

# CHRISTCHURCH CITY COUNCIL Draft LTCCP 2009-19

## - Received by Email

<b>Name:</b>	Scott Menzies Email: scottmenzies@yahoo.com
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**I wish to talk to the main points in my written submission at the hearings**

<b>Sent:</b>	Thu 16/04/2009 1:26 pm
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<b>Your Submission:</b>	<p><b>ISSUE TO CONSIDER: New metropolitan library</b></p> <p>WHAT ACTION SHOULD COUNCIL TAKE: Please refer to the attached document</p> <p>WHY IT SHOULD BE DONE: The attached proposal fulfils the following Community Outcomes: -a safe city -a city of inclusive and diverse communities -a city of people who value and protect the natural environment -a prosperous city (through the use of knowledge gained by using the library) -a healthy city -a city for recreation, fun and creativity -a city of lifelong learning -an attractive and well-designed city.</p> <p>and it also meets the requirements for a new metropolitan library outlined in the Library Facilities 2025 plan.</p> <p>I also wish to state in this part of my submission that I fully support the extension of the tramway and believe it will play a substantial role in meeting the expressed desire of Christchurch citizens to rejuvenate the city centre.</p> <p><b>ISSUE TO CONSIDER: New public transport exchange</b></p> <p>WHAT ACTION SHOULD COUNCIL TAKE: Please refer to the attached document for details.</p> <p>With the purchase of the Lichfield Street site for a new transit exchange Christchurch is presented with an opportunity to create an inspiring new civic space of light, steel and glass.</p> <p>Please find attached a vision statement containing a proposal for how this opportunity can be seized so as to create a transportation hub and civic asset of high architectural, functional and environmental standards.</p> <p>You'll find links throughout the document that you can click on for further information on the ideas and great examples worldwide that have inspired this vision.</p> <p>Furthermore I note the City Council's Central City Revitalisation Project Stage II Strategy document notes the city lacks a suitable inter-city bus terminal, and that current kerb-side facilities provide a 'less than glorious' entry point for tourists.</p> <p><a href="http://www.ccc.govt.nz/CentralCity/CCRPStage2.pdf">http://www.ccc.govt.nz/CentralCity/CCRPStage2.pdf</a></p> <p>Council proposes in that document building an inter-city terminal. However the design I propose would provide a distinctive and stylish entry point for inter-city buses and save the expense and hassle of constructing a separate terminal.</p> <p>WHY IT SHOULD BE DONE: The attached proposal fulfils the following</p>
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Community Outcomes:

- a safe city
- a city of inclusive and diverse communities -a city of people who value and protect the natural environment
- a prosperous city (through the efficiencies gained by better transport flows)
- a healthy city
- a city for recreation, fun and creativity (through facilitating easy access to these things) -a city of lifelong learning (through the example of environmentally friendly architecture) -an attractive and well-designed city.

**ISSUE TO CONSIDER: '50,000 Trees Christchurch'**

WHAT ACTION SHOULD COUNCIL TAKE:

The Mayor, Bob Parker, has publically pledged to plant more trees in Christchurch during his term (<http://www.ccc.govt.nz/Mayor/SustainableCity/>)

I propose planting 50,000 trees within the urban area by 2020.

This is based on New York City's 'MillionTreesNYC' initiative which aims, as the name suggests, to plant one million trees, within a decade. So far over 98,600 trees have been planted.

<http://www.milliontreesnyc.org/html/about/about.shtml>

The Mayor, Bob Parker, has publically pledged to plant more trees in Christchurch during his term (<http://www.ccc.govt.nz/Mayor/SustainableCity/>)

Given New York has a population of around 8 million, one million trees represents around one tree for every eight people. Based on Christchurch's 350,000 population an eighth would be around 43,000, but I've rounded it up to take into account population growth over coming years.

As with the New York City initiative, Christchurch City Council could find private business sponsors to assist in reaching the target. Partnerships would also need to be made, as in New York, with relevant community-based and non-profit groups, local authorities, corporate and small businesses, developers, architects and landscape designers, private property owners and of course the good people of Christchurch.

One of the great things about 50,000 Trees Christchurch is that everyone can participate. All can "plant a legacy when you plant a tree - an extraordinary gift to Christchurch for generations to come."

"Trees help clean our air, and reduce the pollutants that trigger asthma attacks and exacerbate other respiratory diseases. They cool our streets, footpaths, and homes on hot summer days. Trees increase property value, and encourage neighbourhood revitalisation. And trees make Christchurch an even more beautiful and comfortable place to live in, work in, and visit." [adapted from the MillionTreesNYC site]

50,000 Trees Christchurch- Growing the Garden City.

WHY IT SHOULD BE DONE: This proposal fulfils the following Community Outcomes:

- a city of inclusive and diverse communities (programme is open to all) -a city of people who value and protect the natural environment
- a prosperous city (through the efficiencies gained by healthier citizens)
- a healthy city
- a city for recreation, fun and creativity (through facilitating a better environment for these activities) -a city of lifelong learning (through the example of environmentally friendly actions) -an attractive and well-designed city.

Thank you for your time.

# **Library Facilities 2025 Plan**

## **New Central Library Site & Building Proposal**

### **Site Proposed:**

The current Central Police Station carpark and former King Edward Barracks site; i.e. the block bounded by Hereford, Montreal and Cashel Sts and Cambridge Tce.

#### ***Close to civic amenities***

This site meets plan requirements to be close to existing civic amenities, in this case the Art Gallery, the new Council Chambers, Arts Centre and Museum.

It is immediately adjacent to, and can be regarded as an extension of, the Cultural Precinct.

#### ***Close to transport hub***

This site is closer to the new Central Transit Exchange to be built in Lichfield St than the existing library.

The tram passes down Worcester Boulevard and will in future run along Cashel St and Oxford Tce, adding further connectivity.

Carparking can be provided underneath the library building and any housing, similar to that provided for the Art Gallery.

Sheltered bicycle stands that compliment the building's architecture can be provided at street level near entrances.

#### ***Partnership***

It meets plan requirements for 'partnership', in this case with the site owners, Ngai Tahu.

#### ***Mixed Use***

The site is large enough for a future-proofed library building and high density mixed-income housing.

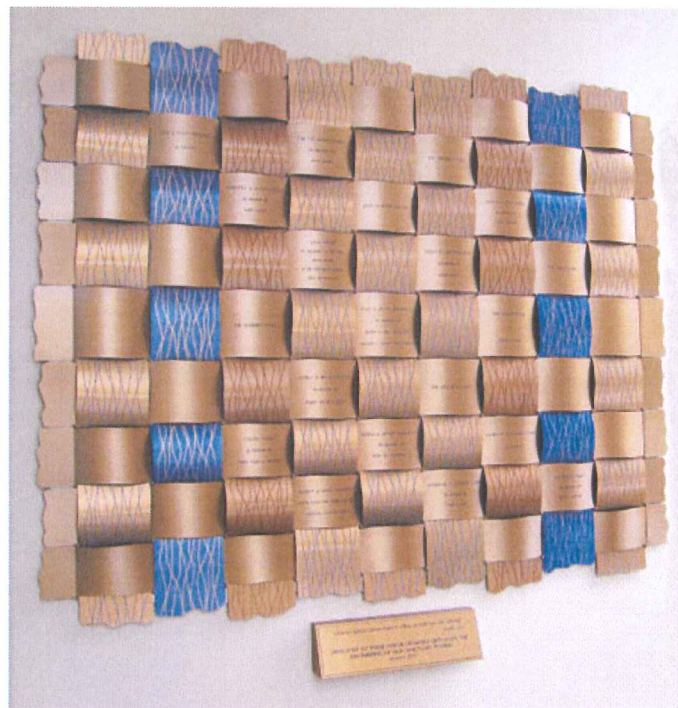
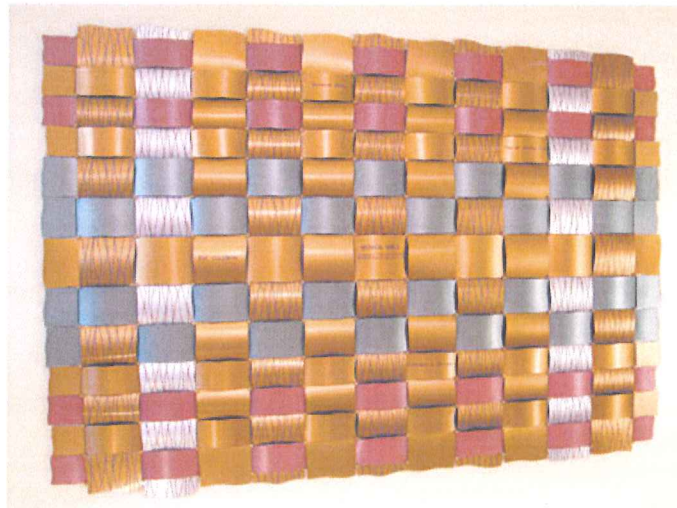
## Major Building Features Proposed:

### *Woven Wall*

Representing the tapestry of cultures that make up Christchurch, a Maori *kete*, and a library's role as a basket of knowledge, the woven wall would add sculptural texture to the Hereford St façade and would be a major indicator of the building being a civic icon. It would be the chief 'building as art' feature.

By echoing but not slavishly mimicking the linear lines of the neighbouring Police Station, new Council Chambers and St Elmo Courts, the woven wall would also convey a library's role as a home of intellectual independence and debate through its textural curves and its disconnect from surrounding architectural convention.

The wall would serve a practical purpose too as this part of the façade receives less sun than the NW corner.



### ***NW Corner Glass Walls***

The NW corner of the site is the sunniest and would be an excellent location for a café, reading room(s) with great views, meeting rooms and the staff room. To make the most of this aspect, glass walls composed of glass which minimises glare and heat absorption but allows maximum daylight harvesting would be used on this corner. (Refer the glass used in the central Seattle Public Library). This is effectively a continuation of the Hereford St 'window wall' (see below) around the NW corner onto Montreal St.

The corner itself would bulge outwards in the form of bay windows from the first floor and up, reminiscent of the spine on an opened book, allowing external views down Hereford and Montreal St.

This permits library users further interface with the physical context of the library's location, views of cars flowing by on Montreal St (a dynamic feature) and excellent views at higher levels of the building across the Arts Centre neighbourhood, Botanic Gardens and the Southern Alps (if the building extends high enough).

### ***Window Wall Framing St Elmo Courts***

A glass wall extending the height of the building, on the NW end of the Hereford St façade, 'merged' with the woven wall, would offer a flattering external view of the grand old St Elmo Courts building opposite (photo below) and take advantage of the NW sunshine aspect. (St Elmo Courts is illuminated at night, offering an extra frisson of delight as one looks out).

This also permits library users to interface with the physical context of the library's location within the city centre.



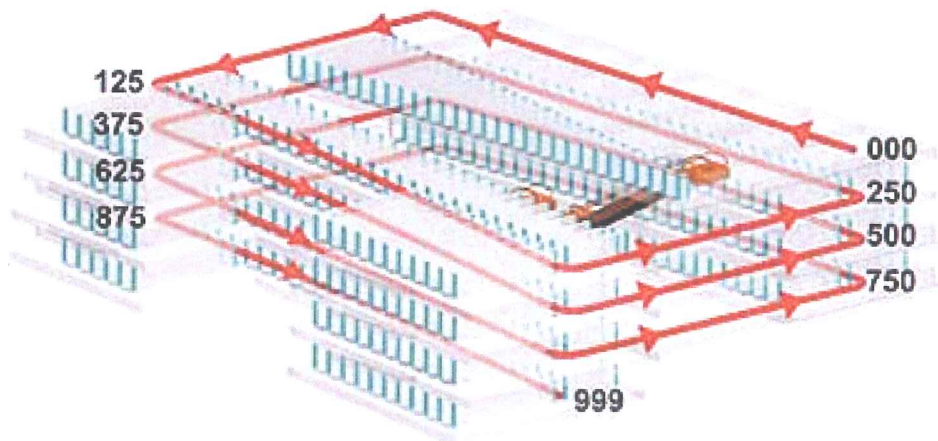
## **'Dewey Ramp'**

Meeting the facility plan's requirement for building efficiency, future-proofing and ease of access for the mobility challenged, the 'Dewey Ramp', a concept used in the central Seattle Public Library, allows easy public and staff access to non-fiction in a continuous sequence.

E.g.:

### **CONTINUOUS COLLECTION**

© 2000 OMA/LMN



The ramp would be orientated inside the building at a diagonal to the site itself, from SE to NW. This follows a pedestrian desire line from the SE Cashel St/Cambridge Tce site access points to the sunny NW corner. (see below for comments by Seattle Library architect Rem Koolhaas on the Dewey Ramp)

### ***Rem Koolhaas, the architect of the Seattle Public Library, on the "Dewey Ramp":***

"The Books Spiral was kind of for us an architectural way of undoing some of the sadness of the typical library, where it kind of really divided in a number of compartments that have very dull-sounding names like "humanity," "sciences," blah, blah, blah. We felt that those categories are not necessarily the most exciting and encouraging categories in terms of dividing a library, so it enabled us to create an undivided sequence of books where of course the divisions actually exist and all the kind of cataloging systems perform their task, but the point was to create a kind of single, undivided sequence, because we felt that one of the points of a library was that there are accidents and that you find yourself in areas where you didn't expect to be and where you kind of look at books that are not necessarily the books that you're aiming for. So it was to create a kind of almost arbitrariness — or to create a kind of walking experience, an almost kind of urban walk ... a kind of Rotterdam, a very efficient, direct aiming for limited destinations.

**Q:** There was some question of whether there'd be enough room for books. Is there and will there be?

**A:** Yeah, that's not an issue. We were very scrupulous in terms of the number assessment, and so there is ample room for expansion.

(From the Seattle Times, 09/09/08)

### ***Glass and Green Roof***

The internal open space in the middle of the ramp would extend the height of the building, ultimately covered by a glass roof offering a view of the great Canterbury sky above, flooding the interior of the library with light. The Vancouver Public Library provides a good example of the type of effect created by such a roof (see photo next page), as does the glass arcade roof of Cathedral Junction in Christchurch on a lower scale.

The space at ground level directly below the glass roof could be grassed, with 'park benches' around the edge creating a pleasant place to meet, converse, eat, and read.

A 'green roof' assists in meeting plan requirements that facilities be environmentally conscious.



## ***Study Space***

Many library users are there to study, and provision for this needs to be included in any new building. Otago University Library's 'study-wall' design could be copied, making up some the internal walls of the 'Dewey Ramp' facing the proposed glass-roofed central atrium. Rather than plain panels though, as used at Otago (shown below), instead use internal Linea board panels in white which would create a clean, character effect, be a trace 'memory link' to Christchurch colonial wooden architecture, and bounce the daylight coming through the glass roof overhead. Laptop jackpoints would be included at each study space, futureproofed for new technology.



## ***Art***

In keeping with the civic importance of the central library, its location within the Cultural Precinct and a desire to make the library a special iconic destination, public art can be featured within and adjacent to the new building. The art must compliment the building. A piece or pieces of art at ground level that children and children-at-heart can enjoy (sit on, clamber over) would be welcomed.

## High Density Housing:

The Greater Christchurch Urban Development Strategy and Central City Revitalisation plan calls for an increase in the number of inner city residents. The libraries facilities plan also promotes mixed use facility development. In this proposal, the Cashel Street side of the site would be developed into high density mixed income housing in partnership with Ngai Tahu, in the form of terraced housing.

The northern aspect of the housing would have large windows, terraces and balconies to take advantage of the sun, while the 'rear' or Cashel St side would create a noise and safety barrier to the street and colder southern aspect. Appropriate street trees could be planted on the Cashel St side.

The housing would be architecturally styled to take into consideration the prevailing character of the neighbourhood, particularly the older houses and buildings on the portion of Cashel St between Rolleston Ave and Montreal St. This would provide some continuity in character and provide a dramatic and interesting contrast to the new library building.

Suggested major material for the Cashel St façade would be Linea board, with combined with pitched roofs would honour older colonial heritage style.

Premium apartments and/or offices and/or part of the library itself could be located on the Cambridge Tce portion of the site, affording views of the Avon River and the Strip opposite.





## **Carparking/Site Access/Book and material checkout:**

Short term carparking for drop off/pick up would be on Hereford St at grade, while longer term parking would be below grade beneath the library building.

Below grade parking and storage for the Police could also be incorporated as a sub-basement if required (access closed to public).

Entrance for public, service and staff vehicles to the below grade carparking and delivery bay would be from Montreal St (at the southern end of the Montreal St façade). The exit would be onto Cashel St, allowing people the choice of turning toward Durham St or Montreal St. Normal pedestrian safety and sight line protection measures would be put in place.

Pedestrian access to the library from Cashel St would be through an 'arch' beneath part of the high density housing and/or from Cambridge Terrace ('Riverside'). There would be access to and from the Hereford St side, which would complete the pedestrian desire line through from Worcester Blvd via the new Civic Chambers. Pedestrians from Cashel St mall, the tram and the new Lichfield St bus exchange would approach the new library from this direction.

Hereford St between Cambridge Tce and Montreal St would have new streetscaping including traffic calming measures, pedestrian priority measures and sheltered bicycle stands.

Chief book/material check out desk would be on the North –South (Cashel St to Hereford St) pedestrian desire line.

## References:

**Seattle Public Library**

<http://www.arcspace.com/architects/koolhaas/Seattle/>

**Seattle's New Library (via Seattle Times)**

<http://seattletimes.nwsouce.com/news/local/library/>

**Vancouver Public Library**

[http://en.wikipedia.org/wiki/Vancouver\\_Public\\_Library](http://en.wikipedia.org/wiki/Vancouver_Public_Library)

**Otago University Library photos**

[http://www.library.otago.ac.nz/services/admin/photos\\_recent.html](http://www.library.otago.ac.nz/services/admin/photos_recent.html)

**Linea Board**

[http://www.jameshardie.co.nz/index.php/ps\\_pagename/product/pi\\_productid/4](http://www.jameshardie.co.nz/index.php/ps_pagename/product/pi_productid/4)

## Site Context Photos



(above) Sunny NW corner of the site. A glass wall and bay windows resembling the curved spine of an open book would wrap around the corner for maximum daylight harvesting, providing magnificent external views of St Elmo Courts opposite, the Arts Centre area and the dynamism of Montreal St. A café, reading and 'living' rooms could be located in this corner. A glass roof over the library's central atrium, which would be on a diagonal to the rest of the building, would take advantage of the NW sun plane.



(above) The Art Deco West Avon apartments- the glass wall Montreal St façade of the library would frame a view of this historic building and its neighbourhood.

Through flattering external views of this building and St Elmo Courts, and the library's façade of Linea board, copper, brick and glass, the new library would be an iconic presence which exclaims through its appearance its role as a home of independent thought and debate as well as its respect for the architectural heritage of the neighbourhood and city as a whole.



(above) The recommended site provides space for not only a library on the NW corner but high density mixed-income housing too on the Cashel St side. Here we see the current view through to the Avon River Otakaro. Either the library and/or houses/offices could run through to the riverside.



(above) Looking southwest along Hereford St from the Avon River. From here people would see the Woven Wall and Window Wall façade of the library. Hereford St would be the main short term parking area, have a new streetscape and the library would have an entrance that allows pedestrian flow through the new Council Chambers to Worcester Boulevard, expanding the Cultural Precinct.

**Contact details:**

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I majored in geography 1992-95 with a particular interest in urbanism and urban design. In 1993 I received plaudits for my Blenheim CBD Streetscape Enhancement Design and have written articles for the Press and made submissions to the Christchurch City Council on urban design and revitalisation.

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# **New Public Transport Exchange**

## **Goal**

Through the use of light, spaciousness, an arched roof, and sustainable thinking Christchurch can have a landmark civic space that projects optimism and reflects the energy of the people of our great city and region.

## **“Built of steel, glass and light”**

In the tradition of the great transport hubs of the world, the new exchange should incorporate as its major design feature an elegant, curvaceous glass and steel/aluminium canopy.

Users could enter the exchange and, from harried office manager to cynical adolescent, look up and raise their spirits by seeing a great roof arching above them, showing the big sky of Canterbury. There would be an ever changing play of light, dark, sun and cloud for users to watch, contemplate and be awed or inspired by.

There should be expansive interior views so users can get visual clues as to where to go on their journey from street to bus/light rail and vice versa.

Light helps users’ way-find and helps connect them with the city around the exchange.

The arch would also hark back to Christchurch’s original and much missed arched roof, the King Edward Barracks (see link page four below) and echo the arched entrance canopy of the nearby new Pinnacle apartment tower and the curved details on St Michael And All Angels church.

Public art is an important part of civic space and on the Lichfield St side of the building a great red-and-black glass mosaic art work would feature above the main street entrance, which when day light shone through would be a fantastic sight. At night the mosaic would be lit from inside the building creating a wonderful sight to those passing by or entering from Lichfield St. There could be statues of ‘passengers’ ‘waiting’ on platforms or ‘seated’ in the main waiting area. The council could conduct a competition to see whose design features on the mosaic and for the statues.

## **A destination**

We should want people to say “I’ll meet you at the exchange”. The exchange should have a meeting place such as a big overhead clock (digital or otherwise) or art feature (such as the above mentioned red and black glass mosaic) that friends, family and colleagues can meet under or next to before spending time in the city or venturing further afield by bus/light rail.

## **Pedestrian Friendly**

To optimise the pedestrian experience there should be functional connections to Cashel St (via Plymouth Lane), and Lichfield St with potential for a direct connection to Colombo St.

### **Cashel St via Plymouth Lane**

A covered pedestrian bridge should cross Lichfield St from the exchange and go along Plymouth Lane to steps leading down to the existing Cashel St side pedestrian entrance to the Lichfield St carpark. Covering the bridge provides optimum comfort for users in bad weather and stops anyone jumping from it. Appearance-wise the bridge would match the rest of the exchange.

Disabled access should be via the existing lift in the Lichfield St carpark with access onto the pedestrian bridge cut into the existing wall of the parking building and via lift in the exchange. The ground and first floor lobbies of the parking building would be rejuvenated to match the standard of the new exchange.

Wayfaring signs directing users from Cashel St would be posted in Cashel St and vice versa at the exchange end.

The bridge would be well lit, CCTV monitored and closed when the exchange is closed.

Space under the bridge in Plymouth Lane would be securely closed to the public.

### **Lichfield St**

Main at-grade street access would be from Lichfield St. Minimum interaction between incoming and outgoing buses and pedestrians should be factored in, possibly by making the main pedestrian entrance at the end of the wall or the wall closest to Colombo St, so users can cross Colombo at Lichfield and then walk down the southern side footpath of Lichfield St to the exchange, and vice versa. Pedestrian barriers similar to those in Cathedral Square should be erected along this section of the footpath to prevent dangerous jaywalking.

### **Colombo St**

It may be deemed desirable to have direct user access to and from Colombo St. This could be achieved using a pedestrian bridge across the exchange platforms and then steps/escalator and a lift. An arcade would be created through an existing Colombo St building or a new purpose-built structure (that blends with those around it) with suitable way-finding signage.

## **Sustainability**

Photovoltaic cells on northern and western parts of the exchange roof and walls can generate electricity to provide lighting and water heating and provide sunshade on parts of the arched roof. E.g. Coney Island subway station, the largest renewable-energy powered mass transit station in the US: [Coney Island–Stillwell Avenue \(New York City Subway\) - Wikipedia, the free encyclopedia](#)

Glass that allows maximum daylight harvesting and minimum heat absorption should be used.

Internal and external greenery can offset greenhouse gas emissions from the buses and also befits the 'garden city'. Internal greenery could include whole trees of a type that will thrive in the temperature-controlled conditions under the great arch. E.g. <http://www.transbaycenter.org/TransBay/uploadedFiles/Project/PelliBoards-All.pdf>

From-floor air-conditioning and heating uses less energy to cool and heat than traditional from-ceiling models and could be used in user waiting areas. E.g. the new New York Times building <http://www.newyorktimesbuilding.com/docs/2007-Opening.pdf> (Page 12)

The arched roof would have computer controlled ventilation hatches that can be opened on particularly hot or humid days.

Water collected from the roof should be treated and reused (for example to water on-site greenery and for cleaning).

Recycling facilities would be provided for users, staff and any on-site businesses.

## **Connectivity**

The whole exchange should be Wi-Fi accessible so users can work, research, inform and be entertained via the internet using their laptops and other Wi-Fi capable devices.

Both major networks, Telecom and Vodafone, should be provided.

Signs alerting users to the availability of Wi-Fi should be posted at suitable places around the exchange (waiting areas, eating areas, platforms) and noted in any printed and online user guides.

Connectivity to the internet via broadband and Wi-Fi is one of the foundations of rapidly growing economies and is now taken as a given in many of the big and most successful cities around the world.

Eventually Metro buses and any future light rail and rail services should also be Wi-Fi accessible.

## Examples of arched roofs and canopies

The following links go to pages illustrating how inspiring and effective arched roofs and canopies are over transport hubs:

The classic inspiring example: St Pancras, London, fully restored as the new Eurostar terminus:

<http://www.stpancras.com/gallery.aspx>

Flintholm Station, Copenhagen:

[Image:Flintholm Station.jpg - Wikipedia, the free encyclopedia](#)

Fulton St Station, New York City

[Lower Manhattan : News | New Fulton Transit Center Lets In the Light](#)

Boston's World Trade Center Station- openly influenced by mid-19<sup>th</sup> C European train sheds:

[MBTA > About the MBTA > Transit Projects](#)

World Trade Center Transportation Hub, New York City

[Lower Manhattan : News | World Trade Center Transportation Hub -- Calatrava](#)

Berlin Hauptbahnhof, Berlin:

[Berlin Hauptbahnhof | New Penn Station](#)

Original Penn Station, New York City

[Penn Station History | New Penn Station](#)

Transbay Centre, San Francisco:

<http://www.transbaycenter.org/TransBay/uploadedFiles/Project/PelliBoards-All.pdf>

Christchurch's own original arched roof, King Edward Barracks (shown under construction):

[King Edward Barracks, corner of Cashel and Montreal Streets, Christchurch : \[1905\] - Christchurch City Libraries Heritage Photograph Collection](#)

'Construction Art' - incorporating art into construction fences, barriers, etc:

[Lower Manhattan : News | Construction Art Casts New Light on Rebuilding](#)

A red neon sign announcing the name of the exchange would feature above the main entrance to the exchange, either horizontally or vertically.

*Vision Statement by Scott Menzies*

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