



Featherston Masterplan & Implementation Plan

A Plan for the Future of Featherston - June 2024



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kia Reretahi Tātau

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1. Message from the Mayor

Tēnā koutou katoa

It's my pleasure to present South Wairarapa District Council's approved Featherston Masterplan.

This is an exciting time for the South Wairarapa District, with Featherston the first town to have a Masterplan, following recommendations set out in the district's Spatial Plan. Featherston has been identified as a Future Growth Town, and significant investment has been identified to support this growth. The Spatial Plan sets the long-term direction for the district. It protects what is valued by the community, while also enabling change, growth, and new opportunities.

Featherston has also been identified as one of seven Priority Development Areas (formerly Complex Development Opportunity Areas) within the Wairarapa-Wellington-Horowhenua region. Priority Development Areas are projects that have a special partnership arrangement with central government agencies and will provide opportunities to deliver significant housing benefits for the area.

More than 1,700 new people are expected to arrive in Featherston over the next three decades, and this 30-year Masterplan will create room for further advancement for business and industry, a greater range of housing and the ability to address environmental concerns.

The Masterplan has been prepared as a collaboration between the people of Featherston, Māori, elected members, and central government agencies. In 2022 and 2023/24 respectively, we presented the Featherston Foundation Discussion Document and a Draft Featherston Masterplan and Implementation Plan to the public for their feedback. You told us you supported the concept of intensifying housing around the current train station location and near Fitzherbert Street/SH2.

This engagement resulted in key themes that emerged to help guide the Draft Masterplan. These are:

- Providing a positive response to population growth and diversity
- Retaining and enhancing the existing community identity, that is valued by residents
- Promoting co-ordinated and resilient development, to ensure that the area is future proofed

- Encouraging growth within the existing urban footprint while also allowing for some new opportunities at the edge of the town (greenfield areas) to be investigated
- Involving and enhancing the presence of Māori in the future development of Featherston.

We are pleased with and appreciate the high level of community engagement and feedback on drafts of this Masterplan. This feedback has helped the Council to finalise the Masterplan so that it better reflects the aspirations, values and needs of Featherston's community today and going forward.

This document sets out a great number of infrastructure improvements and enhancements for Featherston. Investment in these is either planned or will be planned in the usual Long Term Planning (LTP) processes.

This growth brings both challenges and opportunities which is why this Masterplan is so important. I look forward to working alongside the community to deliver a bright future for Featherston, and for the South Wairarapa.

Ngā mihi

Martin Connelly
South Wairarapa Mayor



2. Executive Summary

Featherston is a town with a strong sense of community and identity.

The purpose of this Masterplan is to set out a framework to enable growth to occur in a way that responds to challenges and respects and builds on what is valued by the community while at the same time allowing for growth, change, and new development.

It proposes better connections among existing amenities especially the parks, train station and Fitzherbert Street/SH2 (Featherston's main street) and also recommends that there be a greater visual recognition of local Māori history in the town and that council include mana whenua in all the work that it undertakes.

Featherston is strategically positioned, being served by the Wairarapa Rail Line and State Highway 2, both of which provide connections to the wider Wairarapa and Wellington region for commuters and freight. It has a diverse range of local public and community amenities. These attributes along with Featherston's relatively affordable housing (compared to Martinborough, Greytown and Wellington) are making Featherston an attractive place for new residents to live.

Featherston is a growing town and its population is projected to accommodate an additional 1730 people over the next 30 years, requiring 940 dwellings over this time frame. This growth brings both challenges and opportunities. While residential building consents for example have more than doubled from pre 2020s to respond to demand, house prices have also increased with median house prices being \$580,500 in September 2023 up from \$400,000 in 2019. Housing is therefore becoming unaffordable for many, and increased house prices are also impacting on higher rental costs.

Key features of the Masterplan include investments to upgrade water infrastructure to serve growth, enhancements to Fitzherbert Street/SH2 with the development of a Mid-Town Park Hub at the junctions of Birdwood and Fox Street and Birdwood Street and SH2. A safe and attractive shared path and cycleway from the main street to the rail station is included.

The option to have more varied and denser housing near the town centre and Fitzherbert Street/SH2 is proposed so that there is a choice of housing stock available going forward. This allows for a more diverse population in the future

including an ageing population. It also is a response to increasing housing costs and the need to reduce the carbon footprint.

The availability of industrial land across the Wairarapa District is under investigation as part of the combined Wairarapa District Plan review. This investigation will subsequently inform industrial land growth options for Featherston. At the same time this Masterplan suggests some changes to the current business and industrial areas of Featherston (see section 10.7)

Whilst the Council, along with the other Wairarapa Councils, is currently reviewing the Wairarapa Combined District Plan, the Proposed District Plan has already been notified and the period for submissions and further submissions have closed. The changes proposed by the Masterplan are therefore likely to require a Variation to the Proposed District Plan.

The Masterplan has been prepared following evidence gathering and consultation and engagement with the community, Māori, and central and regional government agencies (See the **Draft Featherston Masterplan December 2023** and the **Foundation Discussion Document July 2022**).

3. Tāhuhu Kōrero | Introduction

The Masterplan integrates transport, housing, recreation reserves, infrastructure, community facilities and land use patterns and reflects Māori and community aspirations to bring forward a vision for the future of Featherston. Its aim is to improve social, economic, cultural and environmental well-being.

Responding to these opportunities, the Masterplan:

- Provides for more intensive residential development around the existing town centre and existing train station (previously Option 1), within easy walking distance of existing community facilities, shops, businesses and the train station.
- Includes the option to develop new areas where it can be demonstrated that such residential developments will add to the diversity of residential dwellings and not unduly impact on productive rural land and activities, or be in sensitive environmental areas or areas with hazards.
- Uses the existing infrastructure of the town centre with planned enhancements to enable the creation of a distinctive town centre heart, safe use of existing public open space and reserves, the improved connectivity of activities and safer speed limits.
- Promotes the presence of Wairarapatanga.
- Identifies a potential residential Historic Heritage Area.



- Enables diversity of densities and may inspire a greater desire to intensify.
- Takes account of current investment in the town centre and rail station and encourages additional investment in the town centre.
- Avoids promoting additional development in areas known for hazards such as flooding.
- Balances the regional economic context and the importance of the State Highway for transporting goods, while at the same seeking to improve amenity for local residents along Fitzherbert Street/State Highway 2 (the main street).
- Is aligned to transit oriented development (TOD) principles where urban centres and public transport operate together and proposes a new enhanced pedestrian link from the town centre to the Rail station.

The Masterplan does not include recommendations regarding Three Waters or the availability of Industrial Land within Featherston:

- The results of studies into Three Waters have been received, but relevant actions for the Masterplan have not yet been confirmed.
- The availability of industrial land across the District is being considered as part of the District Plan review. At this stage it is understood that there is considered to be a surplus of industrial land across the District.



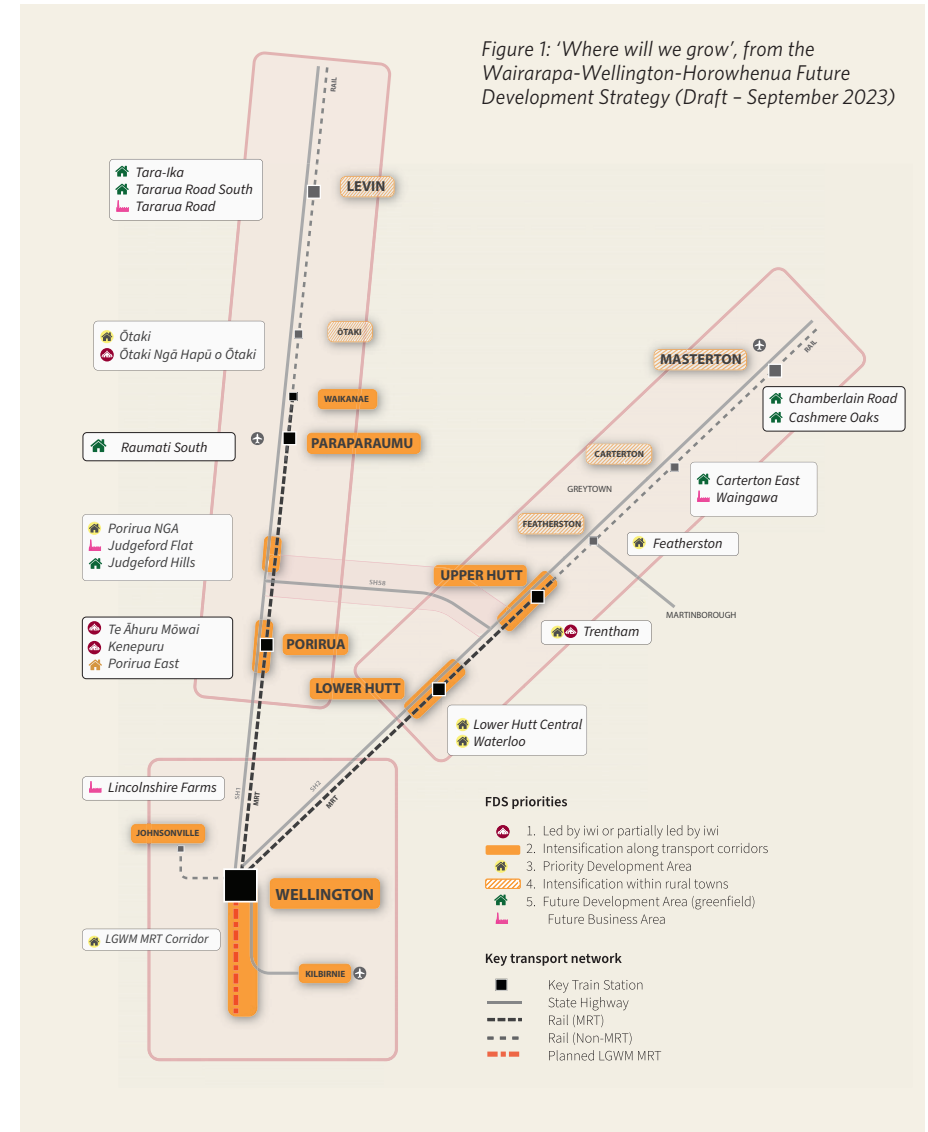
4. Why a Masterplan for Featherston?

4.1 A Masterplan for Featherston will:

- Promote long-term coordinated development
- Provide a platform to proactively influence the future
- Maintain a community voice and influence

The South Wairarapa Spatial Plan highlights that population growth anticipated in Featherston can take advantage of the opportunity that the presence of the rail station provides, allowing residents a choice to work locally or to commute to the Hutt Valley and Wellington for work. Additionally, higher residential densities can be enabled within the 5-10 min walk of the train station.

Consideration has also been given to increased residential densities in close proximity to the main street area where businesses, community facilities and large areas of open space are present.



5. Our Key Challenges and Opportunities

5.1 Theme

- a. Providing a positive response to population growth and diversity
- b. Retaining and enhancing the existing community identity, that is valued by residents
- c. Promoting co-ordinated, cost effective and resilient development, to ensure that the area is future proofed
- d. Growing within the footprint of the existing town, to make better use of existing urban land, whilst being open to the option to develop new areas.
- e. Involving and enhancing the presence of Māori in the future development of Featherston

5.2 Challenge/Opportunity

- a. Accommodate additional housing whilst not having a negative effect on the existing identity as a small town, with good areas of open space, a spacious living environment and somewhere that people support each other
- b. Enable more opportunities for affordable housing and affordable living
- c. Take account of the impacts of climate change, flooding and hazards (including fault lines) when planning for the future
- d. Recognising the geographic location of the town, separated from Wellington by the Remutaka Ranges but with the benefit of the connectivity provided by the train station
- e. Balancing the need for traffic, including heavy vehicles, to move through Featherston along SH2 Fitzherbert Street with the desire to improve the main street environment, as a place to stop, spend time, shop and to spend leisure time
- f. Recognising the economic importance of the regional transport network
- g. Ensure that infrastructure is fit for purpose; resilient and future-proof
- h. Work with the Wairarapa Maori Statutory Board, to restore the ecological health of the Wairarapa Moana and to provide better linkages from the town to the Moana



6. Our Process and Engagement

6.1 Our Process

Hearing what our Community and our partners think is important to us.

We therefore developed a process for the Masterplan which allowed input both during the preparation of the Masterplan and on the Draft Featherston Masterplan and Implementation Plan.

The Masterplan has been informed by community feedback on the Featherston Masterplan Foundation Document (in July and August 2022) and feedback on the Draft Featherston Masterplan (December 2023 to February 2024).

6.2 Our Engagement

We have run events to capture thoughts and feedback, including:

Featherston Masterplan Foundation Document:

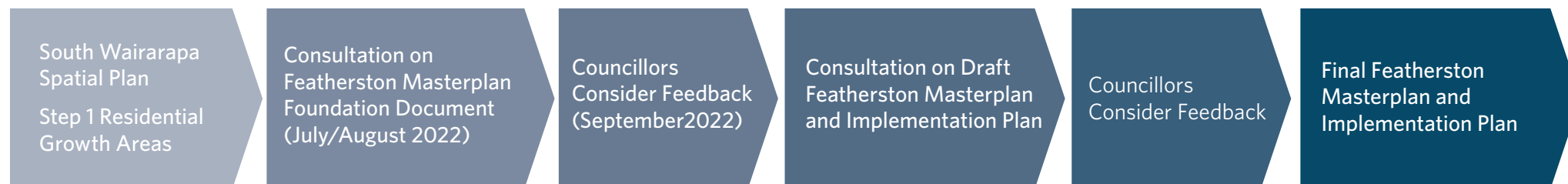
- The release of our Foundation Document for Community Feedback. This included drop-in sessions and Survey from 22 July 2022 to 19 August 2022, and included three library drop in sessions and two evening sessions. We received 154 survey responses: 141 from local residents and 13 from businesses/organisations
- On 21 September 2022, Council adopted Concept Option One - (Increased density around the Main Street and Train Station) for detailed design work and a new vision statement ("A strong , caring community where there is a place for everyone") which was based on residents' feedback at that time.

Draft Featherston Masterplan and Implementation Plan

- Consultation ran from Wednesday 6 December 2023 to Sunday 18 February 2024 using the Special Consultative Procedure (Section 82 of the Local Government Act). A wide range of events were held as part of the consultation, including walkabouts in the town with Councillors and residents. A total of 87 submissions were received and hearings took place on 3 April 2024 at the Strategic Working Committee meeting. The key themes for the 87 submissions were :
- Concern over the closure of Fox Street and advocating for alternative options.
- Concern over parking and traffic management and traffic flow.
- Pedestrian accessibility is important, with a focus on connecting community hubs such as the train station, schools, shops, and the medical centre.
- Ongoing community engagement and inclusivity was highlighted as being important, as was consideration and consultation with mana whenua.
- The impact on buildings in the potential heritage zone and the need to repair and fix dilapidated buildings as part of the planning process.
- A focus on infrastructure and fixing what is broken first.

Key considerations for the Draft Featherston Masterplan include the following:

- Balancing aspirational options with the need for current improvements to infrastructure, services and amenities.
- Affordability.
- Options for heritage protection.
- Ensuring ongoing engagement with mana whenua, Māori and the broader community, including new residents.



7. Climate Change, Natural Hazards and Resilience

Our Masterplan has been refined to reflect updated information regarding natural hazards, received since preparing our Foundation Document.

7.1 Climate Change

Climate change will bring more unpredictable weather patterns, including the potential for droughts, more heavy rainfalls, and higher average temperatures. The Featherston community has expressed an expectation that future plans and actions are ones that support the reduction of the carbon footprint and mitigate the impacts of activities on green gas emissions.

This Masterplan responds to such environmental concerns by promoting an urban form that encourages low carbon behaviours. This urban form includes urban development with denser housing near Fitzherbert Street and improved amenity along Fitzherbert Street; the promotion of safe and attractive walkways and cycleways, including an enhanced shared path and cycleway that connects the main street to the train station; together with the incorporation of the five trails cycleway and better connection to the Wairarapa Moana.

Additionally, the Masterplan includes in its Implementation Plan proposed improvements to 3 Waters infrastructure so that this infrastructure is more resilient and sustainable going forward (See section 14).

7.2 Fault Line

GNS have provided updated information regarding mapped Fault Lines and Fault Hazard areas. This identifies fault lines, and associated fault hazard areas in the west and east of the town.

Taking a conservative approach, these areas will not be identified for urban development where land is not already zoned, or identified for more intensive development where they are already zoned for urban development.

7.3 Flooding

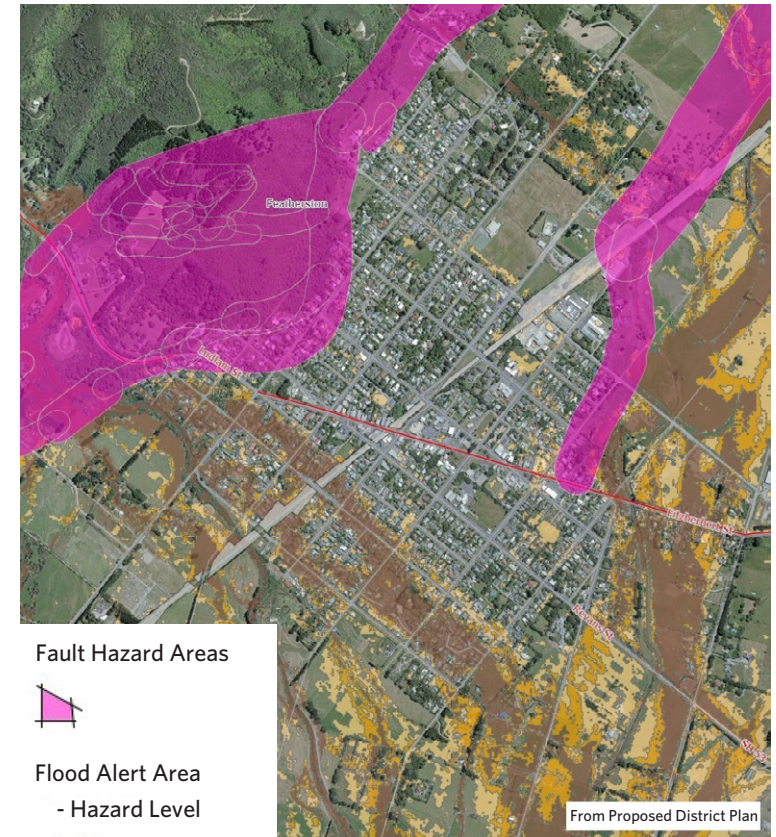
Wellington Water have provided an updated 'EARLY DRAFT' flood map for Featherston (March 2023). This data has limitations, has not been checked with the community or peer reviewed and could be conservative. However, given recent rain events across Aotearoa it is considered appropriate to take a conservative approach to flooding at this high level Masterplan stage. Of particular note is that the following areas are likely prone to flooding:

- Areas to the east of the train station/north of Harrison Street East.
- The area between Waite Street and Murphy's Line/ Boundary Road.
- Areas along and to the south of Brandon Street.
- The area south of Harrison Street East, between Donald's Creek, Boundary Road and Fitzherbert Street

Where this land is within the growth area boundary, but not zoned for urban development it is unlikely to be appropriate for urban development without further studies into the management of storm water.

Where this land is currently zoned for residential development, it would not be appropriate to consider increased densities without further studies into the management of storm water.

Flooding will be the subject of further work. Any development proposed in a potentially flood prone area must include a detailed flood hazard assessment and designs must take into account the flooding risk.



8. Existing and Planned Public Transport

8.1 Trains and Buses

There are currently three trains to Wellington during each morning peak and two trains to Wellington during the daytime, with three evening peak trains services to Featherston from Wellington and two daytime services. There are bus connections timed with these services from/to Martinborough, and onward bus connections from Featherston to Greytown, Carterton and Masterton.

The Lower North Island Rail Integrated Mobility Report (Metlink, November 2021) recognises that the regional Wairarapa commuter rail services are a critical part of the broader regional transport network, providing a commuter alternative to road travel and that the limited service levels that can be provided by the existing carriage fleets are a significant barrier to achieving the objectives for transport set out in Government plans and Regional statements. Despite poor service frequency, reliability and punctuality, the Wairarapa Line's peak patronage is forecast to exceed the current seating and standing capacity by 2025, which indicates significant untapped latent demand.

From 2029 the Lower North Island Rail Integrated Mobility (LNIRIM) project will bring new trains (rolling stock), will double the peak services from three trains to six trains each weekday morning and afternoon, and deliver more off peak and weekend services. It will include the revitalisation of regional train stations.

For more information, see Greater Wellington Regional Councils website for the **Lower North Island Rail Integrated Mobility summary**, and the Detailed business case **Lower North Island Rail Integrated Mobility 2021**



9. Our Vision and Our Six Guiding Principles

9.1 Our Visions

Featherston - A thriving and diverse community, all supporting each other



9.2 Our Six Guiding Principles

Having listened to your feedback, we have developed Six Guiding Principles, which represent the matters which you have said are most important to you.

1. Honouring the past “Ka mua, ka muri” acknowledging the past to move forward
2. Comfortable with being ourselves and caring for each other
3. Involve mana whenua in all our work
4. Support whanau Māori and families to thrive
5. Caring for our physical and natural environment, being sustainable
6. Doing what we can, within our means, being solution focused

“We are workers, families, creatives - we are a working town and get things done”

“If there was an emergency I would want to be here as we have a resilient community who pulls together when its needed most. Storms, wind, covid the community comes together”

“We’re not pretending to be anything and we don’t follow trends”

“We want living to be as good as it can be”



10. Our Masterplan Strategy

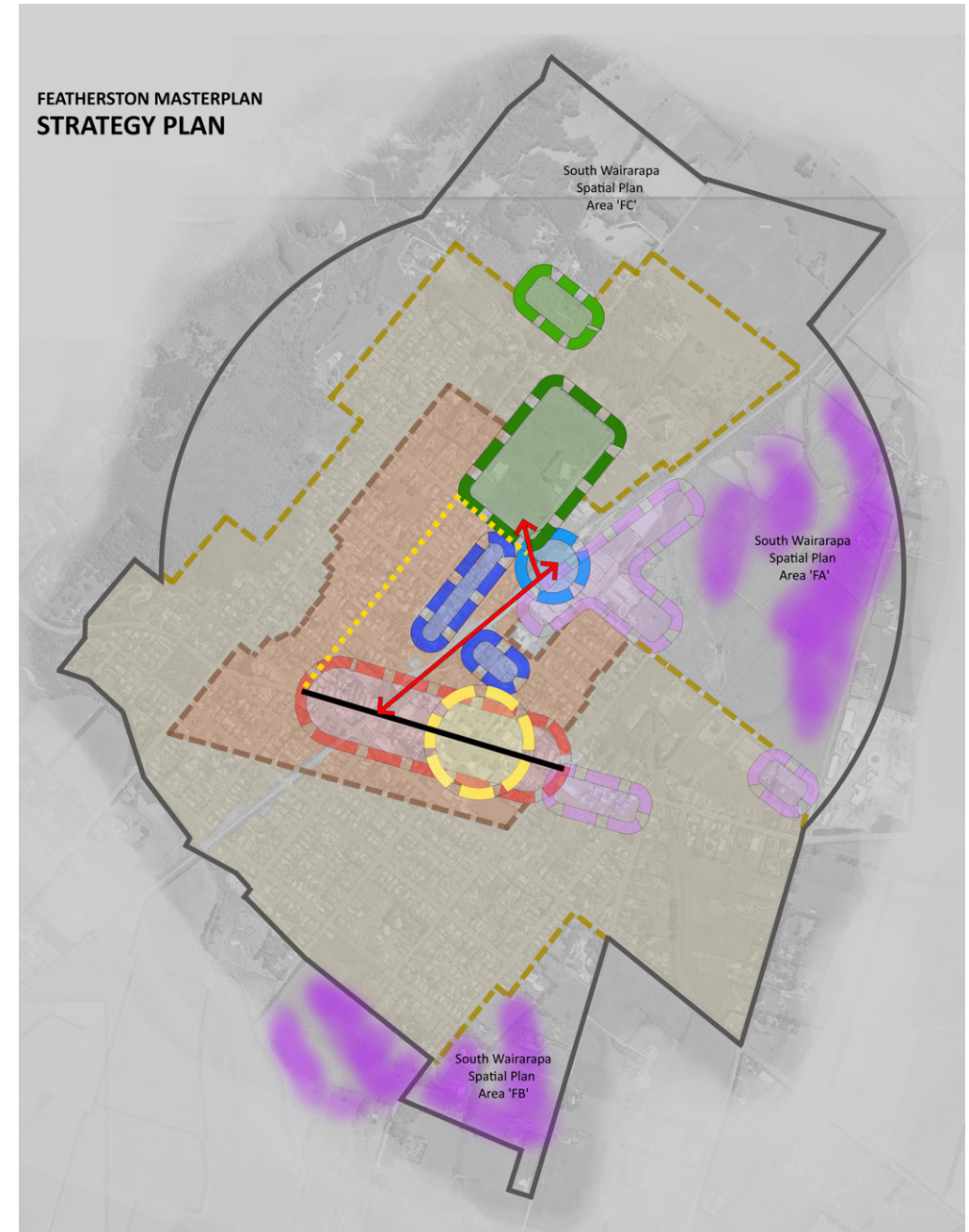
10.1 Our Overall Masterplan Strategy

Our proposed overall Masterplan Strategy is to encourage increased residential density along Fitzherbert Street/SH2 and around the Train Station. However, residential areas that are subject to natural hazards (eg potential flooding) and fault lines are excluded from being identified in new mixed use, and medium density areas that allow increased residential density.

The Masterplan Strategy also allows for the option for new residential developments to be investigated in greenfield (existing rural land holdings) at the edge of the existing residential boundaries.

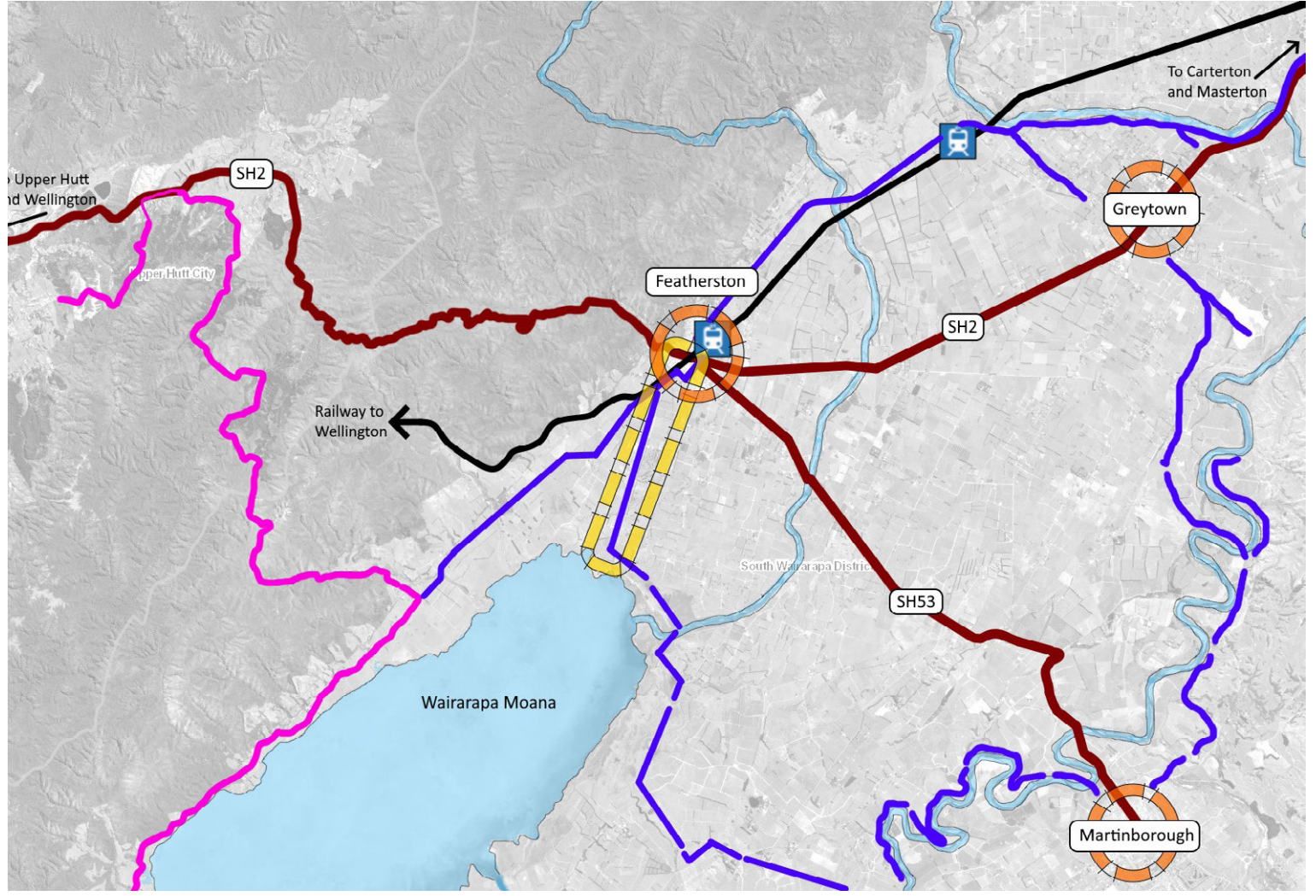
That is, the Strategy balances containing growth and encouraging more residential intensification with the option to develop new areas where it can be demonstrated that such residential developments will add to the diversity of residential dwellings (eg retirement homes, family homes, affordable housing), contribute to enhancing the character of Featherston and not unduly impact on productive rural land and activities, or be in sensitive environmental areas or areas with hazards.

	General Residential Area		Medium Density Residential Area		Mid-Town Park Hub (see Design Map 2, 14.4)
	General Rural Zone		Future Pedestrian-Cycle Link		Fitzherbert Street Enhancement (see Design Map 1 and 2, 14.2, 14.5)
	Existing Industry		Potential Heritage Precinct (see section 12)		Mixed Use Town Centre area (see Design Map 1 and 2, 14.2, 14.4, 14.5)
	Town Centre - Train Station and Sports Hub Walkway/Link		Featherston Masterplan Study Area boundary		Train Centre Hub (see Design Map 3, 14.6)
	Existing Reserve Area		Potential greenfield areas (see 10.6)		Sports Hub



10.2 Our Connections Within and Beyond Featherston

-  South Wairarapa Towns
-  State Highways
-  Railway Line
-  Rivers
-  Lake
-  Existing Remutaka Cycle Trail
-  Future Cycle Trails (indicative routes)
-  Trail to Wairarapa Moana



Plan not to scale

10.3 The Focus of the Plan

The Plan focuses on:

- Two top priorities:
 - (i) An enhanced Town Centre including Fitzherbert Street/SH2 and a connected Mid-Town Park Hub
 - (ii) Upgrade existing infrastructure, amenities and services, including upgrading the link to the Train Station to improve usability and safety, and over time create a transformational pedestrian experience to the train station.
- Better public, pedestrian and cycle transport connections within and beyond Featherston.
- Diversity of residential densities.
- Maintaining most existing options for commercial and industrial development.
- A reduction in the existing commercial footprint at the west end of the main street.
- Balancing the need to provide for freight movement with town centre amenity and functions.
- Ensure mana whenua, Māori and the broader community are involved in detailed designs for the Town Centre including Fitzherbert Street and Mid-Town Park Hub and other initiatives that shape the future of Featherston

10.4 The Town Centre

The town centre includes both sides of Fitzherbert Street from Wakefield/ Bethune Streets to Hickson/Wallace Streets, and includes the Mid Town Park Hub.

The Strategy recognises the importance of making best use of existing infrastructure within the town centre, including:

- Ensuring easy access to and from the state highways.
- Takes account of current investment in the town centre (and rail station) and encourages additional investment in the town centre.
- Increases the opportunity for people to live close to existing shops and businesses, open space and community buildings/uses, to support their retention through increased income and use, to encourage the establishment of new businesses in the main street area and to reduce the use of cars.
- Is aligned to transit oriented development (TOD) principles where urban centres and public transport operate together.

10.5 The Mid-Town Park Hub

The Strategy looks to enhance the existing areas of open space within the town centre area to provide a clear community focus, including:

- Raising Birdwood Street between areas of reserve to become a slow speed street to allow easier connection between those areas of open space either side, and to allow the use of these spaces to be maximised.
- Increasing footpath widths within Fox Street and including angled parking.
- Providing the opportunity for the reconsideration of the use and design of the open spaces.

10.6 Housing

The provision of housing is a key issue for the Masterplan:

- The Plan focuses more intensive development (which could consist of terraced houses and duplex houses) around the existing town centre and existing train station as these areas are within easy walking distance of existing community facilities, shops, businesses and the train station.
- Taken as a whole, the Masterplan provides for a range of housing densities across the town, by maintaining areas of general residential land, in addition to the medium density and mixed-use areas.
- Housing densities would be in line with the Draft Wairarapa District Plan:
 - In the General Residential Zone, minimum allotment size of 350m² with an average of 400m² for subdivisions creating 3 or more lots
 - In the Medium Density Residential Precinct, minimum allotment size of 200m²
- Residential development will be enabled in the mixed-use area (along Fitzherbert Street/SH2), providing that ground floor street frontages remain in retail/commercial to ensure variety and interest for shoppers and visitors. This does not preclude residential development occurring behind shops and commercial premises along Fitzherbert Street/SH2. However, the existing commercial ground floor frontages make a positive contribution to the overall interest and vitality of the main street area and encourage people to visit the town centre area. Additionally, any residential developments in the Mixed Use area will be required to provide off-street parking to ensure that parking that is required to serve local businesses in the town centre is not used for residential parking.
- As such, the option looks to make better use of existing urban land. However, it does include the option to develop new areas where it can be demonstrated that such residential developments will add to the diversity of residential dwellings and not unduly impact on productive rural land and activities, or be in sensitive environmental areas or areas with hazards (noted as potential greenfield areas on the Strategy Plan at 10.1).
- Identifies a Heritage Precinct, which contributes to an understanding and appreciation of Featherston's history and cultures.



Image courtesy of TUMU Property

10.7 Business and Industry

The continued provision of land for business and industry is considered important to the continued vibrancy of the town:

- Existing industrial areas to the east of the town centre along SH2 and Harrison Street East are maintained.
- Industrial land to the west of Bethune Street/Wakefield Street is suggested for rezoning to Residential to assist with providing a more compact footprint to the town centre area, and also recognising that there are already some residential uses in that area.
- The Industrial and Commercial zoned land along SH2, from Bethune Street/Wakefield Street to Wallace Street/Hickson Street is recommended to be rezoned to Mixed Use, to bring greater flexibility but, as outlined above, with the requirement for retail/commercial ground floor frontages.
- The Industrial zoned land to the east of Wallace Street/Hickson Street is shown staying in this use.

10.8 Connections

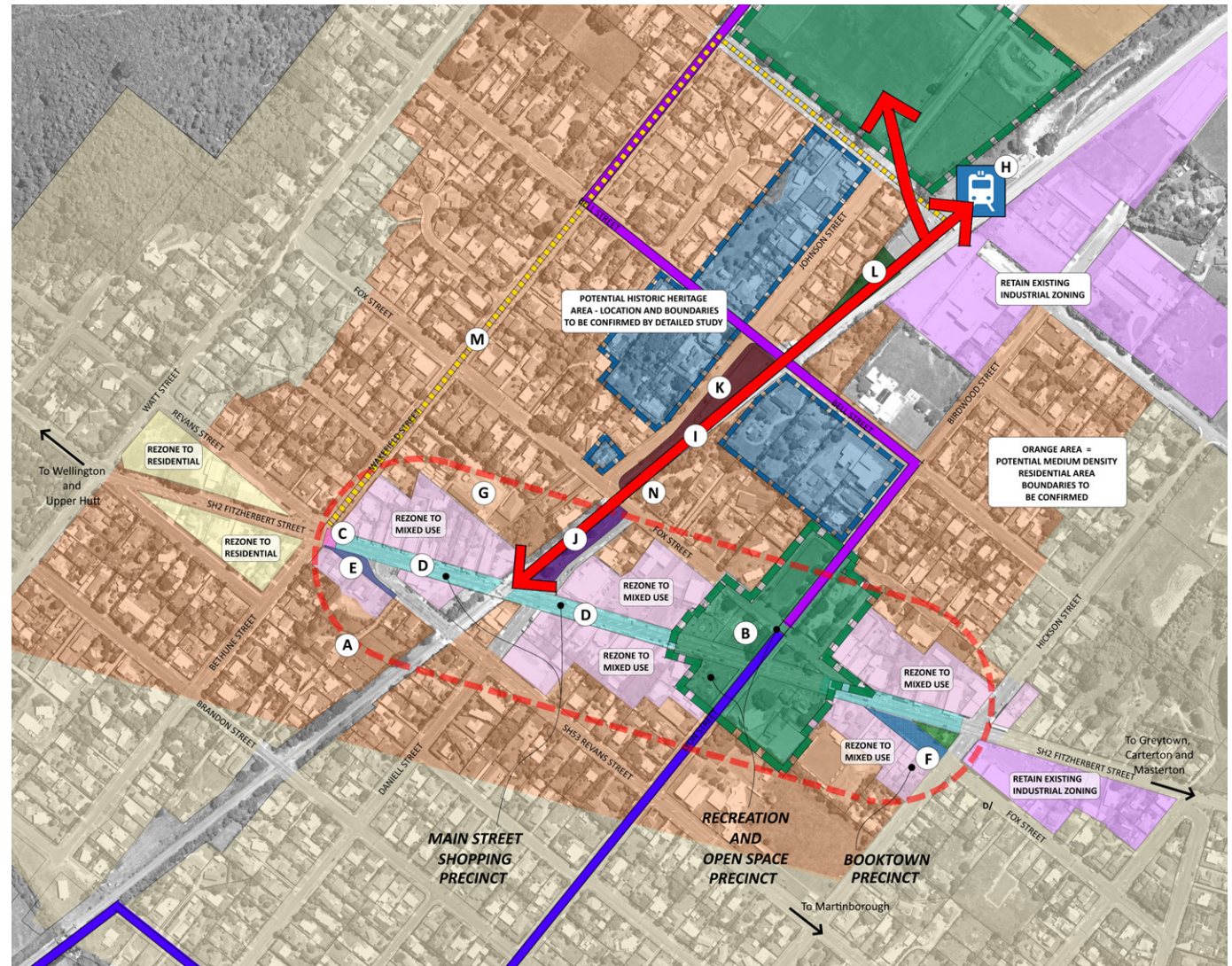
The Strategy identifies the desire to improve the pedestrian and cycle connections between the main street and train station and sports hub, as well as in the future providing an additional pedestrian cycle link, to create a circular route.

- The construction of a new section of pedestrian/cycleway along Daniell Street, whilst keeping the street two way and retaining existing parking.
- Connections beyond the Featherston urban area are also important to achieve the vision. As well as the ongoing retention and improvement of the rail line/stations and state highways, the Wairarapa Five Towns Trails Network Masterplan (August 2021) already identifies a number of future cycle trails which provide links to Upper Hutt (via the existing Remutaka Trail), to the Wairarapa Moana, towards Ocean Beach, Martinborough, Greytown and beyond.
- We recognise the significance of improved connections to Wairarapa Moana, and lend support to this as an early project.



10.9 Key Features in the Town Centre and Train Station Areas

- A. Concentrate 'town centre' uses into a more compact area
- B. Better link the existing open spaces
- C. Create welcome feature
- D. Street Improvements to allow easier crossing and increase amenity of environment
- E. Upgrades to improve appearance of entry to town centre
- F. Create a shared multifunction space
- G. Look at options to improve pedestrian linkages from Fitzherbert Street to Community Centre and Medical Centre
- H. Featherston Train Station
- I. Transform pedestrian and cycle linkage to Station/Sports Grounds and Swimming Pool
- J. New section of pedestrian/cycleway along Daniell Street, whilst keeping the street two way and retaining existing parking.
- K. Some additional planting to improve amenity of area
- L. Carry out maintenance of planting alongside existing pedestrian/cycle route and improve signage
- M. Future pedestrian and cycle link



11. Our Proposed Heritage Precinct

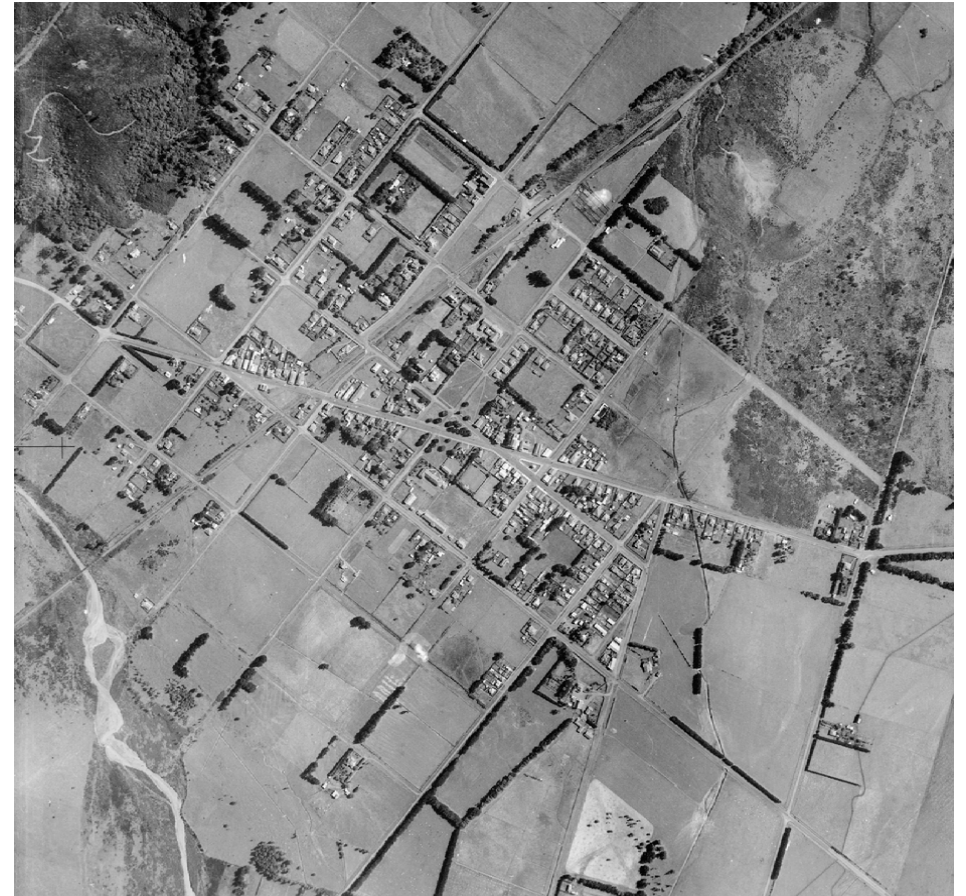
Featherston has already undergone significant growth and change. Some older parts of Featherston contribute to an understanding and appreciation of the history and cultures of Featherston and the South Wairarapa area.

An area along Fitzherbert Street/SH2 is already identified as a Heritage Precinct. The District Plan provisions for this area will be updated to better support development within this area.

A potential new heritage precinct is identified to the west of Johnson Street and south of Bell Street. A further short, but more detailed, study will need to be carried out to confirm whether it should be incorporated into the District Plan at some stage. This study may also identify other groups of older buildings beyond this area, such as in Hayward Street, that may also contribute to an understanding and appreciation of the history and cultures of Featherston and the South Wairarapa area.



Figure above: Featherston Train Station 1912



12. Our Revitalised Fitzherbert Street/SH2 and Linkage to the Train Station and Sports Hub

12.1 Key Features of Fitzherbert Street/SH2 Revitalisation and Upgrades

- a. Balance the requirement for continued through traffic and to provide direct vehicular access to sites along Fitzherbert Street/ SH2 with the desire to improve the amenity of the local environment.
- b. The proposed changes are in line with Herenga ā Nuku Aotearoa, the Outdoor Access Commission research 'The interventions that improve walkability in rural towns'.
- c. Input provided by Waka Kotahi – all upgrades would be in accordance with the Waka Kotahi standards and requirements applicable at the time that the work is progressed; the central median in the main street will be maintained.
- d. Water Sensitive Design Principles will be incorporated (methods to manage storm water).
- e. Reduced speed limit area lengthened to include whole of SH2 from Bethune/ Wakefield Streets intersection to Hickson/Wallace Street intersection.
- f. New pedestrian crossing formed at west entry to town centre area.
- g. Flush central median retained to facilitate easy access to sites alongside State Highway (which are all serviced from the State Highway).
- h. One carriageway in each direction.
- i. Clear 11.5m width maintained to allow movement of large vehicles and their loads, such as houses being moved, recognising the status of SH2 as an over dimension route.
- j. Mountable kerbs utilised for all islands.
- k. Some new tree planting where this can be achieved without the loss of car parking, to improve the appearance of the Town Centre, and to visually narrow the road to slow vehicle speeds.
- l. Some trees to be planted in new movable planters which, along with movable platforms to accommodate tables and chairs, can be moved to different locations in town centre as required.
- m. Fox Street (south of SH2) raised to provide single large multiuse area, with the ability to close the space and use for events.

12.2 Key Features of Upgrade in 'Mid-Town Park Hub' – Recreation and Open Space Precinct

- a. Raising Birdwood Street between areas of reserve to become a slow speed street to allow easier connection between those areas of open space either side, and to allow the use of these spaces to be maximised.
- b. Increasing footpath widths within Fox Street and including angled parking.
- c. Providing the opportunity for the reconsideration of the use and design of the open spaces.



12.3 Key Features of Link to Train Station Hub and Sports Hub

- a. The construction of a new section of pedestrian/cycleway along Daniell Street, whilst keeping the street two way and retaining existing parking.
- b. Discussions ongoing with KiwiRail and engagement with the community and businesses regarding possible closure of, and alterations to, crossings.
- c. Existing pedestrian/cycleway between Fox Street and Bell Street upgraded with shelters, additional lighting and some additional trees (placed to ensure clear sight lines are retained to ensure safety).
- d. Improved provision for pedestrians crossing Bell Street between existing sections of pedestrian/cycleway.
- e. New 3m+ off street pedestrian/cycleway formed along Johnston Street from Harrison St W to sports hub.

12.4 KiwiRail Projects

- a. As part of safety improvements and to prepare for increased train services, KiwiRail are investigating level crossings across the length of the Wairarapa Line, to determine what upgrades are required and to determine, from a safety and efficiency perspective whether there are crossings which should be closed to traffic.
- b. The Council are having ongoing discussions with KiwiRail regarding this to ensure that Featherston residents are not disadvantaged by any changes.



13. Draft Concept Design

13.1 Revitalised Fitzherbert Street and Linkages to the Train Station and Sports Hub




LEGEND

 3M SHARED PATH

 GREEN SPACE

 SHARED SPACE

 LIGHTING

 EXISTING SHOP CANOPIES

Design Map 1 - Fitzherbert Street - West and Linkage to Train Station - South



13.2 Fitzherbert Street West End

- a. Pedestrian crossing at west entry to Town Centre; to mark entry, slow vehicles and improve safety and pedestrian connectivity.
- b. Some new tree planting where this can be achieved without the loss of car parking, to improve the appearance of the Town Centre, and to visually narrow the road to slow vehicle speeds.
- c. Some trees to be planted in new movable planters, which can be moved to different locations in town centre as required.
- d. New footpath along front of petrol station; to improve pedestrian safety.

13.3 Linkage to Train Station and Sports Hub (South End)

- a. The construction of a new section of pedestrian/cycleway along Daniell Street, whilst keeping the street two way and retaining existing parking.
- b. The shared path will be adaptable; for instance there will be the opportunity to cover it or to add a shelter alongside it in the future, to allow users to shelter from the sunshine or rain.



Design Map 2 - Town Centre - Fitzherbert Street East, Mid-Town Park Hub and Booktown Precinct



LEGEND

- 3M SHARED PATH
- GREEN SPACE
- SHARED SPACE
- LIGHTING
- EXISTING SHOP CANOPIES

13.4 Upgrade in 'Mid-Town Park Hub' - Recreation and Open Space Precinct

- a. Birdwood Street (both north and south of Fox Street) formed into shared spaces, to allow easier crossing between areas of open space. This will be designed to allow two way traffic and the free movement of vehicles. Improved linkages to Anzac Hall and Bell Street.
- b. Existing pedestrian crossing east of Birdwood Street retained as existing.
- c. Fox Street (north of SH2) redesigned to include some angled car parking to allow easy parking for residents using the area and for visitors stopping in the area; carriageway to remain wide enough for two way traffic and free movement of vehicles, whilst allowing easier crossing between areas of open space.
- d. Further car parking could be made available in the existing 'paper road' to the east of the playpark.

13.5 Fitzherbert Street East End and Booktown Precinct

- a. Fox Street (south of SH2) formed into shared space, with reduced width for vehicle movement; to slow vehicle speeds and to allow easier pedestrian movement through the area. Space could be closed for events.



Design Map 3 - Linkage to Train Station - North




LEGEND

 3M SHARED PATH

 GREEN SPACE

 SHARED SPACE

 LIGHTING

 EXISTING SHOP CANOPIES

13.6 Linkage to Train Station and Sports Hub (Centre and North End)

Centre Section

- a. Consideration given to the provision of shelters and improved lighting to improve usability and safety of the existing shared pedestrian and cycle path.
- b. Some additional tree planting to improve the general amenity of the area; location of trees should still allow good sight lines to ensure pedestrian safety.

North End

- e. New 3m+ off street pedestrian/cycleway formed along Johnston Street from Harrison St. W. to sports hub.
- f. Additional trees to west of existing shared path to station.
- g. The shared path will be adaptable; for instance there will be the opportunity to cover it or to add a shelter alongside it in the future, to allow users to shelter from the sunshine or rain.



14. Priorities and Implementation Plan

The Implementation Plan is reliant on funding programmes approved during the Long-Term Planning process, or other sources of funding becoming available.

Table A: Proposed Major Projects - Implementation Plan

Project	Year	Indicative Costs	Who
	<i>Now: 1-3yrs Next: 3-5yrs Later: 5+yrs Note: Year 1 is July 2024 to June 2025</i>		Lead Agency (L) and supporting agencies
Project 1: Fitzherbert Street/SH2 Revitalisation and Mid-Town Park Hub	Now 1-3 years		
a. Fox Street carriageway (narrowed in vicinity of Lyon Street and intersection with SH2) with upgraded footpaths, parking, and planting)	Now		SWDC
b. Length of Birdwood Street to Fox Street and intersection of SH2 and Lyon Street altered to shared space; raised carriageway and ramped entrances to allow areas of public open space (parks) to be linked and used together	Now		SWDC
c. Movable planters, and movable platforms to accommodate tables and chairs.	Now		SWDC and Waka Kotahi
d. Fox Street (south of SH2 - Booktown Precinct) raised to provide single large multiuse area, with single way vehicular traffic for most of the year, but with the ability to close the space and use for events	Now		SWDC
e. Reduced speed limit area lengthened to include whole of SH2 from Bethune/Wakefield Streets intersection to Hickson/Wallace Street intersection	Now		Waka Kotahi (L); and SWDC
f. Work with Waka Kotahi to identify and install lower noise road surfaces	Now		Waka Kotahi (L); and SWDC
g. Work with Wellington Water and Waka Kotahi to resolve existing flooding issues SH2 in vicinity of Daniell Street	Now		SWDC
h. Investigate and promote installation of EV Chargers in Town Centre Heart Area	Now		SWDC



Project 2: Wellington-Featherston Welcome and Mainstreet Enhancement Project			
a. Pedestrian crossing at west entry to Town Centre	Next	\$400,000	SWDC and Waka Kotahi
b. Look at options to improve pedestrian linkages from Fitzherbert Street to the Community Centre and Medical Centre	Now	\$129,000- \$132,000	SWDC
c. Footpath formed in front of the Petrol Filling Station	Next		SWDC and Waka Kotahi
d. Work with Waka Kotahi to identify and install lower noise road surfaces	Now		Waka Kotahi (L); and SWDC
Project 3: Town Centre to Train Station and Sports Hub Pedestrian and Cycle Project			
a. Open area alongside existing pedestrian/cycleway between Fox Street and Bell Street upgraded with additional trees, lighting and shelters	Now		SWDC
b. New Footpath/Cycle Path to train station and Sports Hub installed in Daniell Street	Next		SWDC/GWRC
c. New 3m+ off street pedestrian cycleway formed along Johnston Street from Harrison St W to Swimming Pool	Later		SWDC/GWRC
d. Discussions ongoing with KiwiRail and community regarding possible closure of some level crossings over railway in Fox Street, Bell Street and Brandon Street, and installation of safe crossing facilities over the railway and for pedestrians and cyclists	Now		KiwiRail/SWDC
Project 4: Cultural Icons			
a. Work with Māori to design and install cultural icons or artworks identifying entry to town centre - train station - sports hub shared path at both main street end and at station end	Next		SWDC
Project 5: Priority Development Area (formerly Complex Development Opportunity)			
a. Establish Priority Development Area implementation group	Now		SWDC
Project 6: District Plan Changes / Variations to Proposed District Plan			
a. Changes to zoning of land around main street	Now		SWDC
b. Historic Heritage Area Study	Next		SWDC
c. Consideration of costs/benefits of Greenfield Areas, and potential plan changes	Next		SWDC



Project 7: Wastewater			
a.	A growth study has been completed to assess options to meet agreed growth targets	Complete	Wellington Water/SWDC
b.	Donald St Wastewater pump station renewal & rising main renewal has been completed	Complete	Wellington Water
c.	Featherston Wastewater treatment plant consent - physical works currently forecast from FY24/25 onwards for short term solution	Now	\$19m Wellington Water
d.	Featherston Wastewater treatment plant long-term consent Stage 2 and major plant upgrade for growth (full discharge to land, dependent on inflow volumes)	Later	Wellington Water/SWDC
e.	Pressurised sewer system (stage 1)	Now (2023-32)	\$4.2m Wellington Water/SWDC
f.	Pressurised sewer system (stage 2)	Later (2033-42)	\$8.0m Wellington Water/SWDC
g.	Pressurised sewer system (stage 3)	Later (2043-51)	\$12.9m Wellington Water/SWDC

Project 8: Drinking Water			
a.	A growth study has been completed to assess options to meet agreed growth targets	Complete	Wellington Water/SWDC
b.	Tauherenikau drinking water pipeline renewal - construction forecast from FY24/25	Now	\$3.5m Wellington Water/SWDC
c.	Featherston water main renewals - construction forecast from FY25/26 onwards	Now	\$7.0m Wellington Water/SWDC
d.	Waiohine water treatment plant Stage 3 permanent pH dosing system upgrade - technically not within the township but is the primary drinking water supply. Construction forecast for FY24/25 onwards	Now	\$1.0m Wellington Water/SWDC
e.	Boar Bush Gully Trunk Main renewal - construction forecast from FY25/26	Now	\$2.1m Wellington Water/SWDC
f.	Boar Bush reservoir dam future - no activity brief, decision on future yet to be agreed, programmed and funded		Wellington Water/SWDC
g.	Featherston Smart Meter rollout - no activity brief, project has not been prioritised therefore no certainty on construction programme		Wellington Water/SWDC
h.	Waiohine water treatment plant filtration - construction forecast from FY25/26	Now	\$1.0m Wellington Water/SWDC

Project 9: Stormwater/Flooding			
a.	Stormwater Management Plan	Now	\$25k Wellington Water
b.	Flood Hazard Mapping	Now	\$30k GWRC (L)/Wellington Water/SWDC

Appendix 1 – Wairarapa Moana Statutory Board



The Wairarapa Moana Statutory Board is “a new Statutory Board that enables Ngāti Kahungunu ki Wairarapa Tāmaki nui-a-Rua Settlement Trust and Rangitāne Tū Mai Rā Trust to realise their joint redress aspirations. The outcomes of the work of the Board will help deliver improved outcomes for Wairarapa Moana and the Ruamāhanga catchment for the kaitiaki and communities of the Wairarapa.” A meeting was held on the 13 October to provide “an opportunity for members to hear and share kōrero on the priorities and roles and responsibilities of the Board. All members of the public were welcome to attend this meeting.”

5. Iwi seek to bring whanau back home and iwi aspire to have:

- Somewhere to live that is uplifting
- Some work that is meaningful
- Something to live for (hope)

Appendix 2 – Guiding Principles

Our Story: 6 Principles guiding the Featherston Masterplan

Principle 1: Honouring the past “Ka mua, ka muri” “acknowledging the past to move forward”

This means:

- Acknowledging that in the past our Moana and Awa were healthy, providing us with an abundance of kai
- Committed to restoring the health of our Moana and Awa – getting everyone onboard – including our young people
- Looking for ways to promote sustainable and local food sources
- Respecting the enormous contributions that the community and local leaders have made to strengthening community spirit
- Always working in an inclusive way so we build Featherston together - never leaving any one behind
- Learning about our history to create shared understandings – moving forward together

Principle 2: Comfortable with being ourselves and caring for each other

This means:

- Featherston is quirky and different and that’s what makes us unique
- We are a community of workers, families, creatives, innovators and volunteers
- We are committed to connecting our community
- That we make sure existing, local residents can afford to stay here and that there are opportunities to work locally, and/or commute for work
- Valuing our Booktown status and ensuring this remains a core part of who we are
- We take care of and plan for our young and aged residents

Principle 3: Involve mana whenua in all our work

This means:

- Engaging with and working alongside Ngāti Kahungunu ki Wairarapa and Rangitāne o Wairarapa to enhance the interests of mana whenua

- Dual narratives – recognising Māori history by creating opportunities for dual narratives to be expressed
- Openness to shared values – continuously learning from each other
- Ensuring mana whenua and Māori have a visual presence in Featherston

Principle 4: Support whanau Māori and families to thrive

This means:

- Respecting the role that the Council’s Māori Standing Committee plays to enhance Māori wellbeing in the district
- Working with Pae Tū Mokai o Taurira and the 3 local marae
- Working with residents, businesses, local leaders and central government agencies to enhance community wellbeing

Principle 5: Caring about our physical and natural environment

This means:

- We want to feel safe when we are in Featherston whether it is crossing the road, walking to the train station in the mornings and evenings and having well maintained footpaths
- We have parks, that work as cohesive and connected spaces – we need to help make them places where everyone can “hang out” easily, no matter what their age, or interests – make them spaces that bring people together
- We want more beauty in our environment especially on our main street and we will work to make it pleasant for residents, as well as functional as part of the regional transport network
- We want to live sustainably and reduce our carbon footprint
- We work hard to integrate infrastructure and land use

Principle 6: Doing what we can, being solution focused

This means:

- Identifying actions that are possible now - and making a start
- Keeping the big picture in mind- balancing the “here and now” with future transformation
- Knowing that this is a journey, working out what we can progress, securing help, expertise and funding from anyone who believes in community and our future