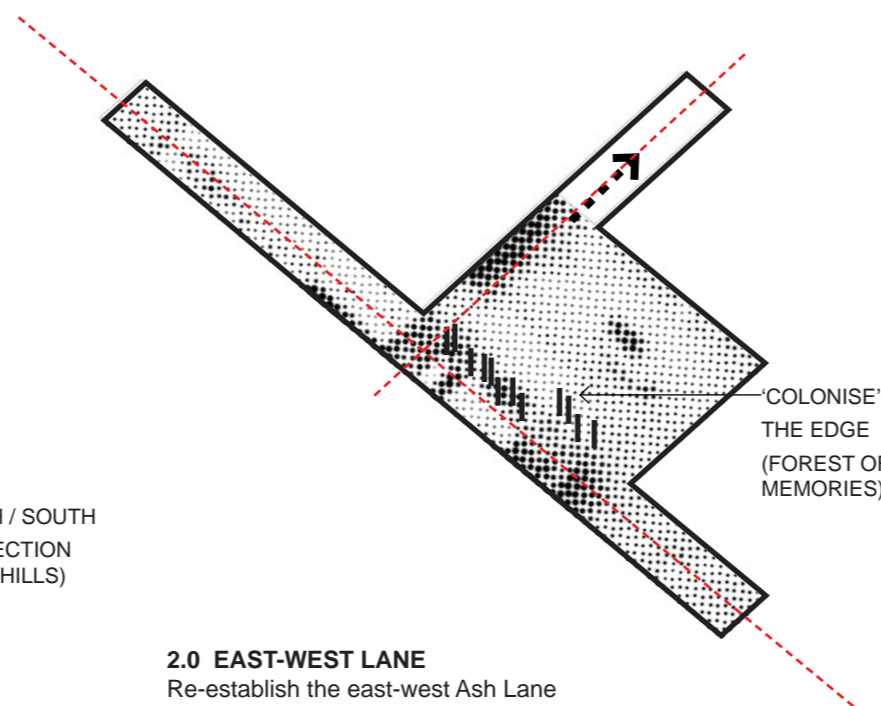
3.0 CIRCULATION

Pedestrian connections across the site.

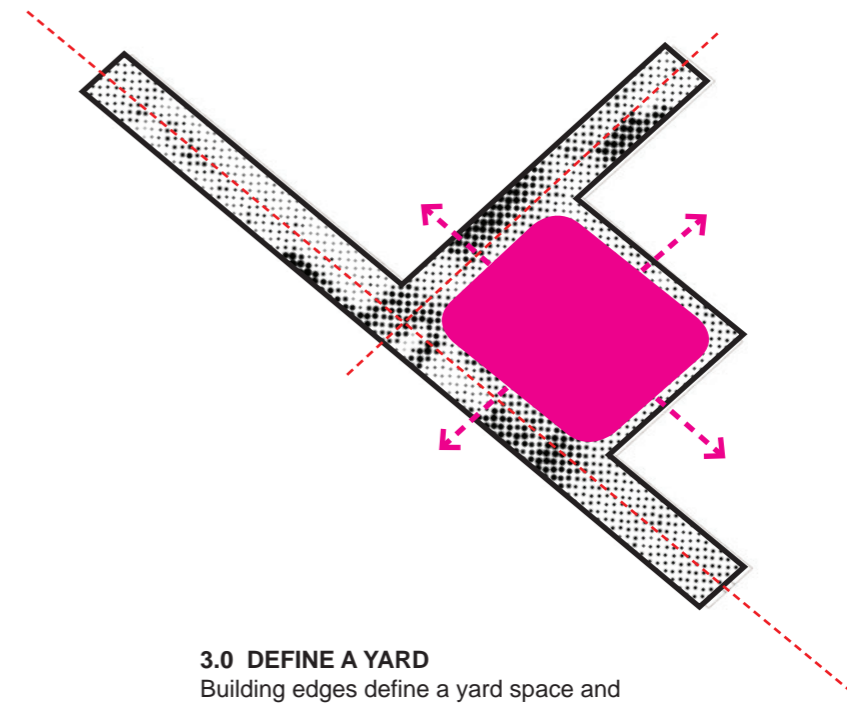
The design concepts for the Innovation North Yard build upon the existing orthogonal site structure and the insertion of new urban and garden spaces reflecting the approach to the provision of green infrastructure, event spaces and the underlying geological conditions.



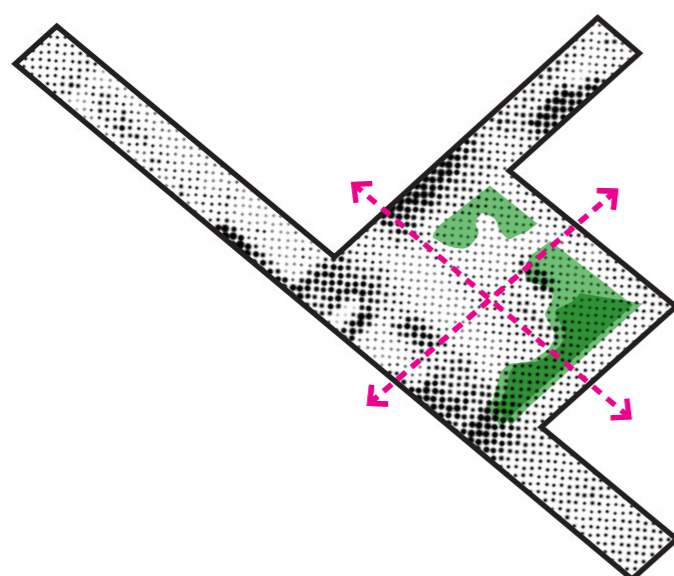
1.0 LANE / YARD EDGE
Re-establish the north-south Poplar Lane between Tuam and Lichfield Streets.



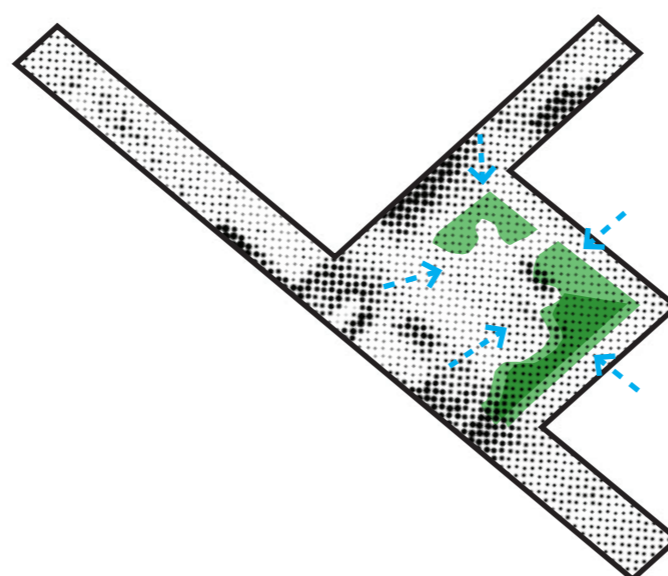
2.0 EAST-WEST LANE
Re-establish the east-west Ash Lane between Poplar Lane and Madras Street (future Stadium connection).



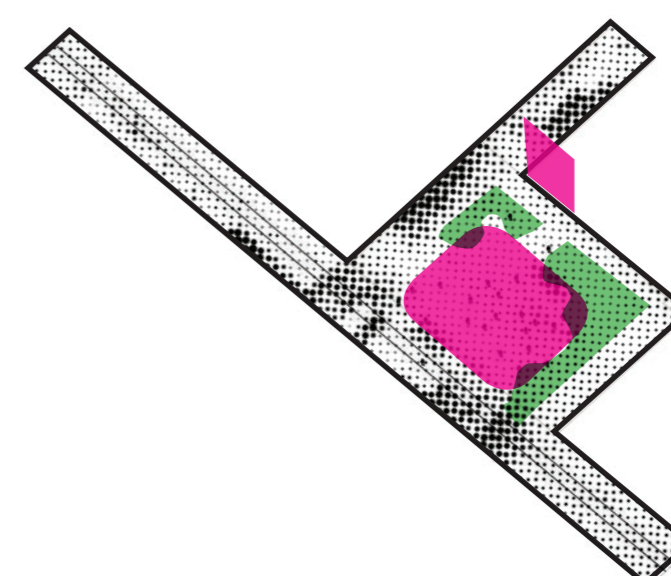
3.0 DEFINE A YARD
Building edges define a yard space and connections.



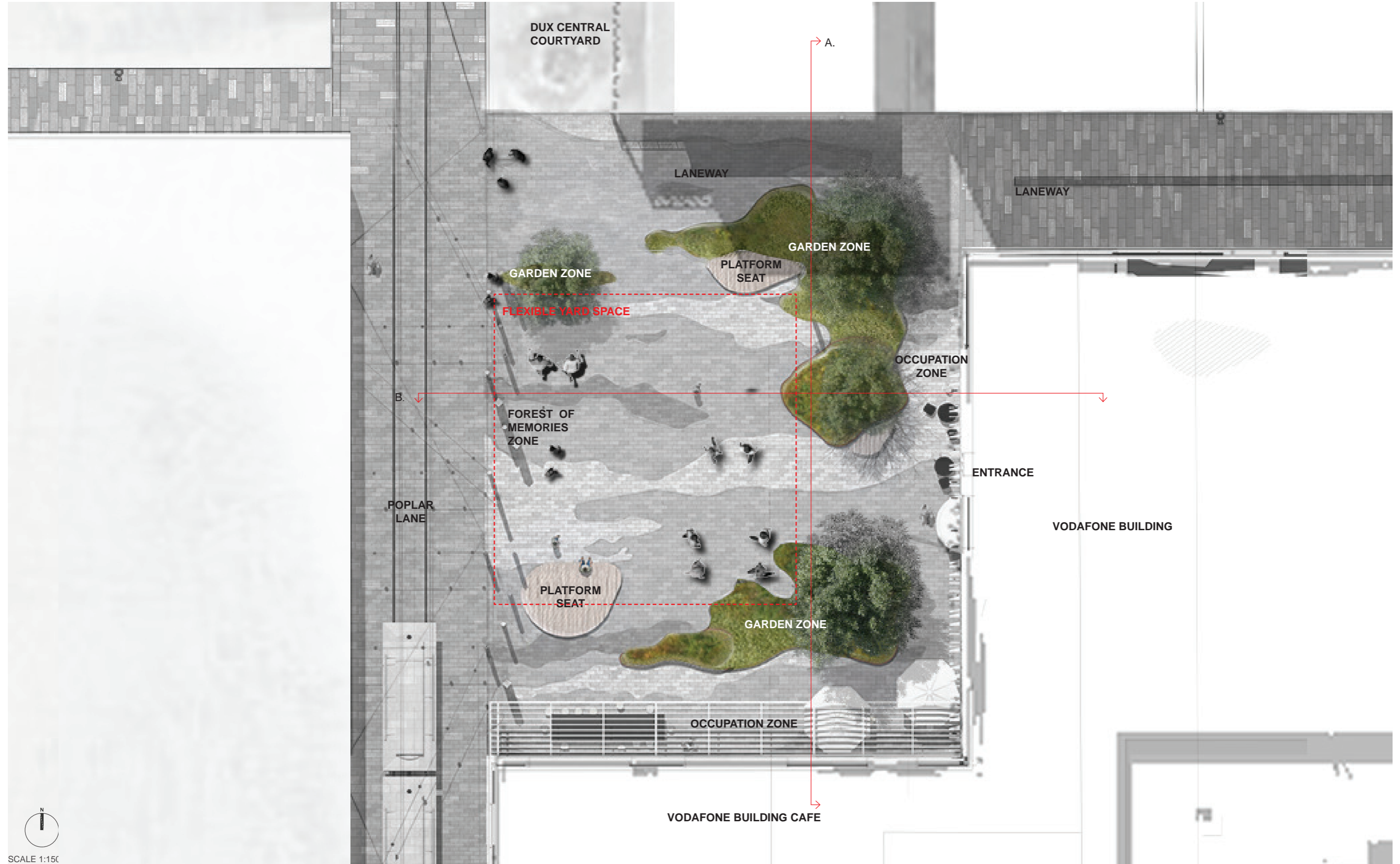
4.0 ARTICULATE SURFACE
Urban (event) and garden (green) space deployed.



5.0 GREEN INFRASTRUCTURE
Green infrastructure defines occupation zones.



6.0 EVENT MODE
A multi-functional space for occupation or events.



SCALE 1:150

Innovation North Yard perspective views



EYE-LEVEL VIEW
Looking south-east
across the yard

The 'Forest of Memories' (working name only) is proposed as a spatial and interactive installation that reflects the natural and cultural history of the site.

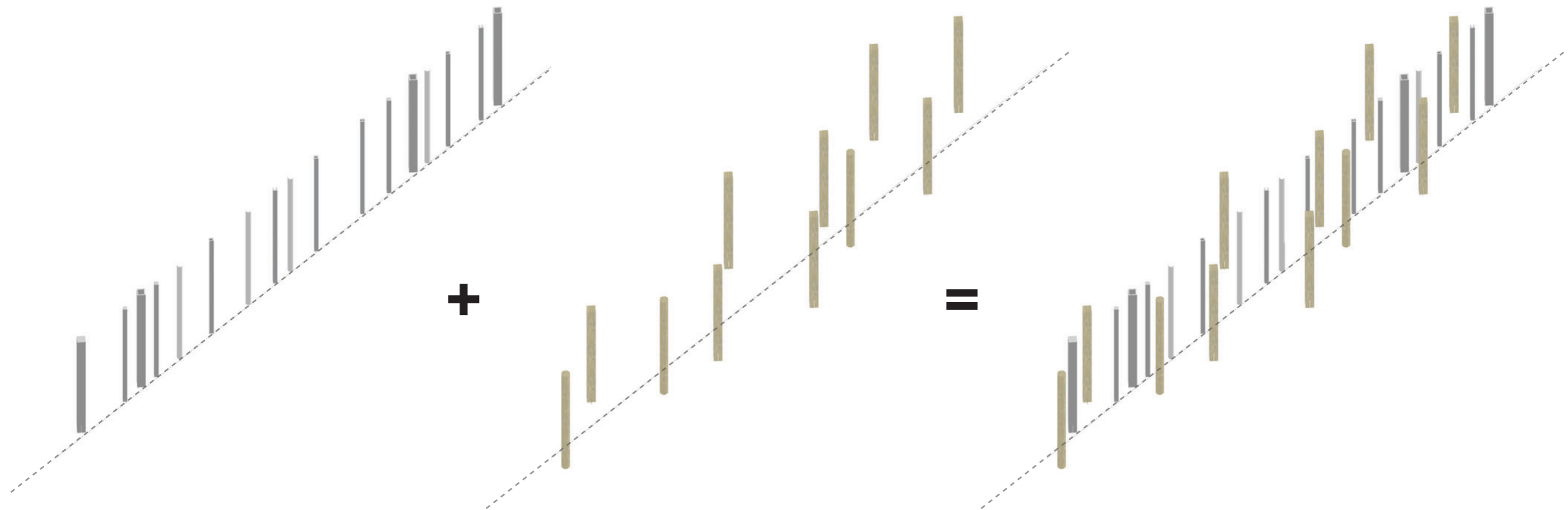
The diagram below illustrates the proposed methodology for the arrangement of the poles, which reflect a north-south journey through the site linking the Port Hills and city via the Innovation yards and Poplar Lane through to the East Frame linear park.

The diagram below and drawing on the following page illustrate the design concepts and opportunities.



FIELD OF POLES

Adaptive reuse of found and recycled building materials reflects the memories and associations of the South Frame area with former industrial uses, warehousing and industry. It involves a combination of old and new materials and elements.



STEEL POLES

Pole types B through F are arranged in a linear pattern reflecting the north-south street grid and architectural morphology of the sites former utilitarian warehousing buildings.

TIMBER POLES

Pole Types A1 and A2 are arranged 'off' grid, opportunistic and unruly, referencing the underlying ecology of the site

POLE 'FOREST'

The resulting combination of steel and timber pole types establishes a field condition and filtered edge between the adjacent lane and yard spaces.

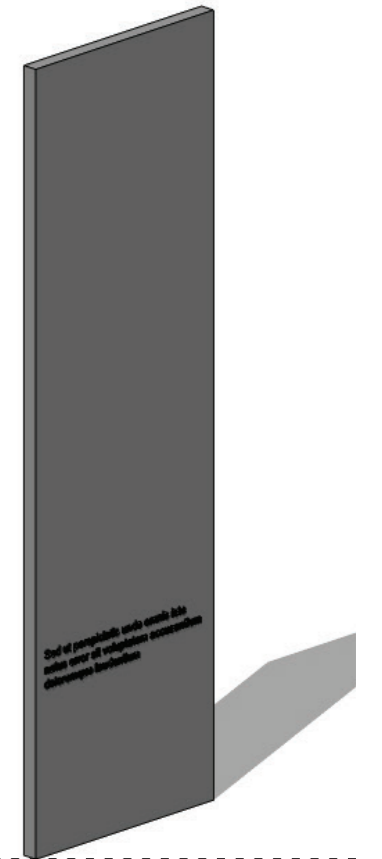
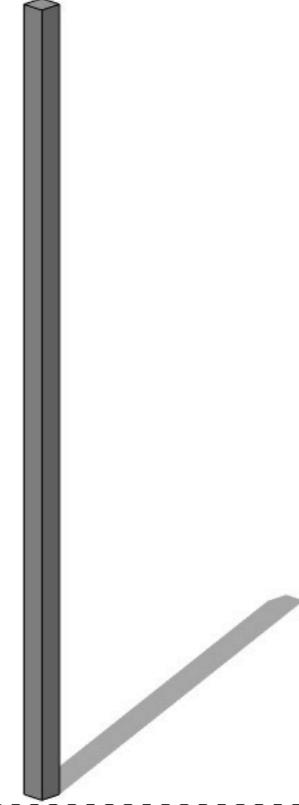
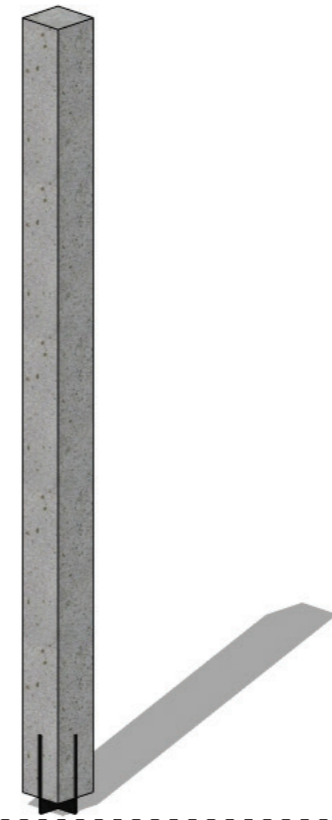
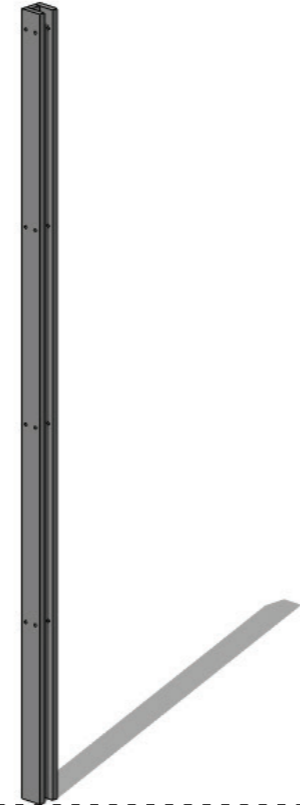
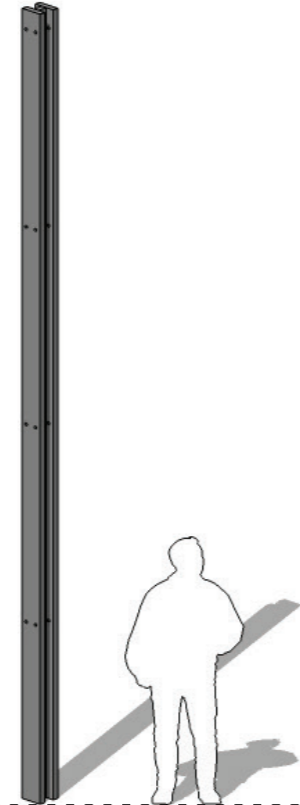
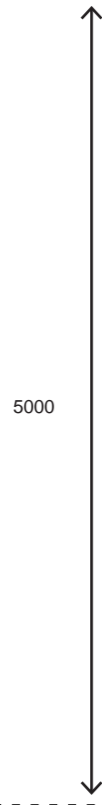
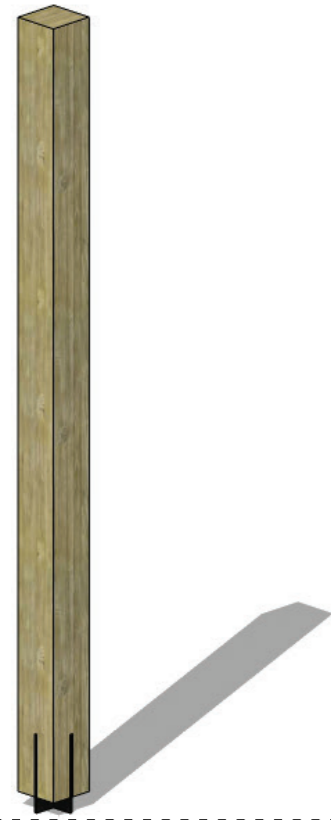


INTERPRETIVE INFORMATION

It is proposed that the existing 'High Street Stories' website provides a resource of historical and anecdotal content to draw a range of relevant stories to support the design concept for the Forest of Memories. These stories would reflect the natural, cultural and social histories of the site. Examples of how the content could be incorporated into the poles are presented above.

FEATURE LIGHTING

It is proposed to light the poles in a manner that introduces night-time atmosphere into the yard spaces. The lighting design could look to incorporate a combination of static and interactive lighting types.



A.
 300 X 300mm TIMBER
 SECTION RECYCLED

B.
 150 X 150mm STEEL
 'I' BEAM

C.
 150 X 150mm STEEL
 'U' CHANNEL

D.
 300 X 300mm
 CONCRETE POST

E.
 150 X 150mm STEEL
 BOX SECTION

F.
 100mm R
 STEEL POST

G.
 INTERPRETIVE
 PANEL

The approach to planting in the yards provides for both a native-focused 'green infrastructure' palette located in rain gardens and a more diverse and colourful display palette that introduces colour and texture to these yard spaces. Display garden beds will be located in raised planter zones that contrast with the lower rain garden beds.

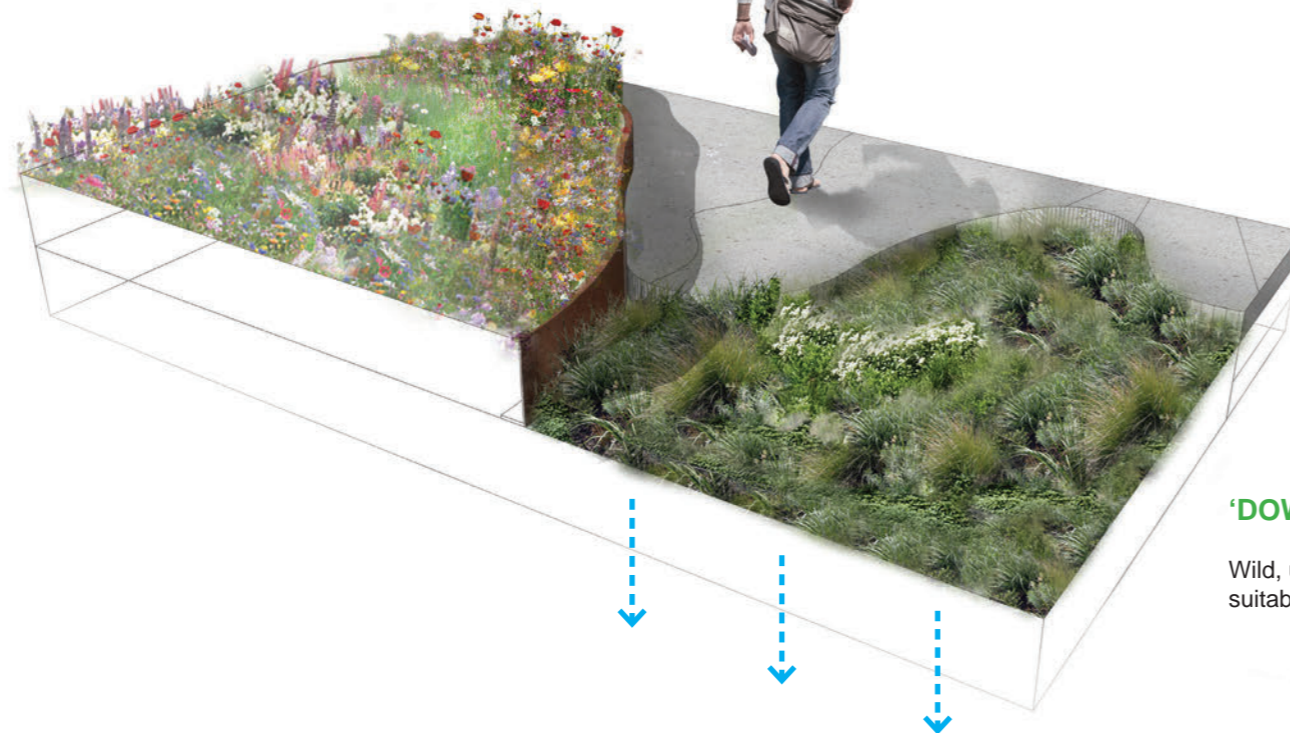


PERCHABLE SEAT CLUSTER

Groups of small informal seating objects suitable for individual or social use.

'UP' = GARDEN ZONE

Display planting chosen for colour, texture and delight.



'DOWN' = GREEN INFRASTRUCTURE

Wild, unstructured and functional native plants suitable for use in rain gardens.



PLATFORM SEAT

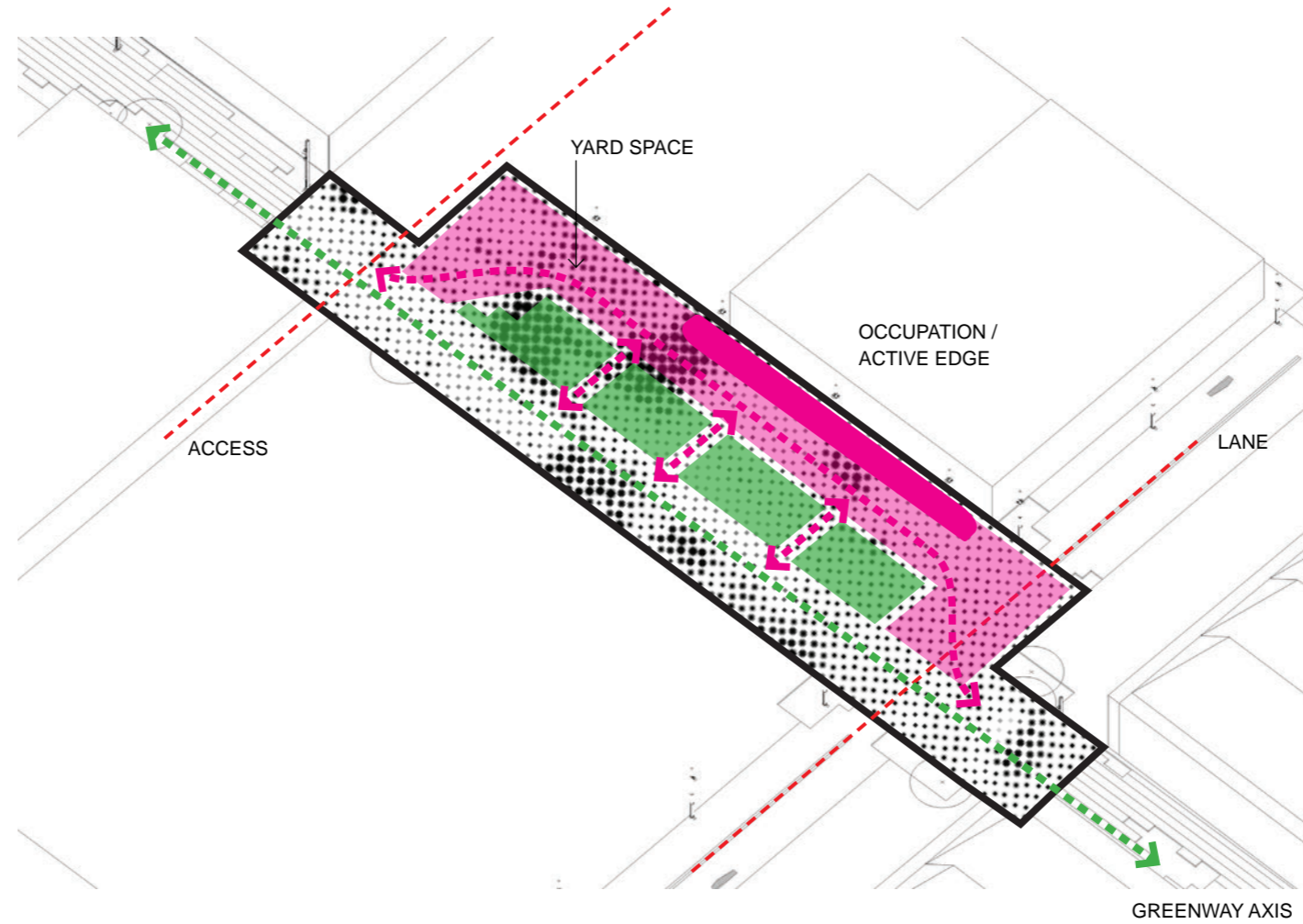
Large timber platform for informal social seating and flexible use as a performance stage. Borders and 'floats' over garden forms.

In contrast to the Innovation yards, the Greenway yards have been conceived as extensions and expansions of the Greenway. This maintains the primacy and continuity of the Greenway while enabling the creation of new focal points with a themed garden setting.

The Greenway yard spaces integrate three zones:

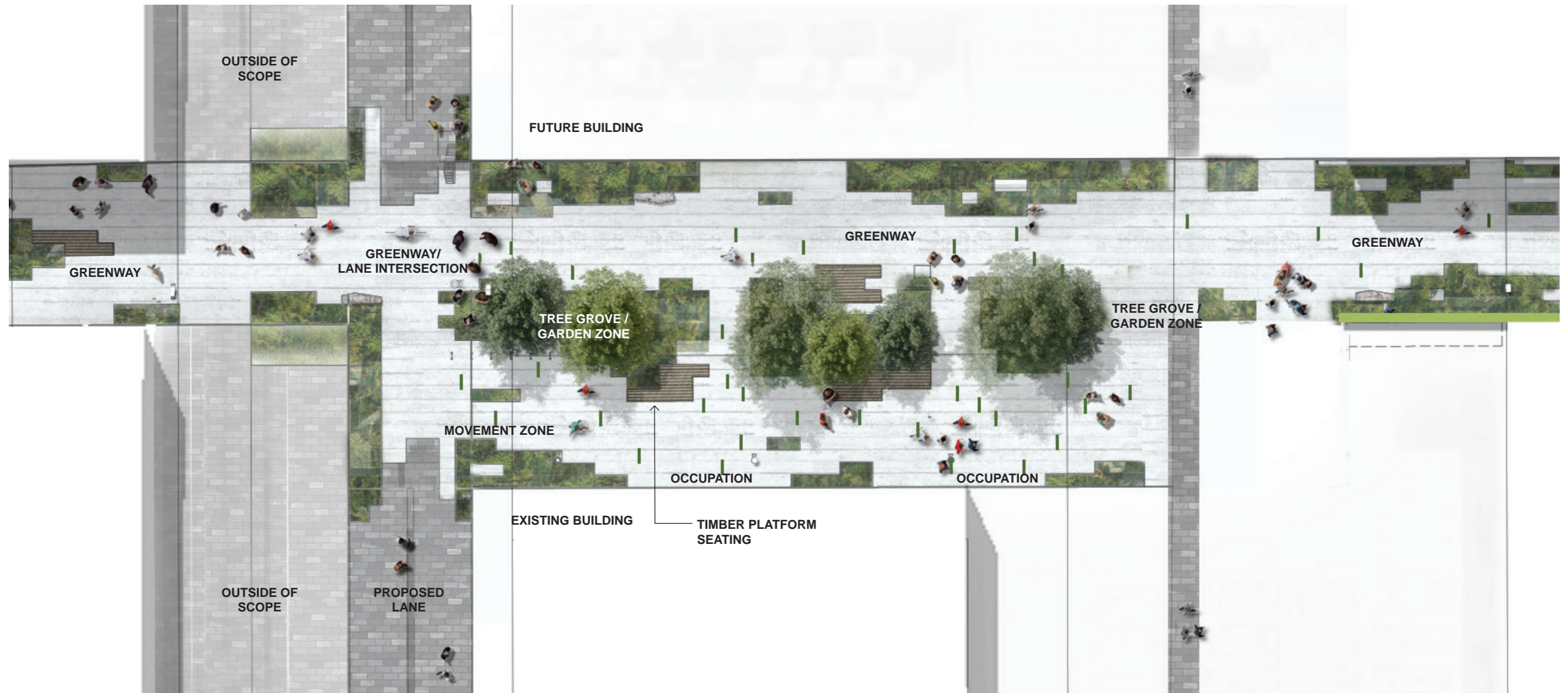
- 1. THE 'YARD'** - the Greenway is expanded through materiality, design features and planting, to create a unifying surface that connects the four edges/sides of the space via a single unifying urban surface.
- 2. THE 'GARDENS'** - densely planted garden zones incorporate site-specific plantings and the opportunity for signature tree clusters. Platform seating interwoven with the garden beds provides informal seating and gathering opportunities.
- 3. THE 'OCCUPATION ZONES'** - the southern edge of the space has been left open and uncluttered anticipating activation and occupation of this north-facing edge by future food and beverage and/or retail activity.

Diversity and variety in each of the two yard spaces will be provided via site-specific arrangements of planting, lighting, street furniture and 'Story of Stone' interventions and, in time, by different edge activities and architectural responses.



GREENWAY YARD WEST
CIRCULATION + PROGRAMMING

Greenway West yard illustrative site plan



SCALE 1:250 (A3)

Greenway West yard perspective views



EYE-LEVEL VIEW
Looking east along the Greenway



Mollett Street yard illustrative site plan



SCALE 1:250 (A3)

Mollett Street yard perspective views



EYE-LEVEL VIEW
Looking east across the yard

