Quality intensification, which utilises good urban design principles, can encourage greater community participation. Where there is a strong visual connection between the housing and the street, people feel safe, so encouraging more pedestrians and a greater sense of community. Nelson CC

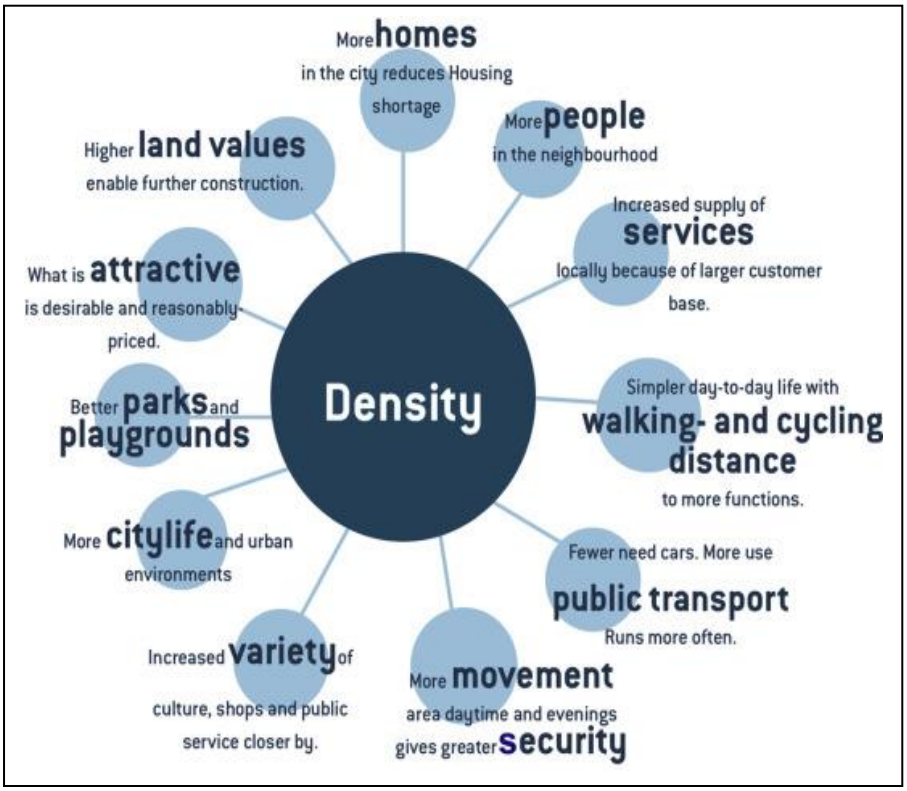
A year ago I moved to Nelson from **Newtown Wellington**- Newtown is the most diverse (age, ethnicity, gender), and most densely populated part of Wellington. Its also the most vibrant, with best selection of cafes, resturants, small businesses, it also has good community engagement / involvement. And as a result has the biggest annual festival in the city – and Nelson crafts people have stalls there!

So I totally support greater urban intensification in Nelson/Tasman area.

Current situation I have seen since moving to Nelson;

- **Awful urban sprawl** – more people using private transport to get to basic amenities as well as work = congestion, air pollution, carbon emissions. This is 'encouraged' with lots of 'free parking' by non-residents on residential streets – Trafalgar, Collingwood, as people drive into town from the urban sprawl. Makes CBD more congested, more dangerous to cycle or walk.
- **Valuable food producing land** is lost -sold for low cost, poorly designed, low intensive housing.
- **As you allow more housing built on steep land or low-lying land –greater chances for slips, flooding** due to more intense storms and sea level rise, - climate change (Hutt Valley in Wellington region is a good& very recent example).
- **Segregation of population** – less diverse/ vibrant - lower income having to live further out. Less community participation and engagement.
- **Low density in CBD =** quieter streets - less business,

Potential benefits of urban intensification can include:



• Protection of valuable and sensitive land resources; **food production**

• Reduced reliance on private transportation and reduced pollution; **less congestion, less carbon emissions, easier to get around – 15min town, less need for cars, easier to walk, bike.**

• Greater opportunities for social interaction and support; - **more vibrant, supportive communities**

• **More efficient provision of infrastructure** (3 waters, transport, social); **schools, community facilities close by** – means children can walk, bike, scoot to school independently, people can easily walk / bike to social centres.

• Greater housing choice; **smaller better designed homes, can be more energy efficient, cost less to build – especially if use modular design** (New low cost housing by Victory school)

• Increased security; **more people around – day and night is safer – 'more eyes on the street'**.

• Lower operating costs. – smaller well built homes more energy efficient.

Good for local economy - low cost homes/ apartments – enables more entrepreneurs, small business people, young people to live in the city

Good for local businesses – more people that live in / within 15min walking distance means more people shop locally.

Examples.

Newtown apartments – 2 bedroom – 1/3rd have easy ground floor access for wheelchairs, push chairs.



Within 5 mins walk to playground, schools, shops, library, restaurants, cafes.

15mins walk to sports facilities.

Bus stop immediately outside

Cycle routes close by

Good community support

High demand when rented or for sale.

New development in Limerick Ireland – where my nephew lives with 2 children.



These were over subscribed when they came on the market.

4 bedroom, small back garden – with front garden or car park.

High standard of heating / insulation.

Cycle and walking routes to local school and shops.

Building foot print over 80%

I support it being much easier to build 11mt (3 storey homes) in whole of city – already in my area – Wellington South many of the old 'villas' are easily 11 m!

Support easier to build 19.5 m high in key areas- There are some key sites, that could be 6 storey, eg where Masonic hall I, area around Vanguard st, Haven rd, St Vincent st, Halifax st.

Site coverage – 50% is still too small, and given that there are already regulations in place re sun light, boundaries, shading etc, then there is NO need for any maximum foot print**. Its more important that we have**

more homes for people, than whether they have a garden! Not everyone wants a big garden or any garden so instead they lay concrete and put in a car pad!!!

I live on cnr Collingwood st / Brougham st and some of the homes there large sections, with way less than 50% coverage and yet we're short of homes / land.
Example – a house on Brougham st is trying to sell a narrow side section, BUT hasn't sold - possibly because of the cost of land and the restrictions on foot print. Instead that land could easily support 3 town houses. But they would cover more like 70 – 80%.

Reallocate – car parking to homes - There needs to less space taken by car parking and instead used in the CBD for housing.

Eg build 2 storey car park in one of the current 'squares' and then have mixed housing - 3 storey apartments / town houses in one of the other squares.



Wellington

Exeter

