

## Roxanne Davies

---

**From:** Kate@strathburn.co.nz  
**Sent:** Thursday, 4 March 2021 10:21 p.m.  
**To:** District Plan Submissions  
**Subject:** Variation 2 submission

**Categories:** To Do

### Submission Form Submitted

**Reference number** 808694

**Submitter name**

Kate Wilson

**Organisation**

Dunedin tunnels trails trust

**Contact person/agent**

Gerard hyland

**Postal address**

545 gladbrook road Middlemarch 9597

**Email**

Kate@strathburn.co.nz

**Contact phone number**

0274438134

**I could gain an advantage in trade competition through this submission**

No

**If you could gain an advantage in trade competition through this submission please select an answer**

No

**Variation 2 change ID**

Policy [2.2.2.4](#) we support transport mode shift but think that c and d or a new paragraph should reference existing or planned cycle and walkways, not just public transport. Further reference to access to centres on easy (flat) access should be preferred

**Provision name and number, or address and map layer name**

Policy [2.2.2.4](#) x good connectivity and in fact design should require ev car and e bike charging and priority in design for walking and cycling especially where the subdivision is in an area with low elevation to centres or existing or planned cycle ways

**My submission seeks the following decision from the Council**

Accept the change with amendments outlined below

**Details**

Policy 2.2.2.x should reference connectivity to existing or planned cycle ways or walk ways to centres and reference good design of ev and ebike charging and bike storage policy [2.3.3.1](#) should reference connectivity and mode shift ie

walking, cycling and public transport and support development where these facilities should be accessible Policy [2.4.1.7](#) this policy needs to require provision of good cycling storage and infrastructure as part of good design Policy [2.6.2.1](#) adding into this policy access or near an existing or planned cycle or shared path to connect to centres should be included in the criteria in a similar way as c iii provides for public transport Policy [2.6.2.3](#) perhaps the plan should actively encourage demand for carbon neutral infrastructure upgrades and prioritise them. The plan does not encourage cycling and walking enough or other mode shifts Policy 2.6.2 AA should add connectivity to existing or planned walking and cycling infrastructure Policy [2.7.1.2](#) should address transport and mode shift, not just water and waste issue Policy 6.2.3.y needs to highlight walking and cycling and public transport connectivity internally to the subdivision and to the surrounding area - priority needs to be for carbon neutral. Also ev. And ebike charging needs to be provided for in subdivisions especially where garages (off site charge capacity) is not provided for. We submit generally for a change to assessment criteria that recognise the above submission points

**Reasons for my views**

Generally in support of the plan changes but where there are existing or planned cycle way and walkway provision providing flat or easy connectivity then subdivision should be planned around that and the infrastructure provided

**Supporting documents** (file name/s)

No file uploaded

**Do you wish to speak in support of your submission at a hearing**

Yes

**If others make a similar submission, would you consider presenting a joint case at a hearing**

Yes