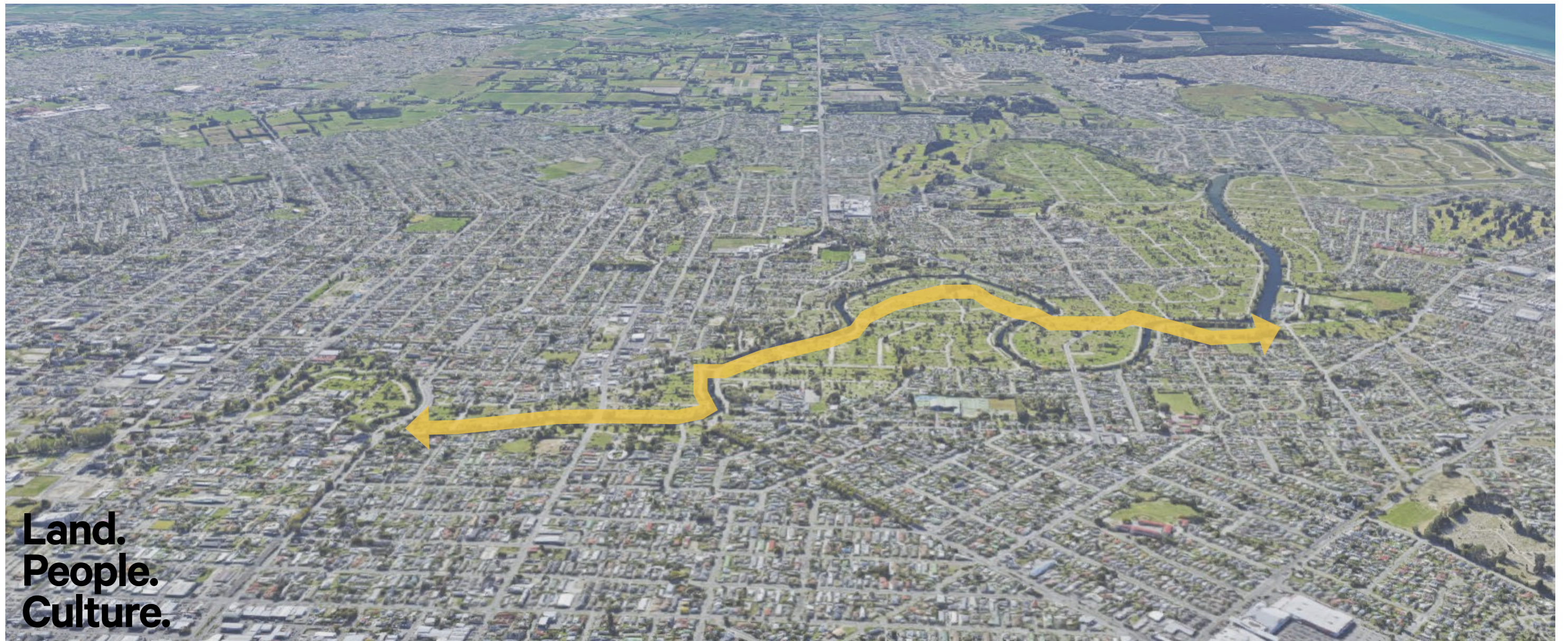


City to Sea Pathway West.

Ōtākaro Avon River Corridor.

Isthmus.



Land.
People.
Culture.

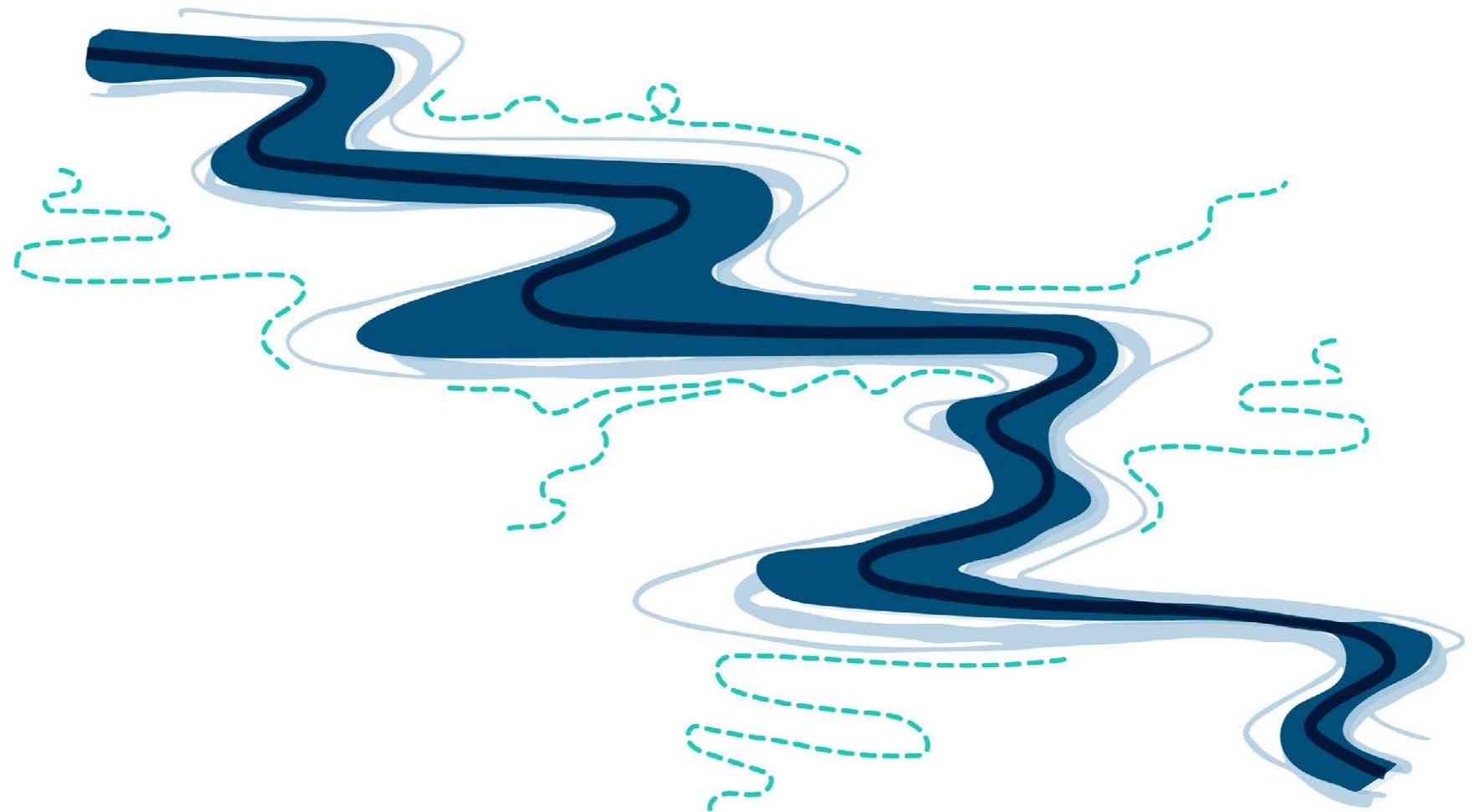
Movement Network.

Movement along, across and through the Ōtākaro Avon River Corridor can be thought of as a system of flows. Much as the river is fed by a series of tributaries and low-lying wet areas, movement of people can be thought about in terms of a hierarchy of flows:

Main flow — City to Sea Pathway

Tributaries — Community connections

Meandering streams — Informal exploration routes

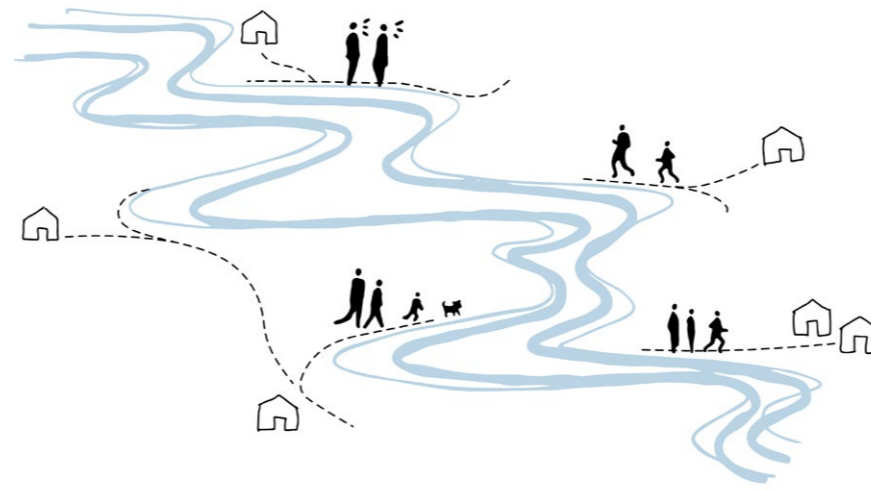


Movement Network.



● Main flow — City to Sea Pathway

The easy-flowing 4m wide shared path moves through the river corridor from city to sea, fed by a series of communities and transport links. The pathway flows continuously and nourishes a number of features along its length, both natural and social. The pathway, the main flow, is the route with the highest energy.



● Tributaries — Community connections

These are directed secondary routes, often along existing paths, whose source is within the surrounding communities. These routes are places for social connection, routing people toward local features, and will carry people toward the main flow - the city to sea pathway.



● Meandering Streams — Exploration routes

These routes are informal, ephemeral and exploratory, moving across more challenging terrain with a high level of interest, beauty and a sense of escape from the city. These vary from surfaced paths to mown or worn tracks, and may be defined by users. For example, a worn path between local fruit trees.



Opportunities to incorporate narrative into material palettes.



An example of increased pedestrian and cycle priority over a closed vehicle lane.



Opportunities to reveal moments of beauty along the flow.



Signage elements of a consistent language of that used within the corridor.



Graphic treatments to existing groundsurface forming connections.



Increased pedestrian priority feeding into the main flow of the City to Sea Pathway.

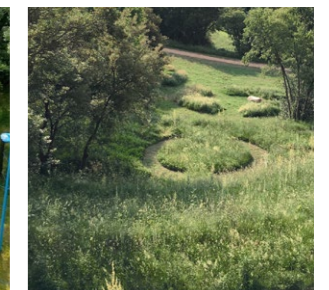
Note: Tributary connections will form part of a future project, these are shown for context only.



Open areas with rough terrain and repurposed site elements encouraging wandering and play.



Secondary movement routes along more directed paths where meandering streams meet directed routes.



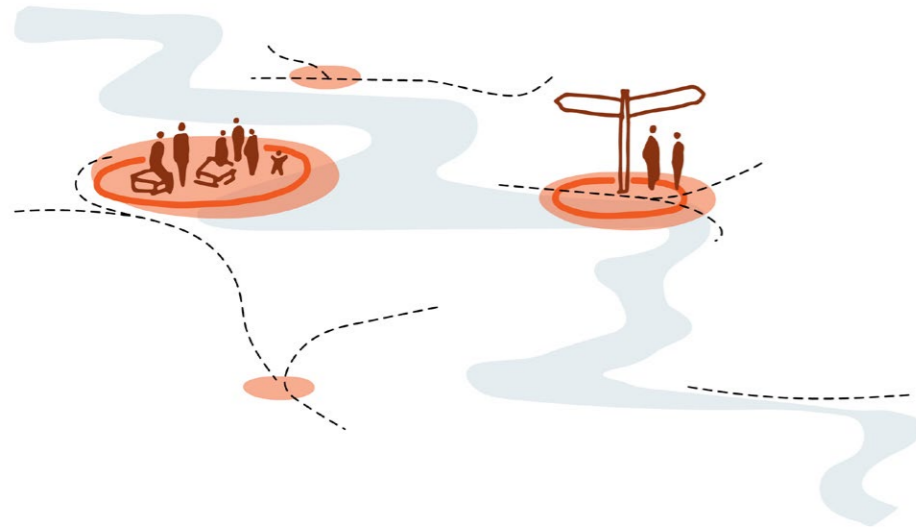
Low-cost interventions create a richer river corridor experience making these journeys a destination in their own right.

Moments of Focus.

Along each route, and at their confluences, slower places, just outside the main flow or channel, can be found. In nature these are places of life, of abundance and of resource. When thinking about spaces for people along river corridor pathways, the same can be achieved through social spaces, places for rest and places of abundance. Ideas around confluences, eddys and riffles are used to describe types of spaces along people routes throughout the Ōtākaro Avon River Corridor.



Moments of Focus.



● Confluence

An important moment where two flows meet. These will be places of meeting, interaction, welcoming and higher energy. For example, two paths meeting in a space with local significance, designed to host gatherings beside the river.



● Eddy

A moment of slowness alongside a path where space opens and the landscape offers moments of beauty and introspection. These areas accommodate for longer stays with furniture, amenity, activity and interactive elements.



● Riffle

A moment of elevated energy within a flow. For example a local feature (a favourite climbing tree) is indicated and users might pause to play. These are low effort interventions that create subtle markers along the journey helping to create a continuously engaging experience along path flow.



Prominent elements form landmarks in the landscape — wayfinding without signs.



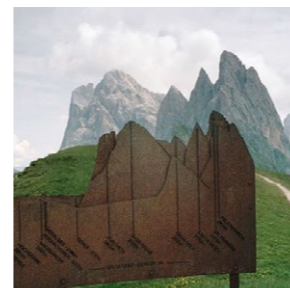
Playful elements might provide information about the narrative, city, destinations, landmarks, distances etc.



Widening of space allows different flows to join seamlessly as well as gathering and meeting spaces.



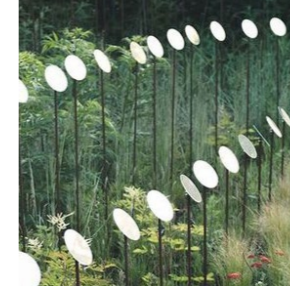
Existing areas with strong experiential qualities are utilized and improved to create unique resting areas.



Detailed educational elements describe the river environment at these areas of longer pause.



Playful elements create a reason for families and others to remain longer.



Subtle elements and planting start to form areas with gardenlike qualities that are noticeable as one passes through.

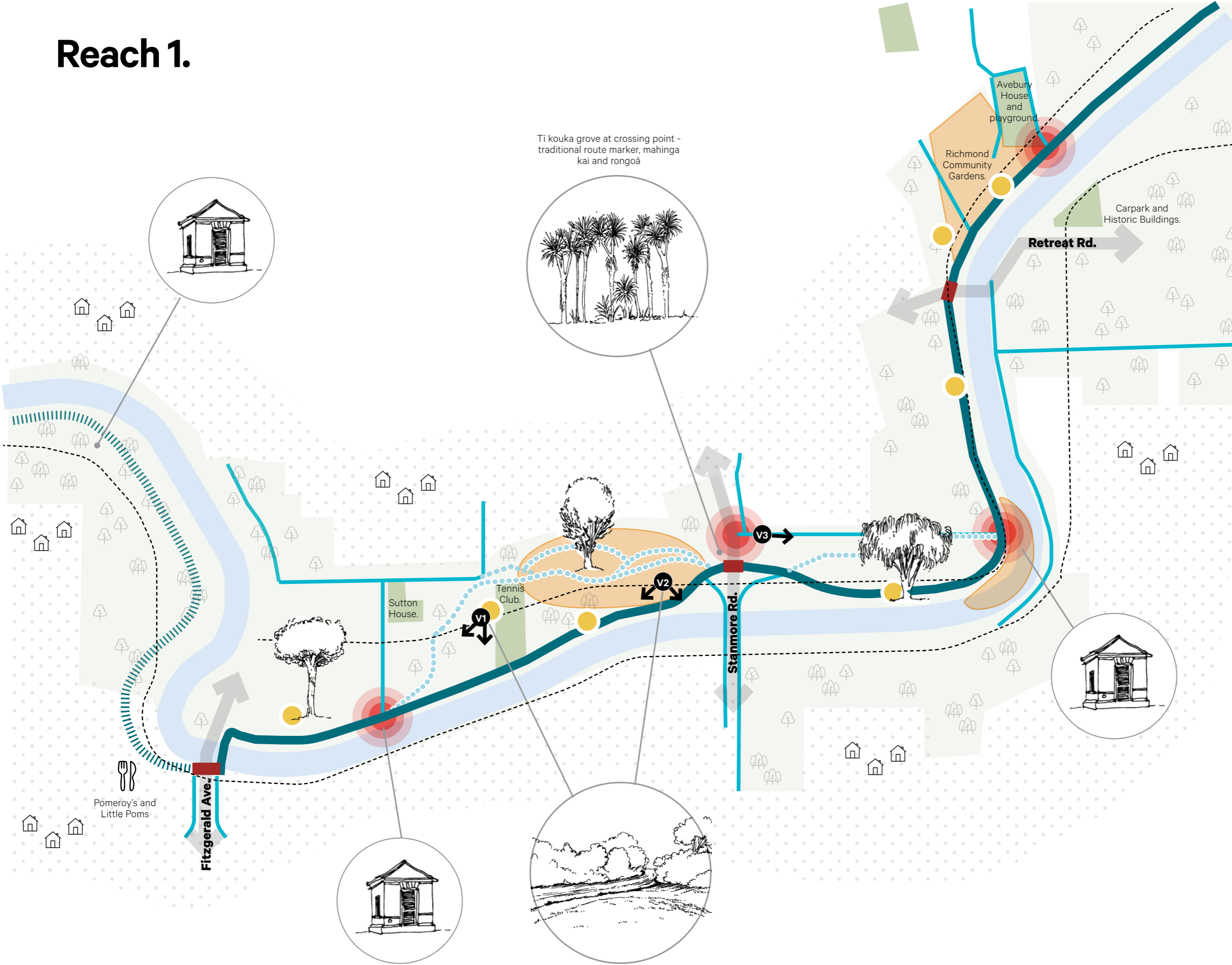


Artificial habitats or nature play repurposed from removed site material create a moment of interest at a low cost.



Ambiguous elements within the landscape allow people to interpret the themes of the overall narrative or highlight existing features.

Reach 1.



Legend.

Site Features

- ÖARC Corridor Extent
- Otākaro Avon River
- Significant site
- Future Indicative Stopbank Alignment
- General Wet Areas
- General Higher Ground
- Residential Surrounds
- Significant Large Trees

Movement Categories

- City to Sea Main Flow Path
- Tributary Route
- Meandering Movements

Pause Categories

- Key 'Confluence' Moment
- Eddy
- Riffle
- View Point

Other Elements

- Alternative Route Option
- Road Crossing
- Bridge

No. Revision Date

Isthmus.
AKL | WTN | CHC | 0800 478 468 | www.isthmus.co.nz

Client
Christchurch City Council
Job Name
ÖARC City to Sea Pathway

Scale
1:1,750 @A1
1:3,500 @A5

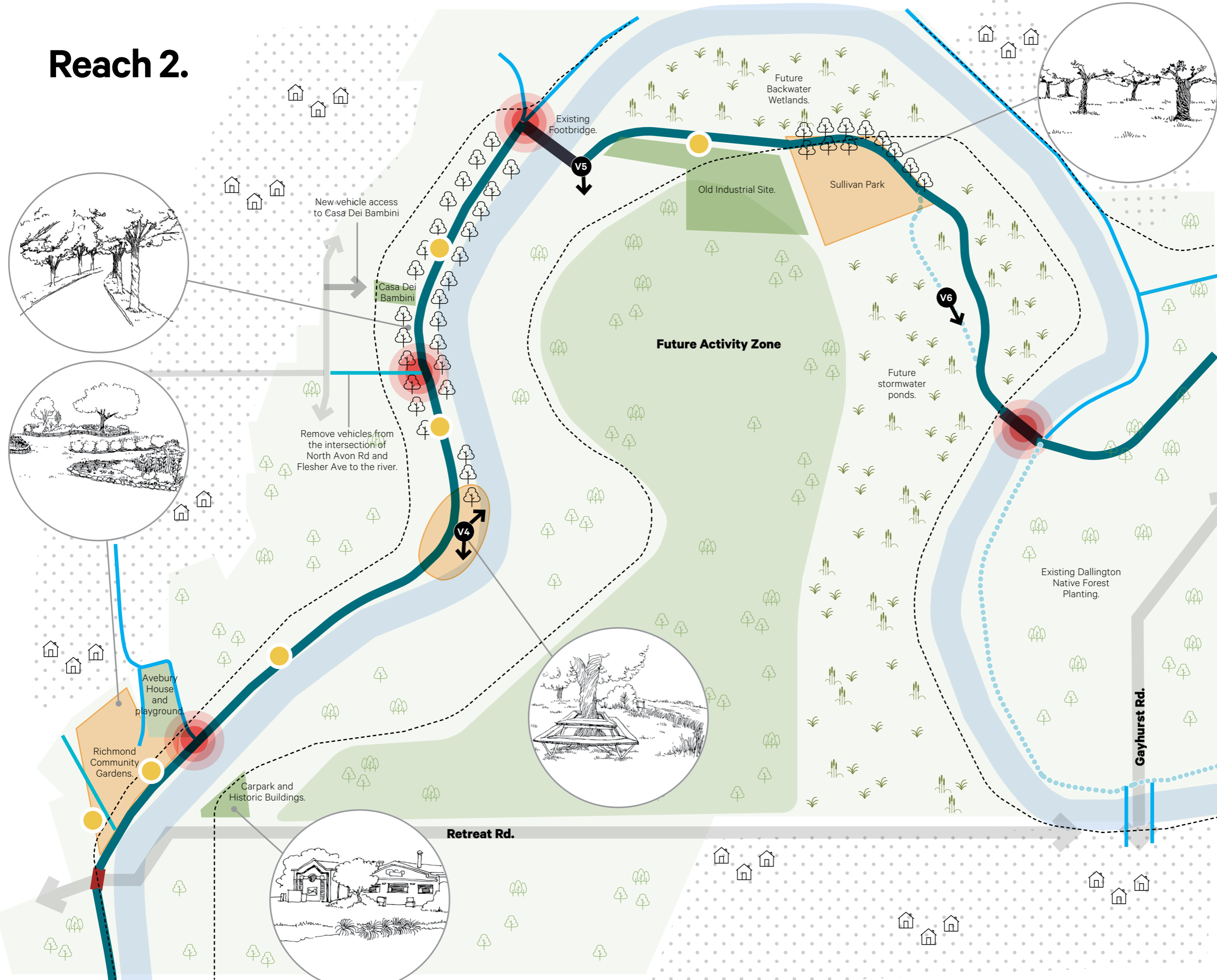
Drawing Title
City to Sea Pathway Plan - Section 01

Job No. **4747**

Drawing Number Revision
- -

North **^** Issued For
WIP

Reach 2.



Legend.

Site Features

- ØARC Corridor Extent
- Otākaro Avon River
- Significant site
- Future Indicative Stopbank Alignment
- General Wet Areas
- General Higher Ground
- Residential Surrounds
- Significant Large Trees

Movement Categories

- City to Sea Main Flow Path
- Tributary Route
- Meandering Movements

Pause Categories

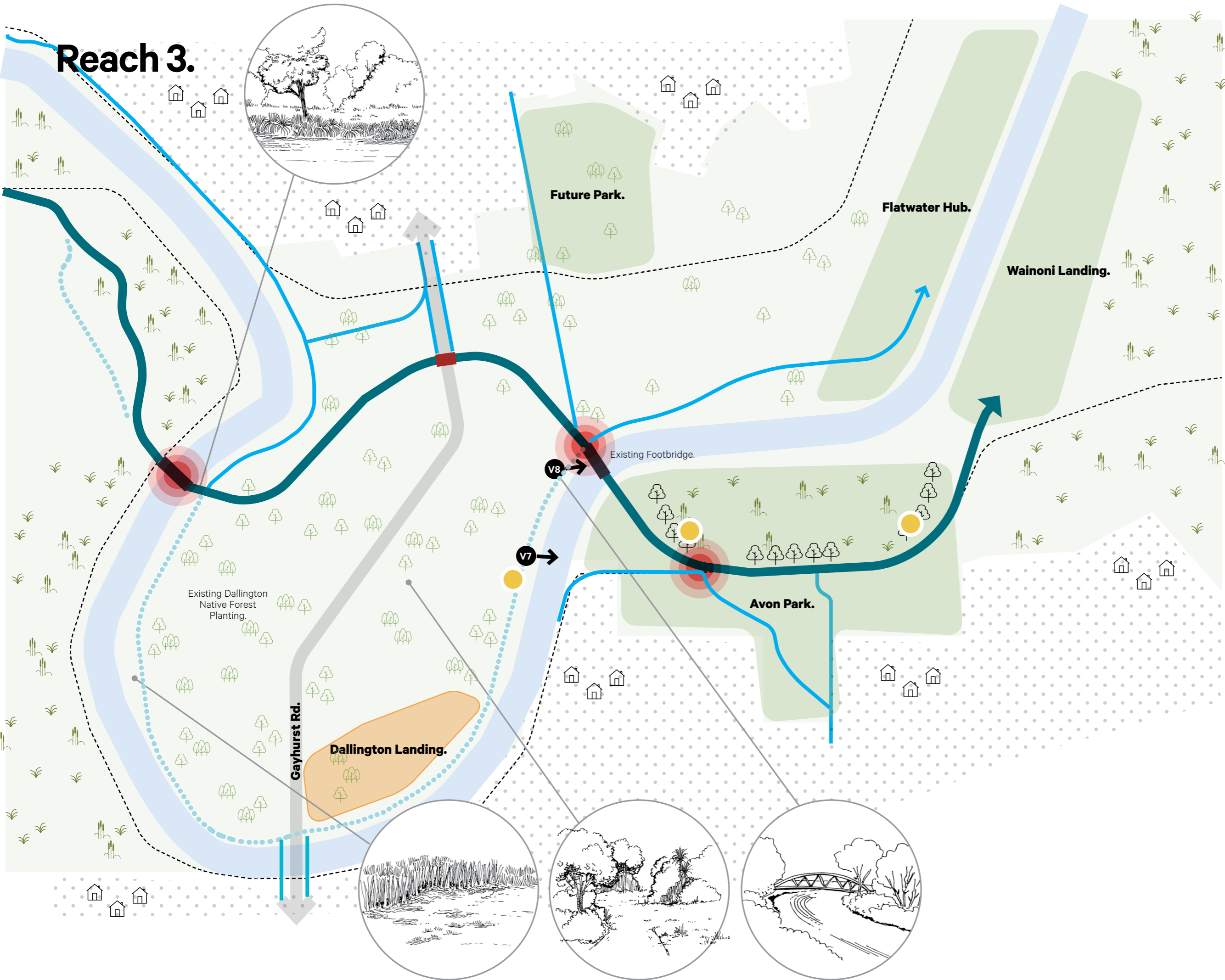
- Key 'Confluence' Moment
- Eddy
- Riffle
- View Point

Other Elements

- Alternative Route Option
- Road Crossing
- Bridge

No. Revision	Date
Isthmus.	
<small>AKL WTN CHC 0800 478 468 www.isthmus.co.nz</small>	
Client	
Christchurch City Council	
Job Name	
ØARC City to Sea Pathway	
Scale	Drawing Title
1:1,750 @A1	City to Sea Pathway Plan - Section 02
1:3,500 @A3	
Job No.	Drawing Number
4747	-
North	Issued For
^	WIP

Reach 3.



Legend.

Site Features

- ŌARC Corridor Extent
- Otākaro Avon River
- Significant site
- Future Indicative Stopbank Alignment
- General Wet Areas
- General Higher Ground
- Residential Surrounds
- Significant Large Trees

Movement Categories

- City to Sea Main Flow Path
- Tributary Route
- Meandering Movements

Pause Categories

- Key 'Confluence' Moment
- Eddy
- Riffle
- View Point

Other Elements

- Alternative Route Option
- Road Crossing
- Bridge

No. Revision Date

Isthmus.
AKL | WTN | CHC | 0800 478 468 | www.isthmus.co.nz

Client
Christchurch City Council

Job Name
ŌARC City to Sea Pathway

Scale 1:1,750 @A1
1:3,500 @A3

Job No. 4747

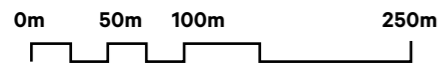
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Drawing Title
City to Sea Pathway Plan - Section 03

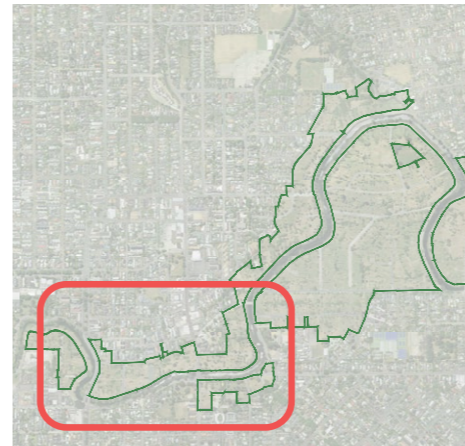
Drawing Number Revision

Issued For
WIP

Naturalised Edge. Indicative River Bank Configuration.



Location Plan:



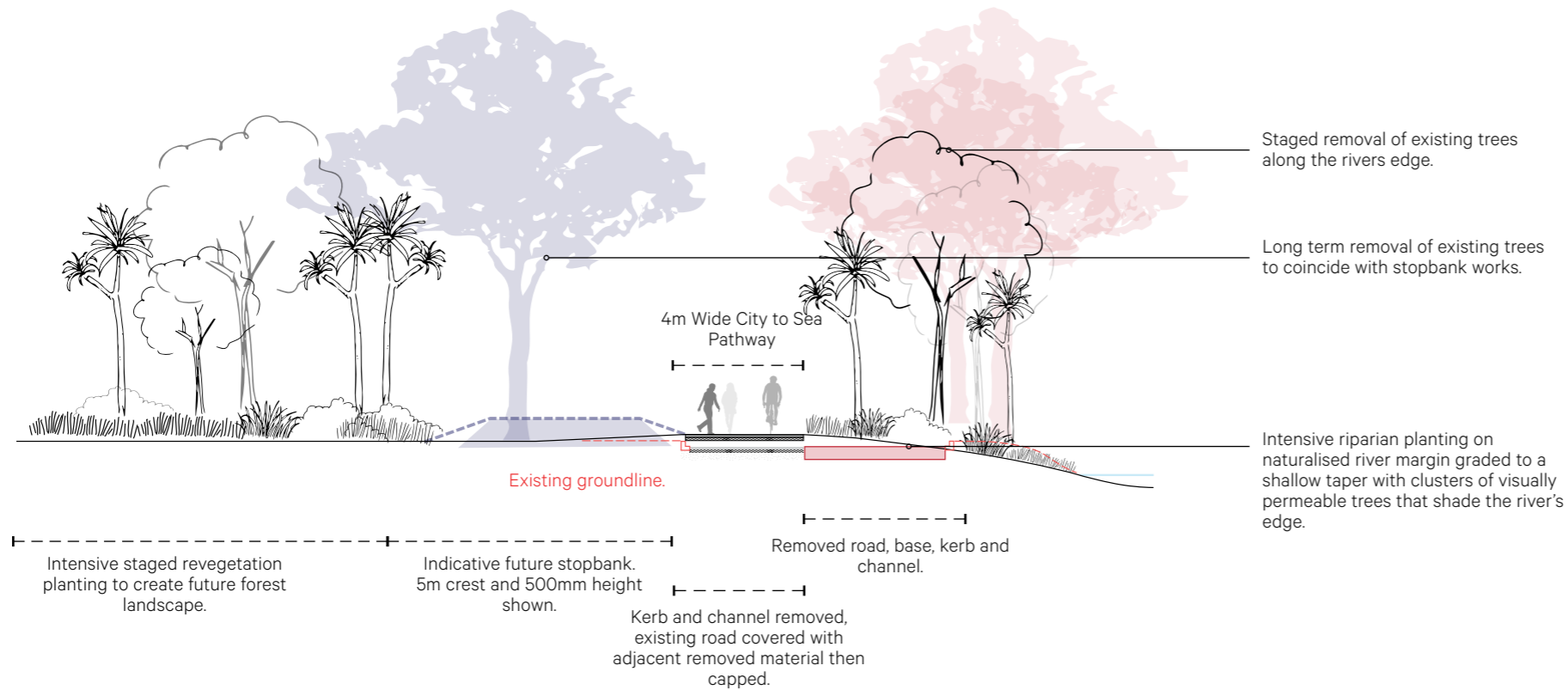
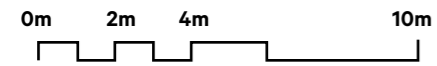
Legend.

- City to Sea Pathway
- Narrow Bank Configuration
- Wide Bank Configuration
- Naturalised River Edge
- Planting

Proposed sections. River edge treatments.

Section 01 | Naturalising the River's Edge

Scale: 1:200



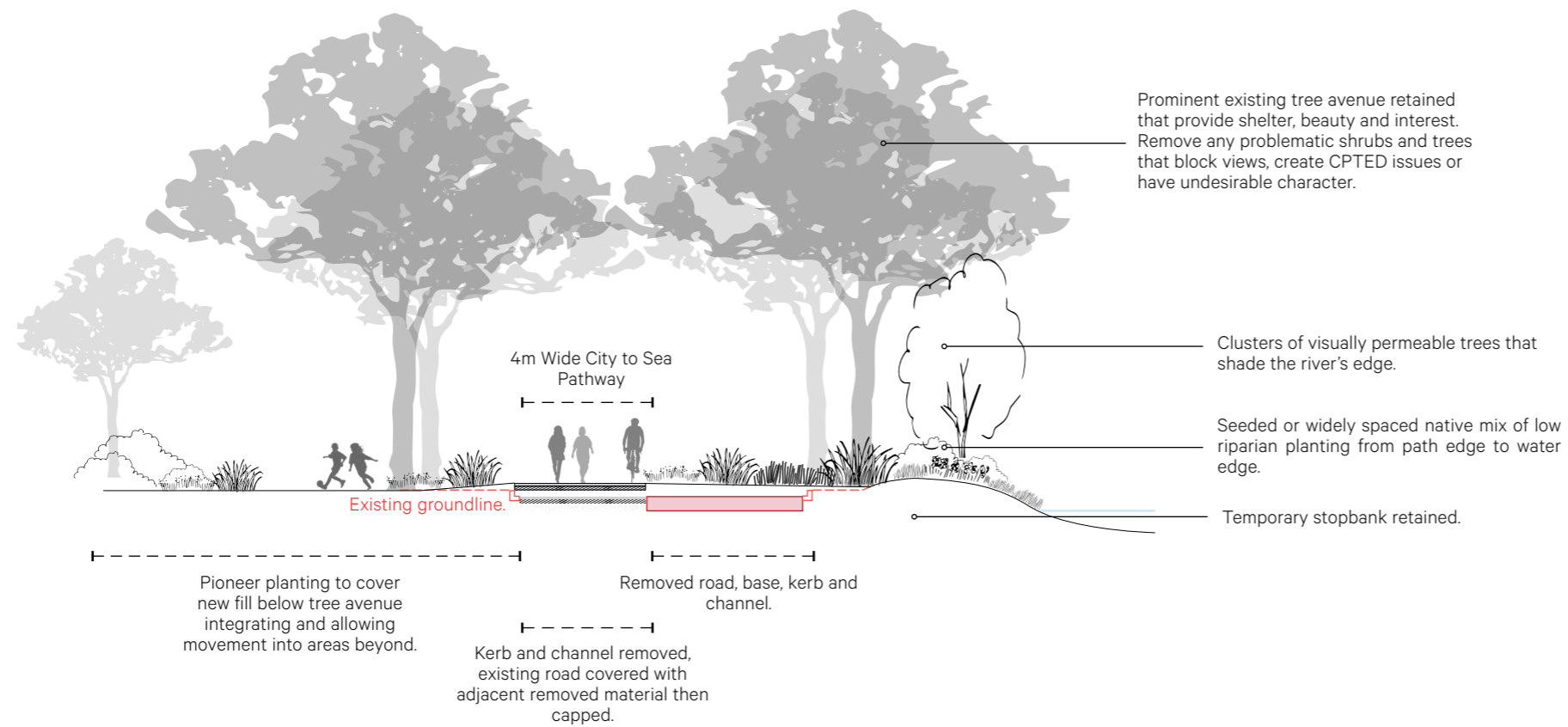
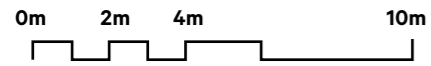
Location Plan:



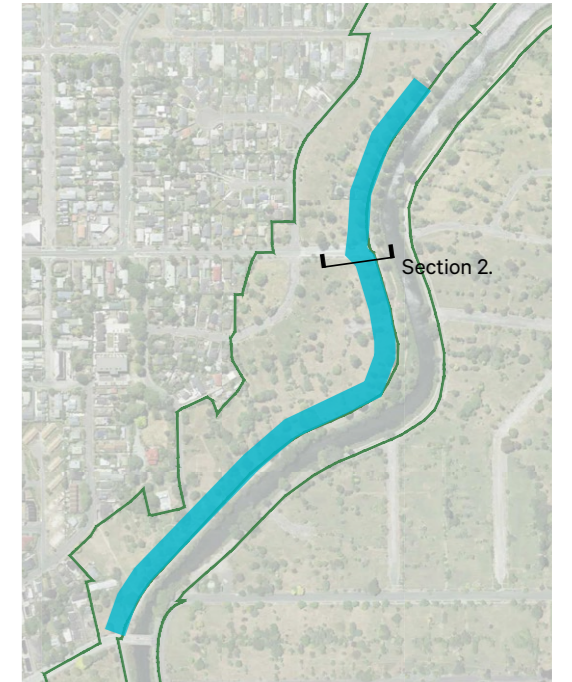
Proposed sections. River edge treatments.

Section 02 | Light Touch at River's Edge

Scale: 1:200

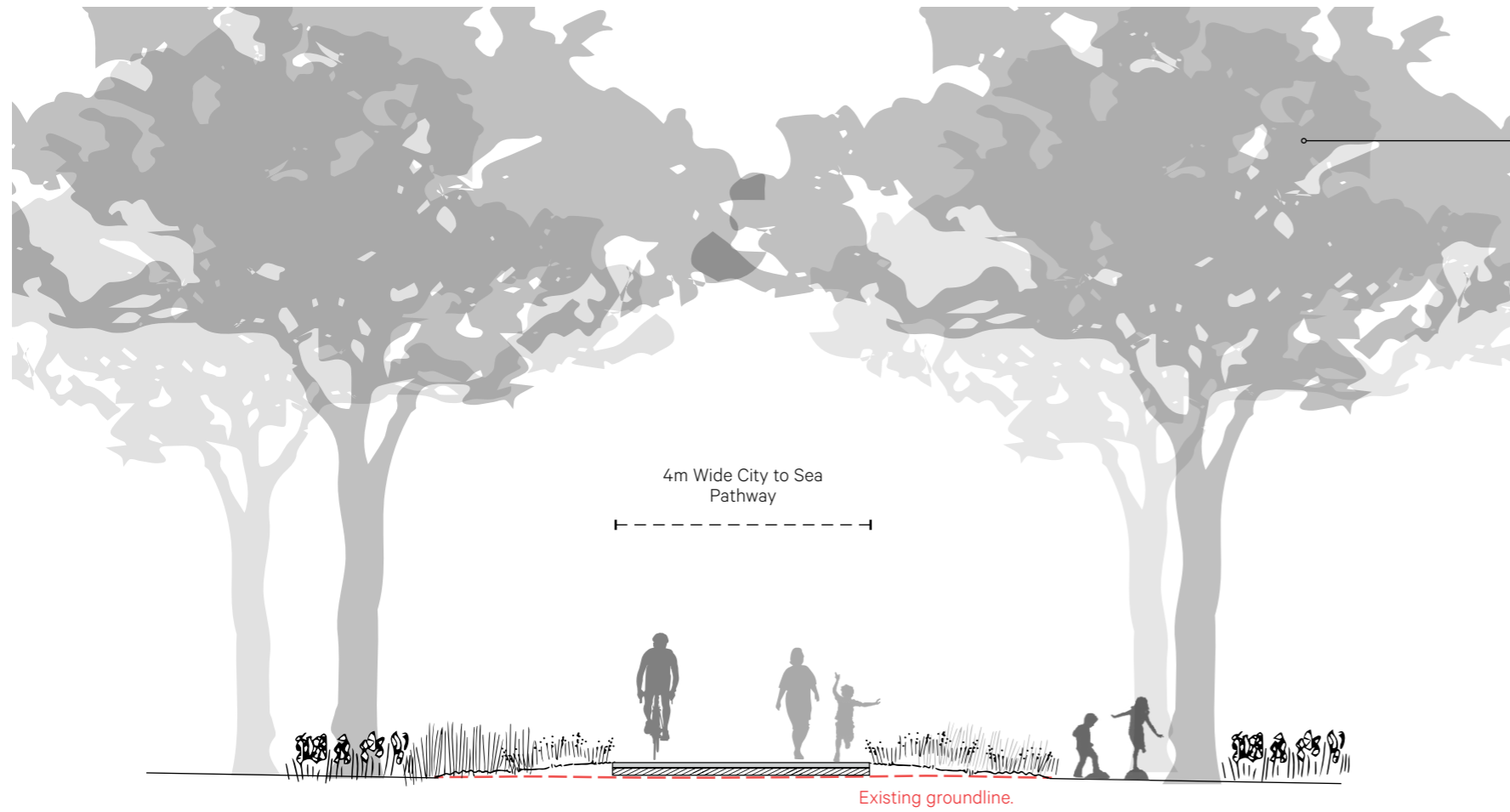
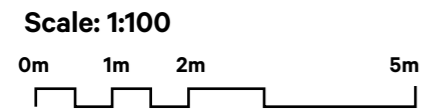


Location Plan:



Proposed sections. Inland treatment.

Section 03 | Light Touch Moving Inland.

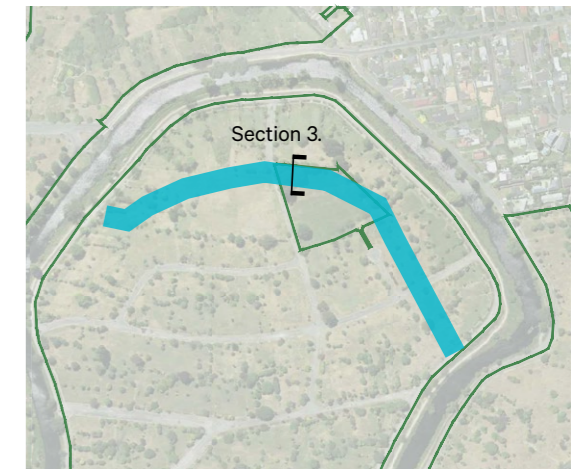


Prominent existing trees retained that provide shelter, beauty and interest. Remove any problematic shrubs and trees that block views, create CPTED issues or have undesirable character.

Alternate character and shape of planting with changes in landscape character. Seeded Mix of native and interest planting to allow maintenance vehicle and wandering movements.

Alternate character and shape of planting with changes in landscape character. Seeded Mix of native and interest planting to allow maintenance vehicle and wandering movements.

Location Plan:



Planting of light touch areas in this section of the pathway will be developed in conjunction with the staging of surrounding projects. A gradation of effort and vegetation type will reflect timing and nature of works surrounding the pathway over time.



Landscape Character.

Naturalised Edge and Regeneration Planting.



Naturalised Edge and Regeneration Planting Key Species.

Common Name	Latin Name
Toetoe	<i>Austroderia richardii</i>
Purei	<i>Carex secta</i>
Harakeke	<i>Phormium tenax</i>
Wiwi	<i>Juncus edgareae</i>
Wiwi	<i>Juncus sarophorus</i>
Hunangamoho	<i>Anemanthele lessoniana</i>
Kakaha	<i>Astelia fragans</i>
Mingimingi	<i>Coprosma propinqua</i>
Red-Stemmed	<i>Coprosma rubra</i>
Koromiko	<i>Veronica salicifolia</i>
Māpou	<i>Myrsine divaricata</i>
Ti kōuka	<i>Cordline australis</i>
Mānatu	<i>Plagiathus regius</i>
Horoeka	<i>Pseudopanax crassifolius</i>
Kōwhai	<i>Sophora microphylla</i>
Houhere	<i>Hoheria angustifolia</i>

Notes:
 Species lists are indicative only taking selections from lists of wet plains species in the Christchurch Ōtautahi Indigenous Ecosystems plant lists (Lucas Associates Ltd.)
 Full plant list to be discussed and developed with ecology team based on existing plantings and ecologically appropriate species selection.

Landscape Character.

Legacy Tree Infill Planting.



Legacy tree seedlings to be planted amongst the shelter of existing re-vegetation planting

Stage 2 re-vegetation species to be planted which require shade and shelter (marbleleaf etc.)

Legacy Tree Infill Key Species.	
Common Name	Latin Name
Ti kōuka	<i>Cordyline australis</i>
Horoeka	<i>Pseudopanax crassifolius</i>
Kōwhai	<i>Sophora microphylla</i>
Kahikatea	<i>Elaeocarpus dentatus</i>
Tōtara	<i>Podocarpus totara</i>
Hīnau	<i>Elaeocarpus dentatus</i>
Matai	<i>Prumnopitys taxifolia</i>

Notes:

Species lists are indicative only taking selections from lists of wet plains species in the Christchurch Ōtautahi Indigenous Ecosystems plant lists (Lucas Associates Ltd.)

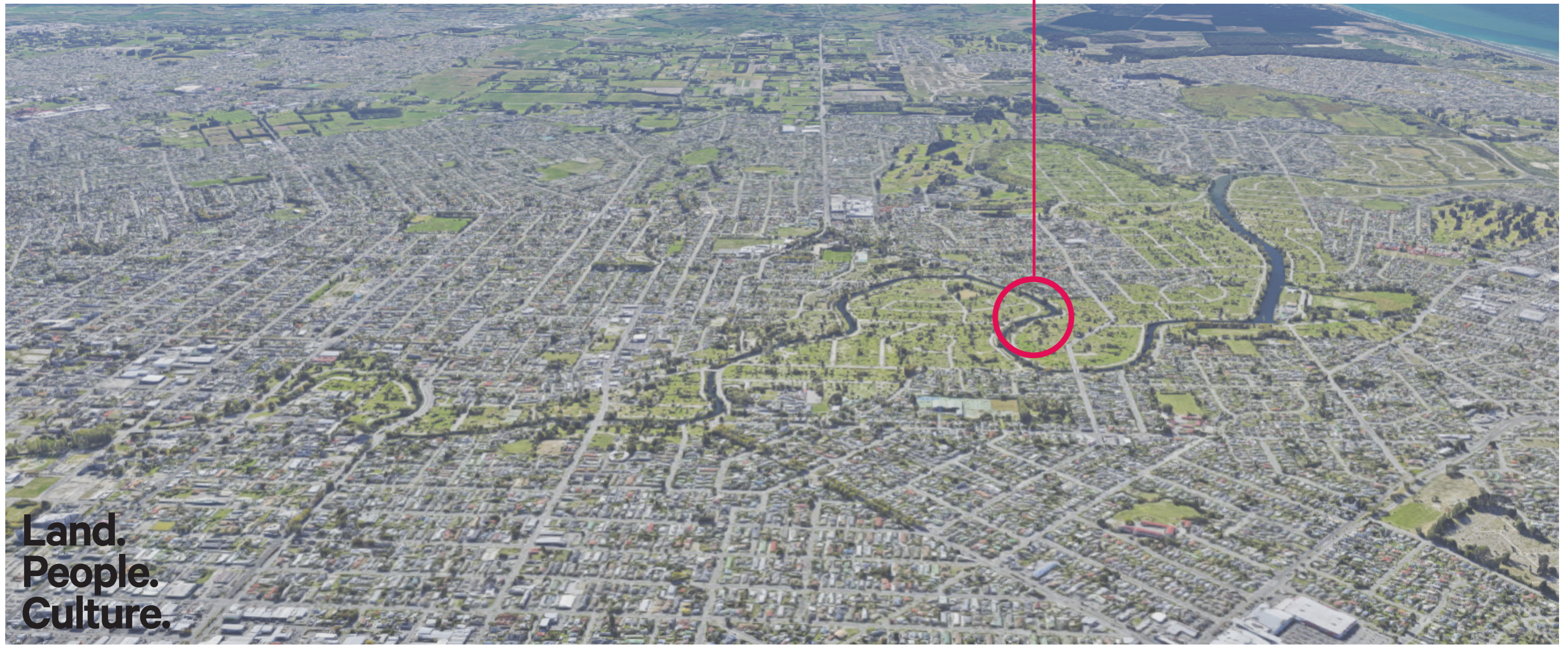
Full plant list to be discussed and developed with ecology team based on existing plantings and ecologically appropriate species selection.

Infill native planting that provides kai, rongoā, texture and interest to improve pathway experience. Planting to also provide buffer, food and habitat for birdlife.

Fourth Bridge.

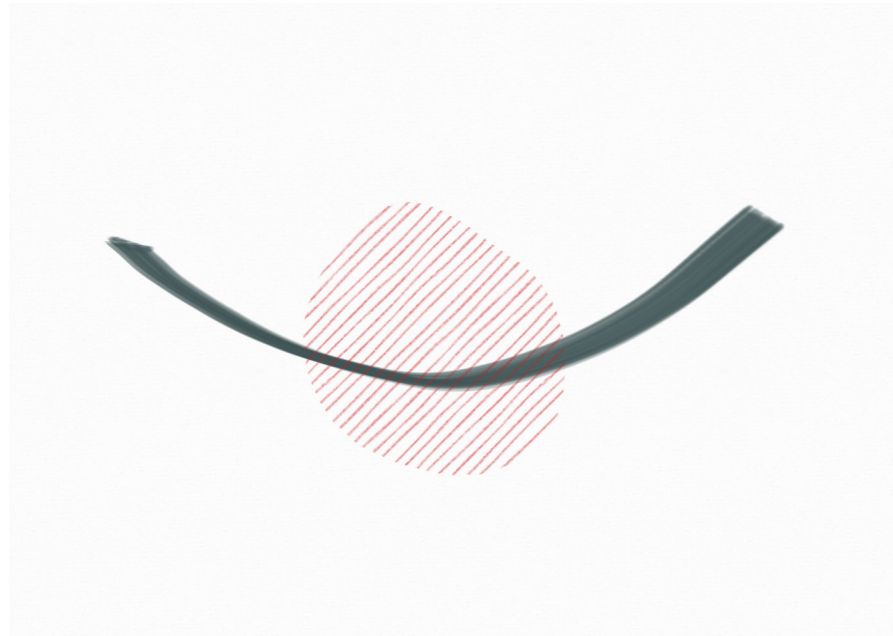
Ōtākaro Avon River Corridor.

Isthmus.



Land.
People.
Culture.

Concept Recommendation. Summary.



Design Summary.

Design Summary.

The concept explored the idea that the bridge referenced the strands of the Harakeke and how the bridge can connect / bind communities together and how it is connected to the landscape.

Key Concepts.

- Concept 2 is represented as a single span bridge from bank to bank with timber as a primary material.
- The use of Harakeke as a source inspiration for materiality and design thinking.
- Gateway elements either side of the bridge
- Structural form which represented a waka or mōkihi
- Elements of opposition and duality are explored with the language of the students work

Recommended Concept.

Concept 2 - Harakeke.

As we have progressed with our due diligence on the location of the bridge, the cost and structural system. It became evident that a single span bridge would be the most appropriate in this location.

What we liked:

- Duality - A language of duality and the idea of binding two elements together. A heaviness and Lightness.
- Waharoa - A gateway from Eden project to Dallington Forest of Remembrance.
- Flow - Flow of the river, the pathway and the form of the bridge.
- Vessel - Bridge as a vessel that sits softly on the land over the water and relates closely to the mōkihi
- Dialogue - A dialogue from one end to the other.
- Timber expressed as a primary element of the concept which aligns with the project principals of respect for the environment and innovation.

Image:

The image above is a model created by the University of Canterbury Engineering Students as part of our collaborative design process.

Design Inspiration.

Bridge as Vessel - Mōkihi:

The mōkihi was a form of raft, fashioned mainly from raupō and flax. These simple vessels were excellent for crossing lakes and rivers. The binding strands of the Mōkihi tie together clusters of raupō which form the vessel.

The images below are recreations of the Mōkihi. The binding elements are important elements which can be expressed in the proposed bridge.



Concept Development. Recommended Concept.



Concept Perspective.

Proposed Design.

Interpretation:

1. Bridge as a vessel - the form and profile of the bridge is representative of a waka / mōkihi.
2. Experience - The idea of experience was strongly communicated in the students design work. There are opportunities for how you experience the bridge from above and below. Soft crafted elements with a strong connection to the landscape.
3. The bind - an important element of the mōkihi will be expressed through various elements of the bridge. Structural connections, pathway materials and balustrade elements.

Note:

The current form and materiality of the bridge is indicative only and subject to design development and mana whenua input.



Concept Axonometric.

Concept Development. Precedent Imagery.





RMM

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LANDSCAPE ARCHITECTS

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OARC City to Sea Pathway (East)

Socialisation Plan Package

01 February 2023

Project Masterplan

Masterplan Description

City To Sea

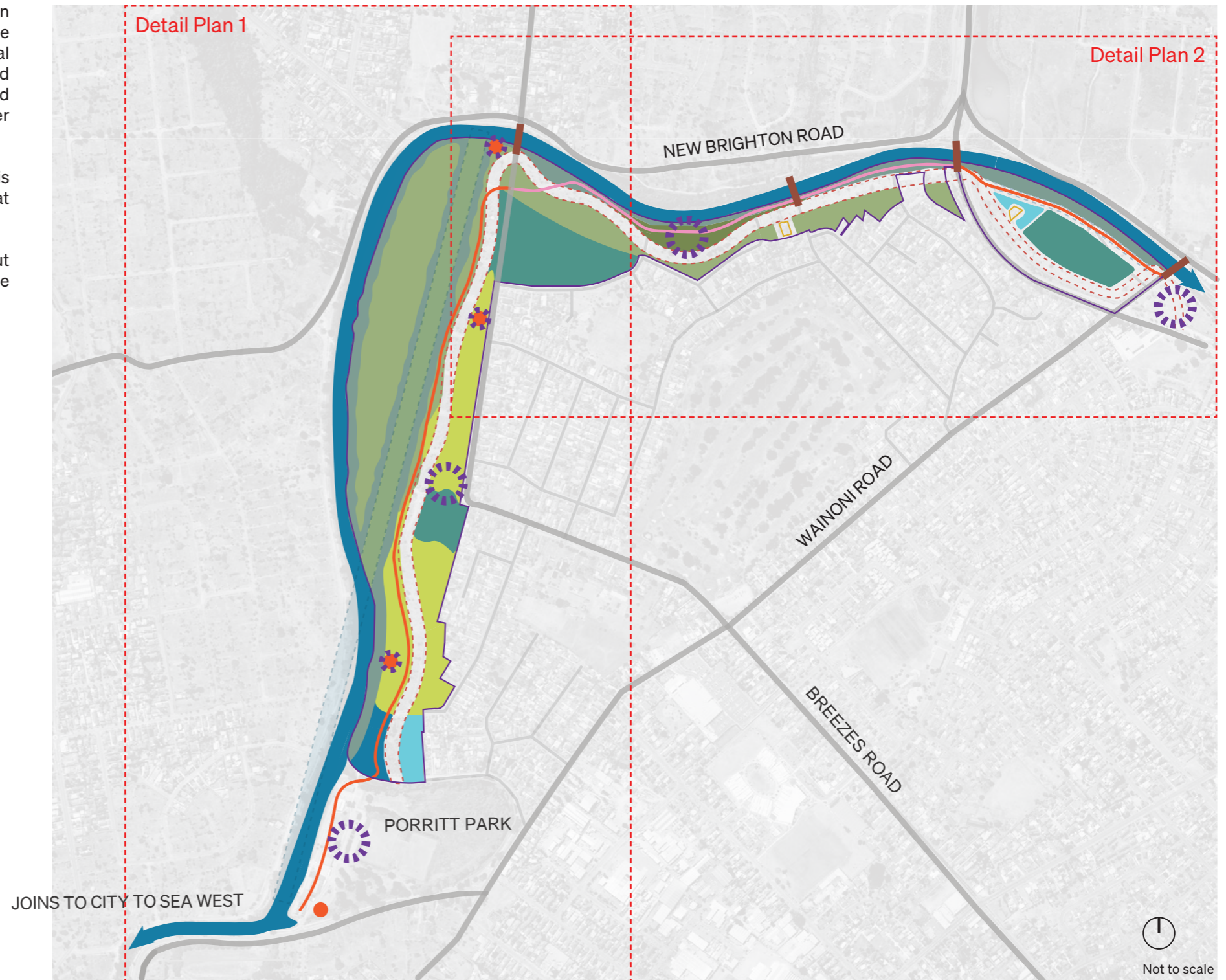
The path is proposed to enter the red zone over a footbridge at Kerrs Reach then travel through the well established remnant residential landscape of the Avondale Road area. This journey will include passing historic house sites and the original Kerrs Ferry Crossing location. It will then more closely follow the river along the old Hulverston Drive alignment and travel under the Anzac Drive. The downstream end of the path will follow a temporary alignment until adjacent stopbank and stormwater projects are resolved.

The Regeneration Plan signalled four large “landings” along this length of river. This proposal shows the two central landings with a number of smaller feature areas that capitalise on local history, culture and community focal points.

Surrounding proposed land uses are not strictly part of the path development but are provided here for context. These works are described as “possible” on the following pages.

Legend

- Historic Site
- ⊗ Proposed City To Sea Feature Area - Information/Recreation/Play
- ⊗ Proposed Regeneration Plan Landing
- Existing Bridge
- Proposed Community Parks and Gardens - As per Regeneration Plan
- Proposed Ecology - Dryland
- Proposed Ecology - Wetland
- Proposed Stormwater
- Existing Wetland
- Proposed Wetland
- - - Proposed Kerrs Reach Flatwater Proposal
- Proposed Permanent City To Sea Pathway
- Proposed Temporary City To Sea Pathway
- Project Boundary
- - - Proposed Stopbank
- - - Proposed Stormwater Bund
- Existing Roads
- Existing Private Property in OARC Area






















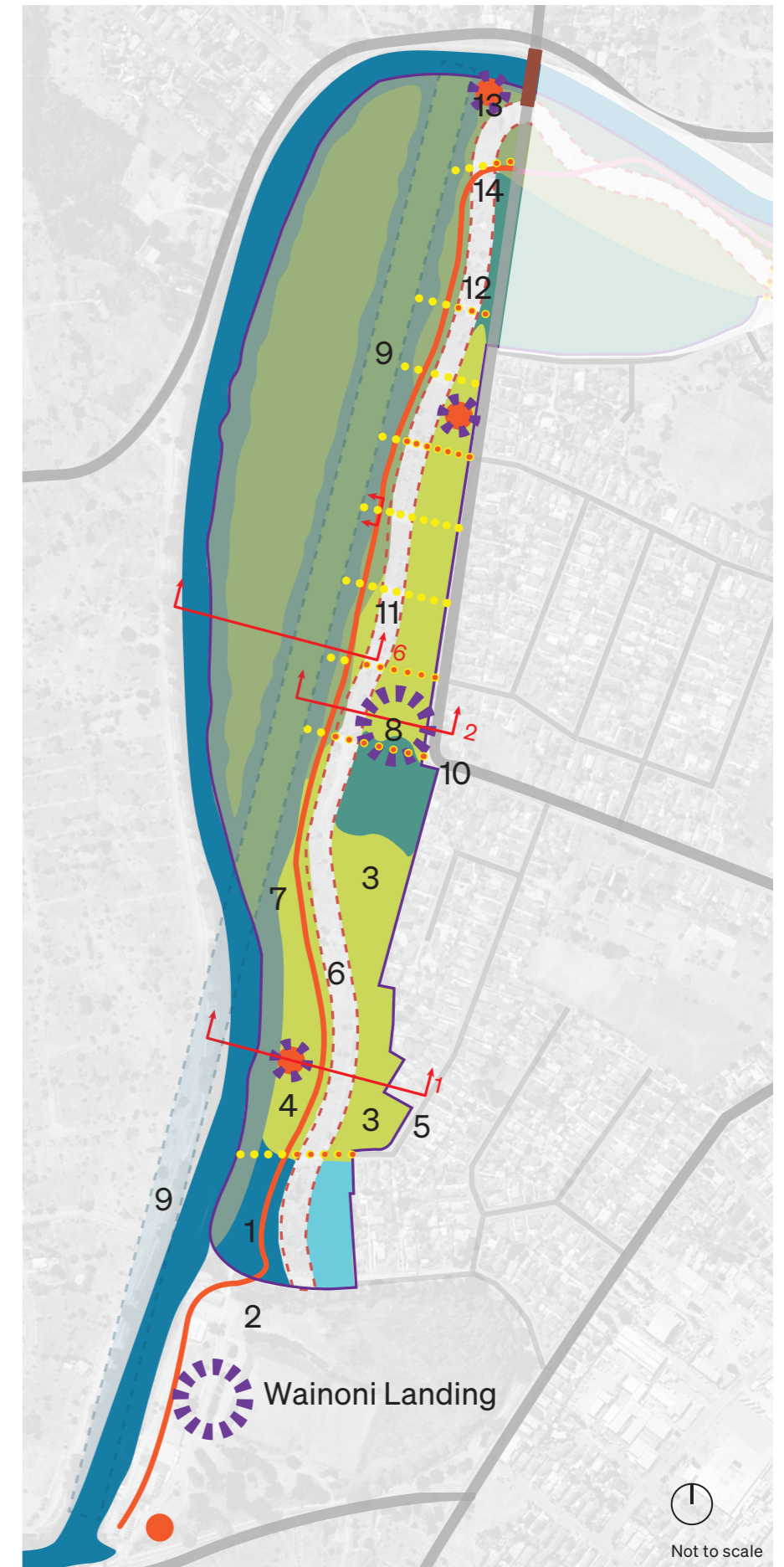
Detail Plan 1

Kerrs Reach Section

- 1 Existing Wetland – Increase in size, protect and plant in ecological species. Provide opportunity for linking to the river.
- 2 C2S Path and Bridge – Path links from in front of the Wainoni Landing across the tributary to east of the existing wetland. This may mean, based on further investigation that the existing bridge location will need to be moved.
- 3 Possible Community Gardens – Part productive, part community park space from the end of Pembroke St linking back to Breezes Rd to the north.
- 4 Possible Community Park and Feature Area – This area fronting the river focuses on the historic house site and using valuable existing planting to create a park space with mature amenity and a historic focus. The Feature Area could focus opportunities include a play area and historical information.
- 5 Proposed Connections – A path and stormwater connection to Pembroke St is proposed.
- 6 Possible Stopbank Location – located to optimise surrounding land uses and protect existing site features.
- 7 Proposed Narrow Section - The proposed layout allows a large area for the proposed Landing fronting Avondale Rd and a proposed stormwater detention area to the south. This allows a narrow river fronting area that retains existing significant trees and contains proposed ecological planting.
- 8 Possible Avondale Landing Location - The possible location is an adaptation of the Regeneration Plan. In this case the possible Flatwater Proposal may not allow the originally proposed landing location. The focus opportunities here are for the history of the site and the Regeneration Plan based on community gardens and urban and sustainable farming.
- 9 Possible Flat Water Proposal – This proposal is for a water sport cut through the existing land to provide better training and racing facilities for Kerrs Reach. This would also create an island in the river providing excellent ecological habitat opportunities. Should this not go ahead the proposal is to provide a wetland area along the same line which would provide ecological and habitat opportunity for this section of river. (See Pictorial Section 6)
- 10 Proposed Connections – An important connection from Breezes Rd and Chisnalwood School is proposed. There are stormwater swale connections based on the previous roads on site draining towards the river and paths connection each of the existing roads into the site to the C2S path.
- 11 Possible Stopbank Location – Located to optimise Community Garden space.
- 12 Possible Stopbank Location – Located to optimise river bank ecological space and protect existing trees.
- 13 Proposed Feature Area – Proposed area provides focus opportunities for connection to Waikakariki and the Kainga of Te Oranga, the Kerrs Ferry Crossing and the start of the Kerrs Reach Flat Water proposal.
- 14 Proposed C2S Path Road Crossing – Proposed location of road crossing to be confirmed. C2S changes from permanent location to temporary location as it crosses Avondale Rd.

Legend

	Historic Site		Proposed Permanent City To Sea Pathway
	Proposed City To Sea Feature Area - Information/Recreation/Play		Proposed Temporary City To Sea Pathway
	Proposed Regeneration Plan Landing		Project Boundary
	Existing Bridge		Possible Stopbank
	Possible Community Parks and Gardens - As per Regeneration Plan		Existing Roads
	Possible Ecology - Dryland		Proposed Stormwater Swale
	Possible Ecology - Wetland		Proposed Stormwater Swale and Path
	Possible Stormwater		Pictorial Sections
	Existing Wetland		
	Possible Wetland		
	Possible Kerrs Reach Flatwater Proposal		

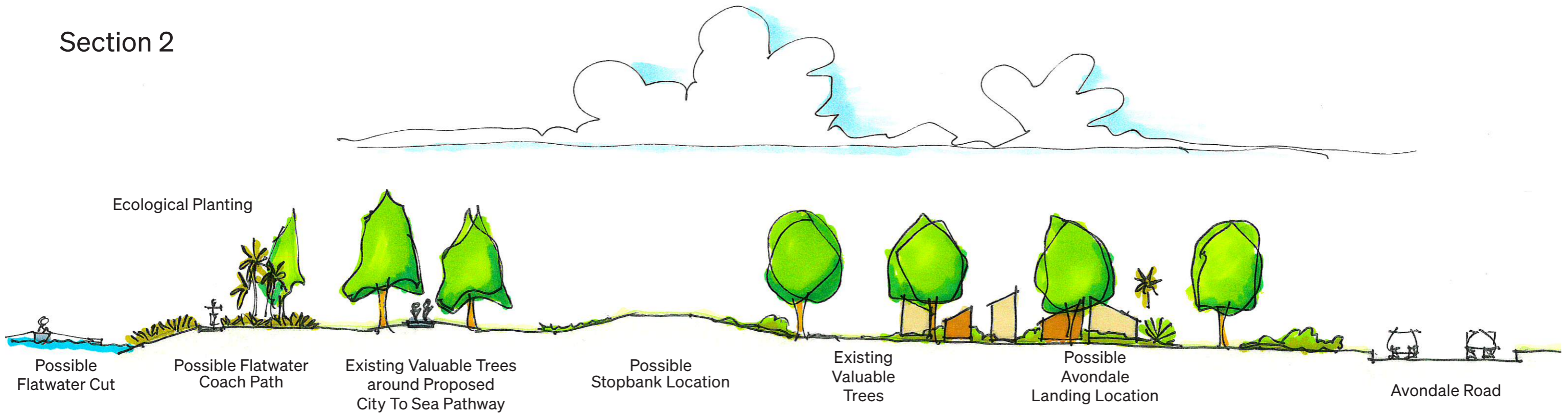


Pictorial Sections

Section 1



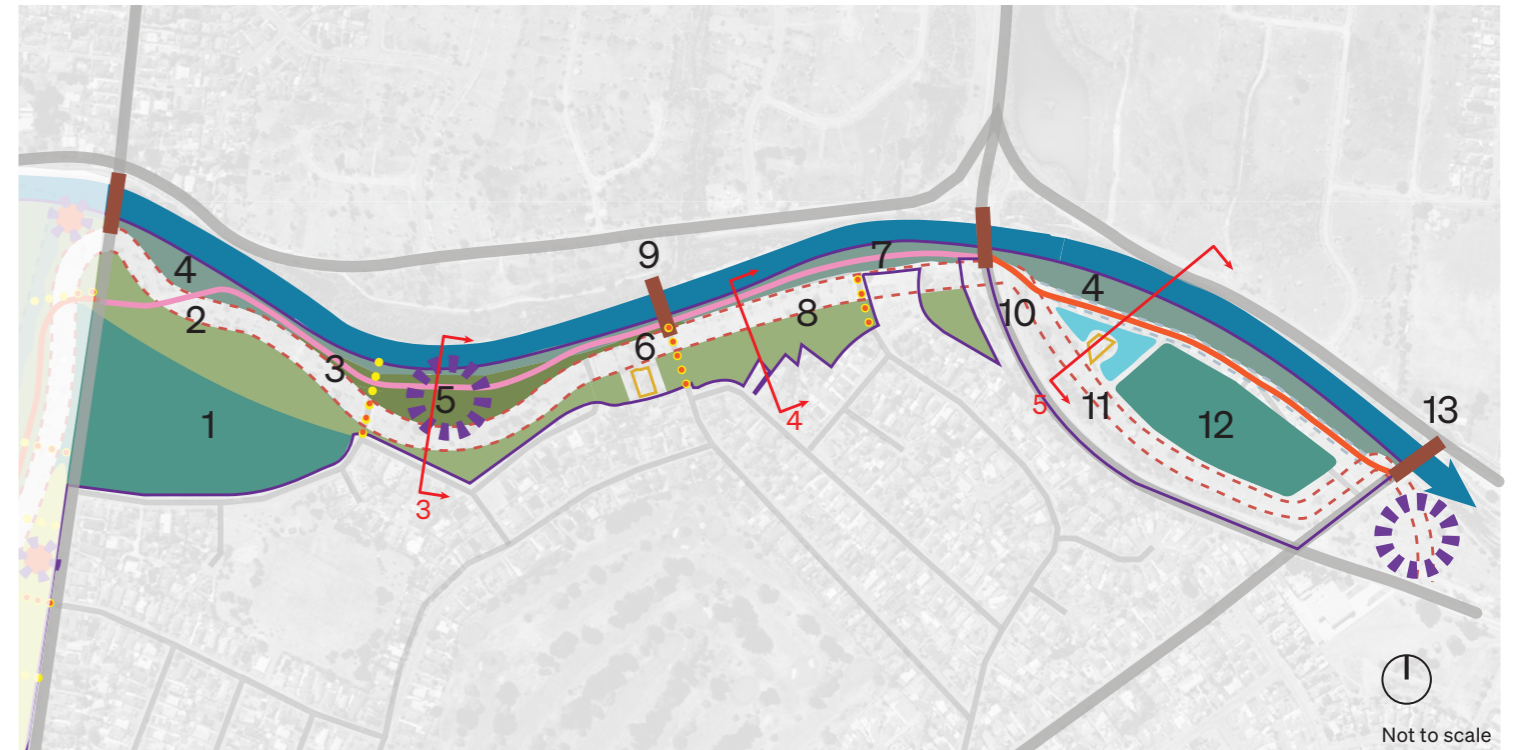
Section 2



Detail Plan 2

Hulverston Drive to Wainoni Road Section

- 1 Proposed Stormwater Area – Treatment is proposed in this area in the Regeneration Plan. The final design and size is to be confirmed. The existing Avondale Community Garden will be part of the decision making process.
- 2 Possible Stopbank Location – Positioned to retain existing trees at rivers edge, optimise stormwater space on southern side and then to allow space for the proposed Travis Landing and a surrounding ecological area.
- 3 Proposed Temporary City to Sea Pathway Alignment – The proposed temporary path runs along the Hulverston Drive alignment to Anzac Drive. A permanent path alignment will be confirmed as the surrounding works such as the stopbank and the stormwater treatment are confirmed.
- 4 Proposed River Margin – It is proposed to develop the margin in the short term to optimise river and inter-tidal ecology. This can be expanded once temporary C2S path and existing temporary stopbank are removed.
- 5 Proposed Travis Landing – The proposed location is as per the Regeneration Plan. The focus opportunities here are for the natural ecology of the riverbank and the cultural use of plants that occur in the is environment as well as the historic trail along the river.
- 6 Proposed Connections – There are important community connection and stormwater points from Mervyn Drive, Chardale and Briarmont Streets and Orrick Crescent.
- 7 Narrow Section of Corridor – This Long, narrow section of corridor has the potential to become no-ones land so it is proposed to locate the stopbank towards river to create community space on the southern side, protect existing trees on north side and allow the retention of the Orrick Crescent Community Garden..
- 8 Possible Stopbank Location – Positioned closer to river for reasons stated but also minimises overlooking from stopbank into private properties.
- 9 Proposed Connections – It is important to connect to the existing pedestrian bridge from the end of Briarmont St to the north and to Orrick Crescent. There will also be stormwater connections at these points.
- 10 Proposed Anzac Drive Crossing – in the short term it is proposed to provide a safe access under the Anzac Drive Bridge. The long-term solution is to be confirmed.
- 11 Possible Stopbank Location – the proposed location is shown close to Anzac Drive. This has practical benefits including land strength away from the river.
- 12 Proposed Stormwater Wetland – This wetland is an important part of the stormwater network. The proposed solution is to put stormwater north of stopbank with a lower, protective bund adjacent to the river. This placement would still allow ecological development and planting of the river bank.
- 13 Proposed Connections – There is an important connection to Wainoni Road and across the road to the proposed Rawhiti Landing on the eastern side of the road. This are will also be a crossing point and connection to the north over the river to existing Bower Park and the adjacent community and commercial facilities.

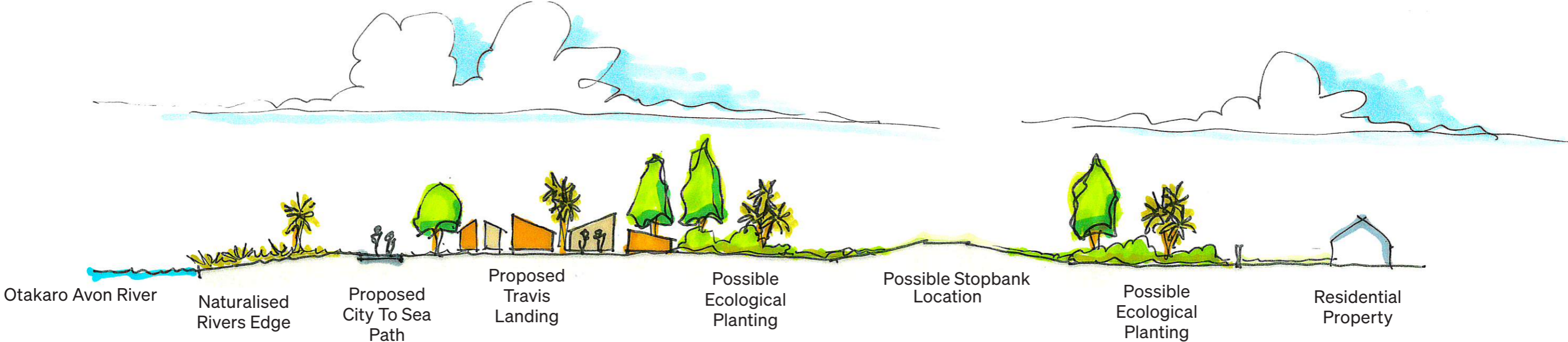


Legend

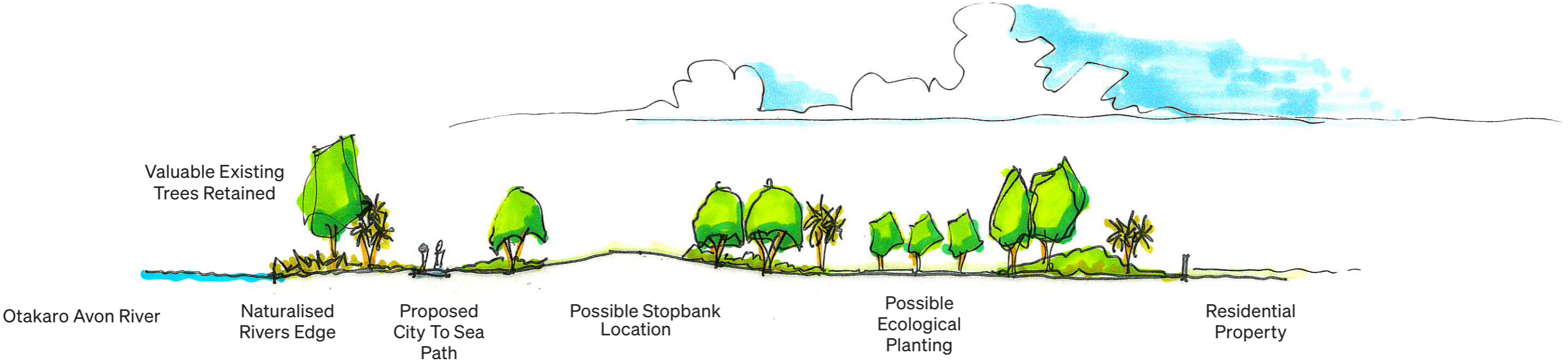
	Proposed Regeneration Plan Landing		Proposed Permanent City To Sea Pathway
	Existing Bridge		Proposed Temporary City To Sea Pathway
	Possible Ecology - Dryland		Project Boundary
	Possible Ecology - Wetland		Possible Stopbank Location
	Proposed Stormwater		Proposed Stormwater Bund
	Proposed Wetland		Existing Roads
			Proposed Stormwater Swale
			Proposed Stormwater Swale and Path
			Pictorial Sections
			Existing Private Property in OARC Area

Pictorial Sections

Section 3

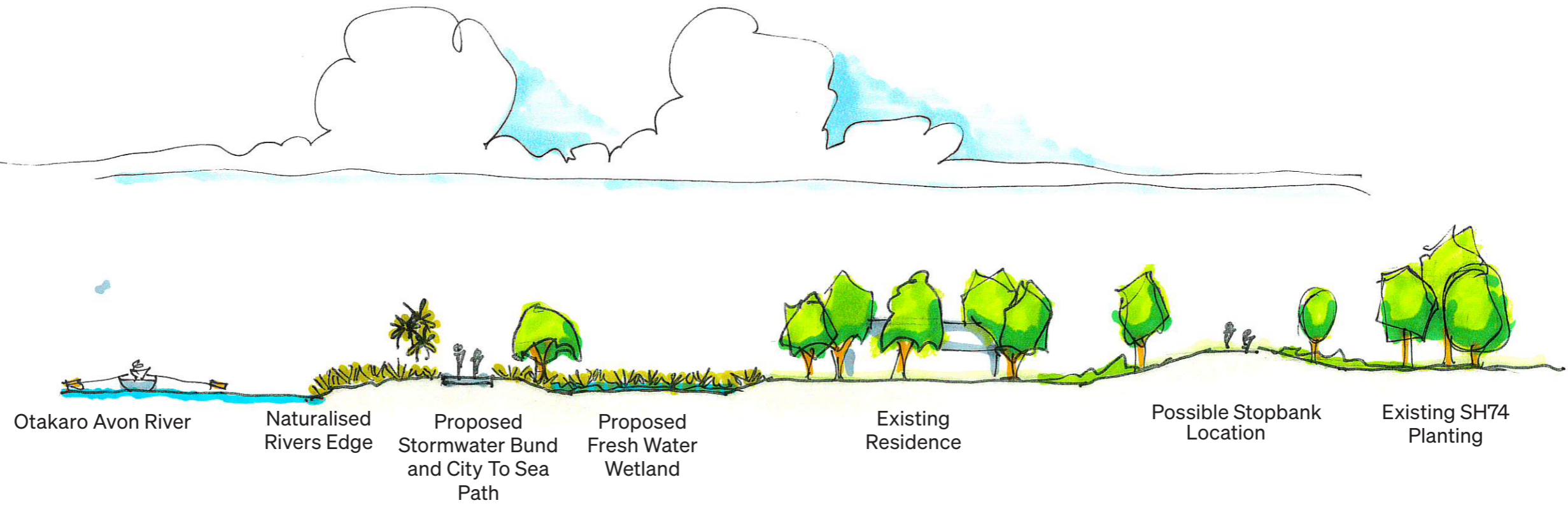


Section 4



Pictorial Sections

Section 5



Section 6

