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# CHRISTCHURCH CITY COUNCIL Draft LTCCP 2009-19

## - Received via Web

Submissions close on 16 April 2009

I wish to talk to the main points in my written submission at the hearings to be held between Monday 11 May 2009 and Monday 18 May 2009.

Are you completing this submission:

For yourself

If you are representing, how many people do you represent?

Name:

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Date:

15 April 2009

Your Submission:

(NOTE: Although I ticked the box requesting a personal appearance, I only wish to do so if Councillors wish to discuss my submission in person. I do not wish to waste Council's time.)

The issues I wish to comment on are:

1. Fundamental basis of planning. Centroid city like ours represent a Victorian response to the provision of public transport such as trains and trams. Train stations in new cities were placed in the centre of towns and the city grew around them. This was the pattern for US, Australian and NZ cities, yet it is a poor way of organising cities resulting automatically in centroid congestion and high costs. Older cities, such as London, Paris and Tokyo, developed a dispersed pattern with dispersed centres of interest and activity. This makes for a far more livable city. The pressure to develop dispersed centres of interest has intensified now that personal transport is ubiquitous, but planners trained in false US town planning modes and ideas, resist this natural process. This is a bad mistake. The centre of town must morph into a natural centre of interest if it is to survive - it cannot and will not survive as the sole service and supply point. It is morphing appropriately now, but this natural development is being hindered by poor planning. Your staff should take a trip (at their own expense, of course) to Tokyo to see how a dispersed city can house 28 million people in comfort and convenience with less traffic congestion than we have in Christchurch. The Gold Coast has been the outstanding success in town planning in Australasia. It is now has a greater population than Christchurch and will soon be bigger than Auckland, all due to a light hand in planning and a dispersed model of development making it one of the most pleasant places to live in the world. After all, today's congestion results from yesterday's bad planning.