

Whakatauki

Mei te tatū o ngā whakaaro ki ngā āhuatanga o te hinengaro,
Mei te ngāwari ake o te ahunga ki nāianei,
Kua tū nei te tūranga ki runga i ngā pakahiwi o te nehenehe.

If I am confident with where we'll be in the future,
Composed with how we are at present,
It is merely because I am standing on the shoulders of the past.

Foundation Discussion Document – July 2022

Featherston Masterplan

A Plan for the Future of Featherston

Prepared by Ree Anderson Consulting Ltd and Richard Knott Ltd in collaboration with SWDC, Iwi, central and regional government agencies, and the community



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kia Reretahi Tātau

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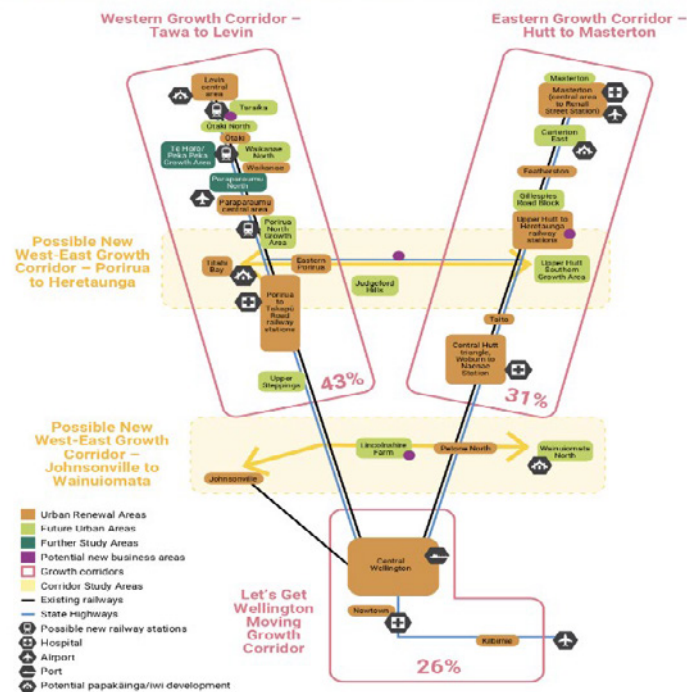
1.0 Tāhuhu Kōrero | Introduction

On 8 December 2021, after community, iwi and stakeholder engagement, the Council finalised and adopted the South Wairarapa Spatial Plan-Step 1 Residential Growth Areas. This Plan sets the long-term direction for the district - protecting what is valued by the community while also enabling change, growth and new opportunities. The District's Spatial Plan took account of national and regional directions including being guided by the National Policy Statement - Urban Development 2020 (NPS-UD), the Wellington Regional Growth Framework (WRGF) and Regional Policy Statement.

One outcome of the South Wairarapa Spatial Plan is the identification of Featherston as a Future Growth Node - referred to as an Urban Renewal Area in the Wellington Regional Growth Framework.

Featherston is located in the Eastern Growth Corridor Hutt to Masterton in the Regional Growth Framework. One third of the Greater Wellington region's population growth is expected to be accommodated in this corridor. See Diagram 1 below:

Diagram 1: A growth corridor view of the Future Urban Development Areas



Through the Council's district spatial plan process Featherston has been prioritised as the first town in South Wairarapa to be masterplanned.

Masterplanning includes developing a plan for Featherston that integrates transport, housing, recreation reserves, infrastructure, community facilities, land use patterns, iwi, and community aspirations.

The masterplan will build on existing work such as the work of Pae tū Mōkai o Tairā, Fab Feathy, the Wairarapa Gateway Business Group, the Wairarapa Economic Development Strategy, the sports hub, Booktown, and will include mana whenua and community input as well as the involvement of central and regional government agencies and neighbouring councils.

This draft Foundation Discussion Document, which we want your feedback on, captures work undertaken and views received so far that can help shape the masterplan for Featherston. Work that has been undertaken to date includes:

- Featherston site visits and walkovers
- Meetings with:
 - Chair of Māori Standing Committee (MSC)
 - Chair MSC and Mana Whenua
 - Pae Tū Mōkai o Tairā
 - Chair Wairarapa Economic Development Strategy
 - Council Staff
 - Kainga Ora
 - Fab Feathy
 - Featherston Knitting Group
 - Booktown
 - Fareham House Creative Space
 - Five Trails Trust
 - Wairarapa Moana Trail Trust
 - Local businesses
 - Powerco
 - Department of Internal Affairs
 - KiwiRail
 - Waka Kotahi
 - Greater Wellington Regional Council
- Informal workshop with the public
- Design Charette workshop with government agencies
- Workshop with Elected Members and Community Board Chair
- Foundation Discussion Document released for feedback

The **South Wairarapa Spatial Plan** has identified the growth area for Featherston, (See Map 1).

The Spatial Plan highlights that development can take advantage of the opportunity that the presence of the rail station provides, allowing transit-oriented development close to the rail station; that is higher residential densities within the 5-10 min walk of the rail station.

However, residential growth and development is intended to also include different densities with lower densities further away from the rail station.

Account has also been taken of densities near schools where families may live and walking school bus options as well as proximity to the main street.

Varying densities will allow a range of housing types to meet the different needs of families, commuters, older and younger people. We are looking to hear your feedback on these densities and provide further information later on in this report.

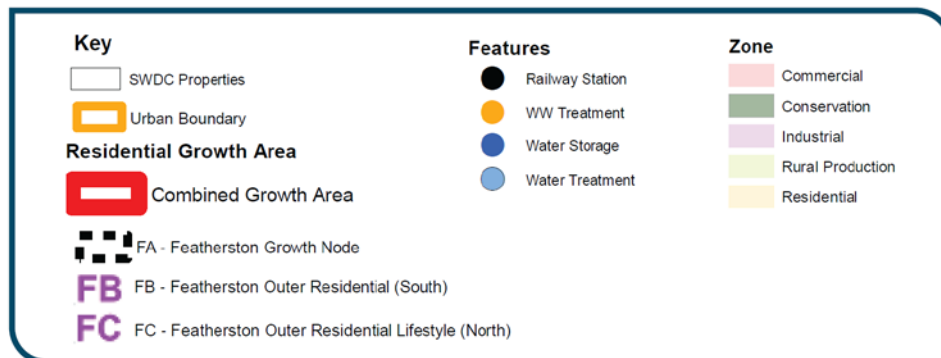
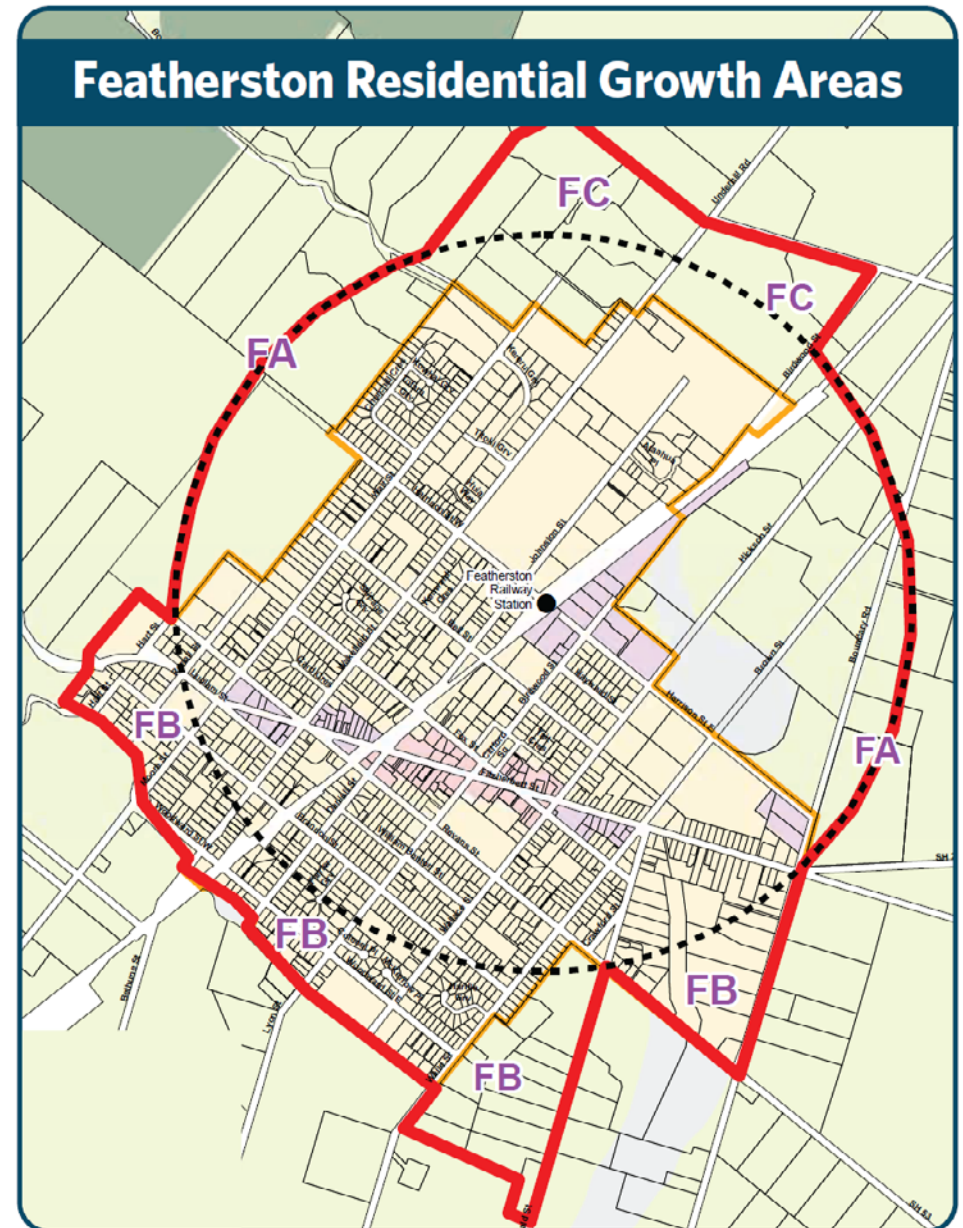
Enabling choice and respecting character are two key urban design principles that communities in South Wairarapa seek as they accommodate population growth.

On the 31 May, Featherston was approved by the **Wellington Regional Leadership Committee** as one of seven **Complex Development Opportunities** (CDO's) for the Wellington Region. CDO's are projects that have a special partnership arrangement with central government agencies which are needed as they:

- Have the potential to deliver significant housing and other benefits to the region
- Especially support the objectives of the Wellington Regional Leadership Committee (WRLC)
- Are in key locations where successful development gives effect to those agreed strategic objectives
- Are complex and working in partnership is required to deliver at the desired pace and scale.

With Featherston being a CDO, there will be greater ability to engage with central government and its agencies to align work programmes so that there is an integrated implementation plan to deliver the masterplan.

Map 1: Featherston Growth Node (Urban Renewal Area)



2.0 Horopaki | Context

2.1 Tangata Whenua Our Vision

Local iwi are Ngāti Kahungunu and Rangitāne –

Based on initial conversations undertaken through a Pae Tū Mōkai o Tauira representative, Māori residents seek to have a connected and strong community. This includes support for older persons and rangatahi (youth). The restoration of the Wairarapa Moana (a taonga with immense significance to local hapu) is strongly supported together with the Moana being connected to Featherston township through the planned multipurpose trail. Being connected to nature and having easy access to fishing, diving, the ocean, beaches, trees, birdlife, and open spaces is also highly valued.

Like other residents, the local sports hub, swimming pool, Booktown, and other amenities such as the library are seen to be important attributes making Featherston an attractive place to live. There are concerns though with the adequacy of water infrastructure, flooding, street lighting, the state of footpaths, and the safety, look and function of the main street.

There is an opportunity to enable greater participation of local hapu, in the development of Featherston, so that going forward there is a tangible presence of ‘taha Māori’ (things Māori) in the town.

This is in keeping with Policy 1(a) of the National Policy Statement on Urban Development 2020 (NPS-UD) that states that a well-functioning urban environment should at a minimum have or enable a variety of homes that should at a minimum *‘(ii) enable Māori to express their cultural traditions and norms’*.

Tell us how you would like to see a greater Māori presence in the future design of Featherston?

Fab Feathy is a community led partnership with the Department of Internal Affairs (DIA) which facilitates community development in Featherston.

In 2016 and 2017, they assisted with the development of the community plan “Our Future Featherston” identifying a range of projects and initiatives to build on the strengths of the community. The community vision is to *“fully realise the potential we can see that Featherston is bursting with while retaining and enhancing what makes our town and community distinctive and great.”*

To understand what to focus on next, in June 2022 Fab Feathy completed a survey asking the community what was working well, why Featherston is great and what would make Featherston even better. The themes that have emerged through this survey have been echoed through our recent engagement with the community via an online workshop and questionnaire as well as discussions with Featherston business owners, representatives from Booktown, Fareham House Creative Space, Wairarapa Moana Trail, Five Trails Trust, and many others.

We’ve continued to hear that what makes Featherston special is its strong community, its large number of volunteers and the way that people work together to make a difference. Other themes which have come through strongly are:

- The need for town centre revitalisation and urban renewal
- Better representation, visual presence of Māori in the town
- Improved infrastructure networks
- Traffic calming and safety improvements
- Better connections in and around town, emphasis on connecting to the moana
- In terms of housing, most mentioned the need for affordable and suitable housing for residents while retaining the small-town feel. These themes guide planning for the projected growth within Featherston.

Our Draft Vision

‘A strong, caring community where there is a place for everyone’

Do you agree with our draft vision? What is your vision for Featherston?

Featherston Population

The overall population in Featherston in 2018 was 2487. In 2020, the population for Featherston was estimated at 2,615.

Projections made in 2020 anticipated that Featherston would see an additional 800 people and 428 households over 30 years, this projection has now increased to an anticipated 1730 additional people over the next 30 years. This means around 940 dwellings will be needed over this timeframe. The key drivers of population change include the increased ability to work from home and ability to commute into Wellington.

Featherston Community Profile

The 2016 Community plan – Our Future Featherston - profiled the community using the 2013 Census data. This data has been taken, and where possible, compared and updated with the 2018 Census data to help identify what characteristics may have changed in the last few years that may now help to shape this masterplan for Featherston - Paetūmōkai. See Table 1 below.

Table 1: Comparing 2013 and 2018 Demographics for Featherston			
Demographic	2013	2018	What's different?
Median Age: Overall Median Age: Maori	43.4yrs	43.8yrs 25.8yrs	⌘
Ethnicity: European Ethnicity: Maori	88% 18.4%	88.9% 19.7%	⌘
Households Avg size overall One family households Couples with children Couples without children One parent families Median weekly rent	2.2 people/hh 60.4% 32.9% 45.9% 20.8%	2.4 people/hh ? 183 312 246	The median weekly rental in has increased from \$260 in 2018 to \$485 in 2021 (Source: realestateinvestor.co.nz)
		\$260	
Own home	68.7%	70.1%⌘	
Formal Qualification 15yrs and over	70.3%	74.6%	This is positive change and aligns with initiatives to increase knowledge and skills to enhance overall economic prosperity (see Section 2.4)
Unemployment	10.5%	5.3%⌘	This is a significant reduction
Most common occupational group	'professionals'	'professionals' 13.4% 'technicians and trades'	Is important that key workers such as technicians and trades can afford homes in Featherston
Median personal income Income less than \$20,000 Income > \$50,000	\$23,900 44% 21%	\$25,600 37.4% 27.1%	Personal incomes have increased slightly, however house prices and rental costs have increased significantly. This is impacting on housing affordability as housing affordability is a function of household income and house price. (See section 2.3)
Travel to work private vehicle Travel by Train	56.3% 19.1%	55.9% 16.4%	
Business locations Paid employees	140 520	?	
Social Deprivation index	1060	Score between 5-10	
Access to the Internet	62.5%	79.1%	An important change as working from home; working remotely becomes a more accepted and/or desired practice; also important for businesses to have reliable and fast internet services

2.3 Our Housing

The majority of housing in Featherston was built between 1960-1969, although the earliest residential stock is recorded as being built in 1880-1889.¹ In terms of the quality of the housing stock (dampness, mould, basic amenities in working order), Featherston homes rate well for basic amenities, and rated moderately for mould (10% of homes had mould greater than A4 paper visible sometimes); and 16.6% of homes were considered damp (NZ Statistics 2018).

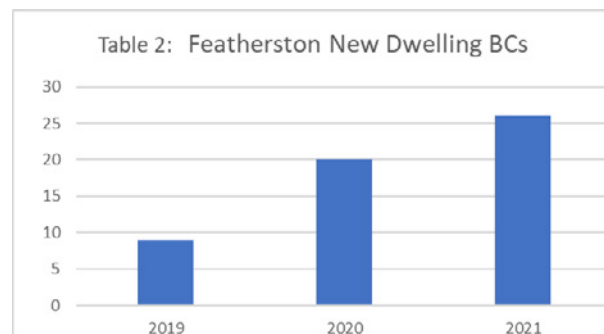
Featherston has traditionally been seen as a more affordable place to live compared to Martinborough and Greytown. However, this affordable housing quality has been changing as house prices throughout New Zealand have been rising and more people are turning to provincial districts to seek out new lifestyle options. While Graph 1 below still identifies Featherston as a more affordable option than Martinborough and Greytown, it also highlights that Featherston had the fastest growth in house prices of the 3 towns, growing 14.2% per year. The median house price in Featherston in September 2021 was \$621,850 up from \$484,100 in December 2020. Featherston is one of 10 suburbs within the Wellington region with the fastest growth in house prices.

A significant proportion (approximately 30%) of Featherston residents rent their homes, and as house prices increase so do rental costs. As noted in Table 1 above weekly rents have nearly doubled since 2018. Higher housing costs which take up more than 30-40% of a household's gross annual income puts a strain on income for other needs such as food, education, and medical costs. It also means that workers on lower incomes may find it hard to find accommodation in places near to where they work.

Recent residential building consent data for Featherston shows that new dwelling building consents have more than doubled from pre-2020 to a total of 55 over the past three years. See Table 2 and map below.

New build consents in Featherston pre-2020 sat around 5-9 new dwellings per year. In 2020, 20 new dwellings were consented and 26 in 2021. This indicates that building activity is starting to respond to the increase in demand for homes in Featherston.

52.7% of all new dwellings within the three years were transportable dwellings (29/55). Transportable dwellings are newly constructed houses that are built off site and then transported to the final location (this does not include tiny homes/relocated houses).



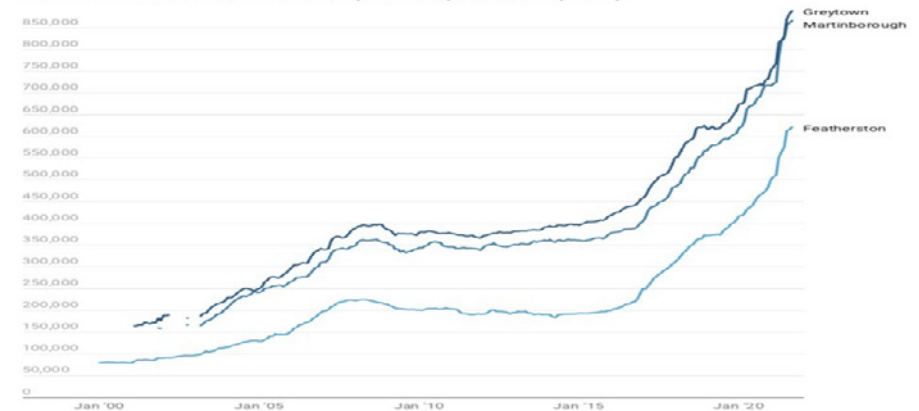
¹ OneRoof Suburb Profiles

Graph 1:

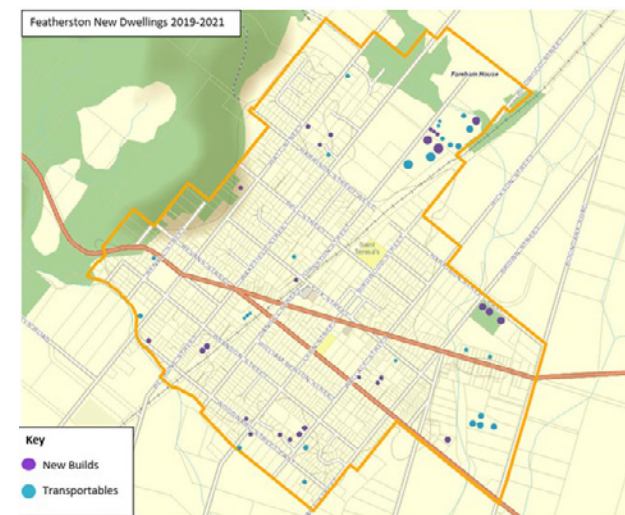
South Wairarapa Property Market

South Wairarapa Median House Price by Suburb

The median house value in South Wairarapa District (Jan 2000 - Sep 2021)



Map 2:



2.4 Our Economy

In the 1940s, Featherston was a booming rural service town, with industrial activities playing a big role in the economy. These activities included a rubber factory, chocolate factory and sawmill. The town continues to service the agricultural sector, but industrial and commercial activities are not as prominent as they once were.

Reports from Infometrics use a tool called an Economic Prosperity Index (EPI) to assess living standards. In 2018, Author at Infometrics Kelvin Davidson posted a case study: How prosperous are South Wairarapa Towns? This case study highlighted the following:

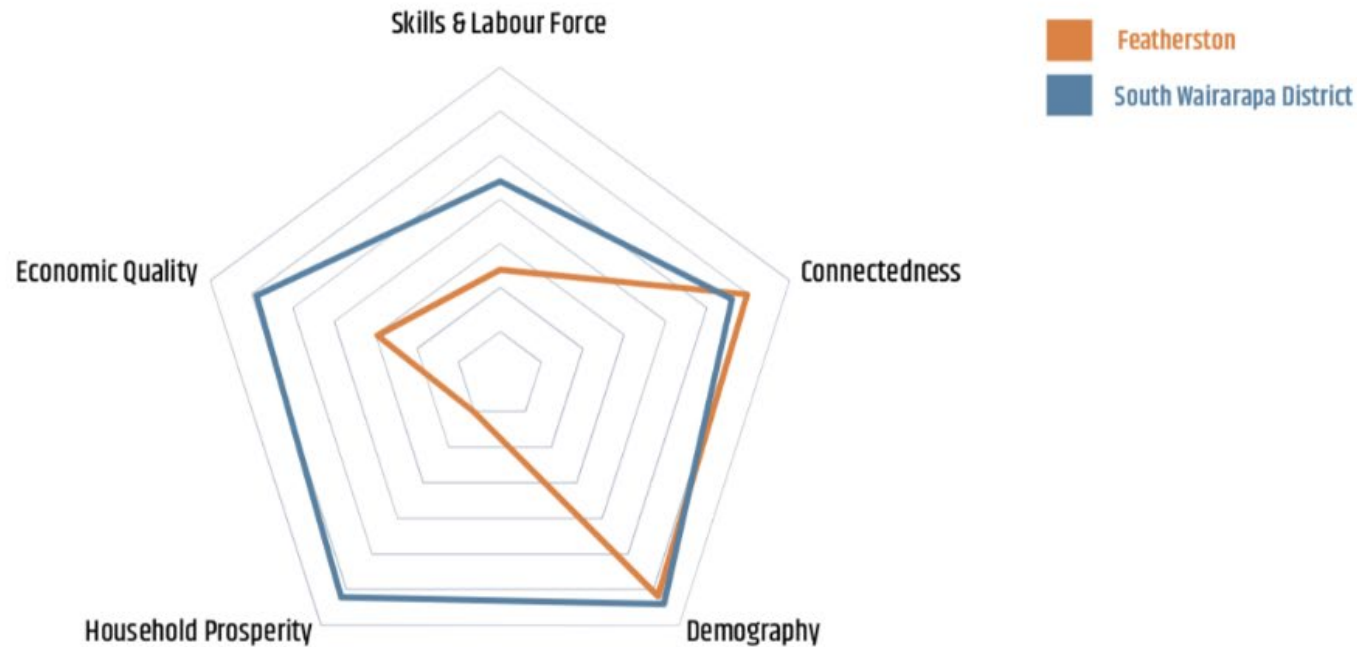
That Featherston's overall EPI score is 3.7 compared to 5.7 for South Wairarapa indicating lower overall economic prosperity Featherston however, does rate highly in the domain of connectedness, which is one factor used for measuring prosperity. *"The domain of connectedness measures access to infrastructure and services to take advantage of employment, education and business opportunities across the South Wairarapa and beyond."*

It is this potential that this masterplan intends to help unleash through transit-oriented development.

Graph 2

Economic Prosperity Scores by Domain

Closer to outer edge is better



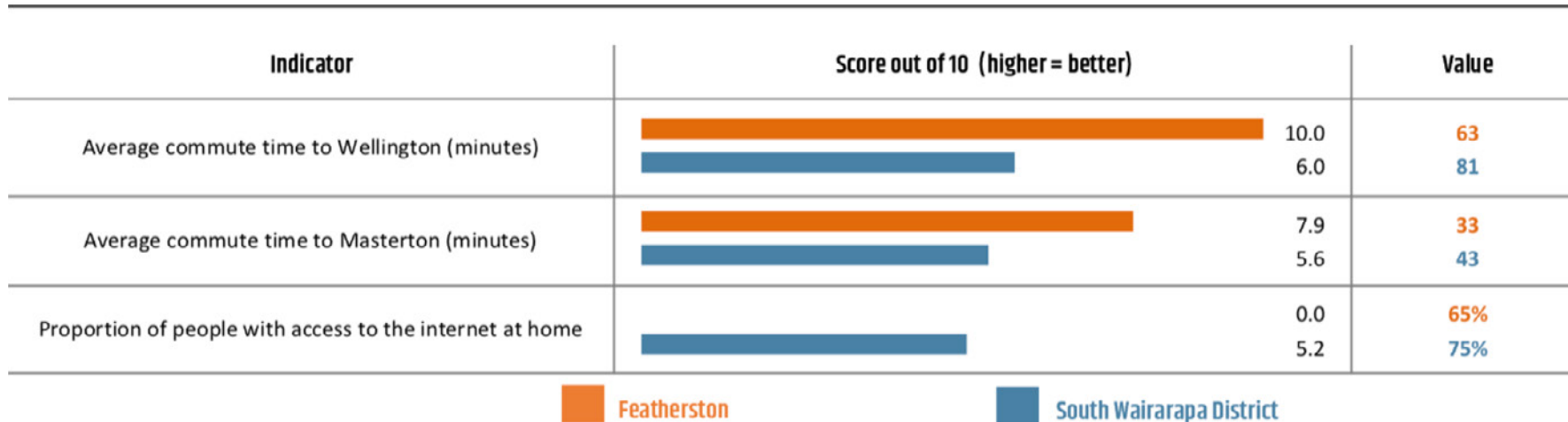
The following Graph 3 highlights indicators of connectedness for Featherston. Featherston provides opportunities for residents to live and work in Featherston as well as commute for work.

Graph 3

Connectedness

This domain measures access to infrastructure and services to take advantage of employment, education and business opportunities across the South Wairarapa District and beyond.

Connectedness indicators ranked from Featherston's best to worst



At the same time, the Infometrics reports suggest that to improve overall economic prosperity of Featherston that: *“there could be a focus on increasing the proportion employed in the knowledge and intensive industries.”* While 51% of 24-34 year olds have at least NCEA level 4 qualification this is still below other towns such as Greytown (61%). This is where initiatives such of those of Fab Feathy and the Wairarapa Economic Development Forum are integral to growing community wellbeing. At the same time, the recent interest in Featherston as a desirable and more affordable town to live will attract new talent and knowledge workers.



2.5 Our Community and Social Infrastructure

Community services is defined in the NPS-UD 2020 to include:

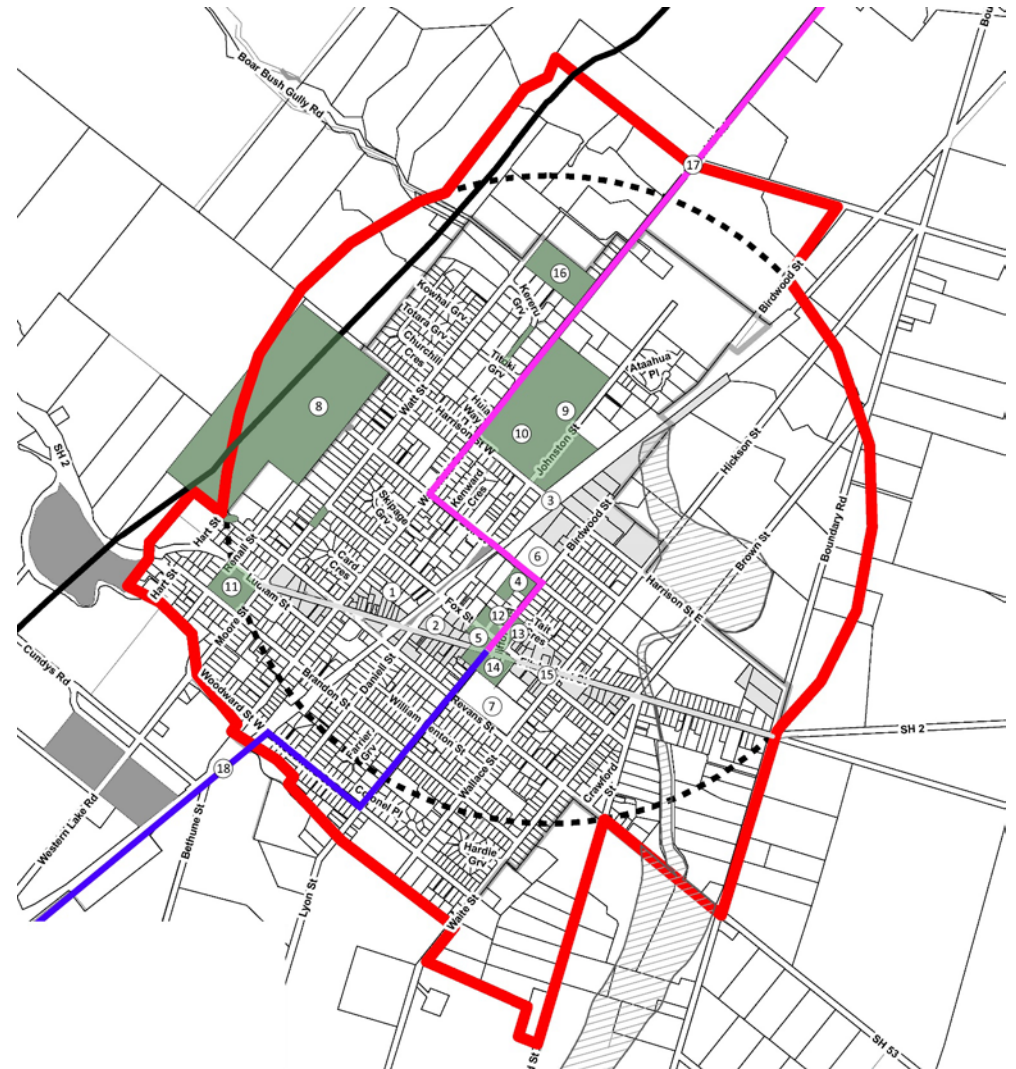
- Community facilities
- Educational facilities and
- Commercial activities that serve community needs

Map 3 identifies the current Community Services located in Featherston.

- (1) Community Centre and Medical Centre
- (2) Supermarket
- (3) Train Station
- (4) Anzac Hall and Community Emergency Hub
- (5) Town Square, Men's Shed and Skate Park
- (6) St Teresa's School
- (7) Featherston School Te Kura o Paetūmokai
- (8) Featherston Domain
- (9) Swimming Pool
- (10) Sports Stadium
- (11) Dorset Square
- (12) Mini Fell Train
- (13) Public Playground
- (14) Fell Locomotive Museum, Library, Information Centre and Bowling Club
- (15) Cenotaph, Book Shops and Antique Shops
- (16) Barr-Brown Bush Reserve
- (17) Cycle Trail
- (18) Cycle Trail to Wairarapa Moana

What, if any, additional community and social infrastructure do you think Featherston needs?

Map 3 – Facilities in Featherston





Schools

In terms of educational facilities, Featherston has three primary schools, Featherston School and Saint Teresa's School are located within the township while South Featherston School is located approx. 2.5km from Featherston township. Kuranui College is the only secondary school in the District and is located in Greytown. The schools have seen stability and an overall general increase in roll numbers over the past three years. This shows the attractiveness of Featherston as a place for families to live and account has been taken of this in terms of enabling housing choice and also taking into consideration the proximity of family homes to schools where walking and cycling can be encouraged.

Kuranui College is located in Greytown and is the only high school within the South Wairarapa District. The majority of students catch the school bus to and from school.

Table 3: School Roll Numbers

	Featherston School	South Featherston School	Saint Teresa's School	Kuranui College/Greytown
2019	133	57	98	451
2020	131	46	103	551
2021	148	51	107	653



2.6 Our Transport

The rail line that serves Featherston was constructed in the early 1870s to connect Wellington to the Wairarapa, and the line helped populate the region by improving access.

Access to Featherston is also via State Highways with State Highway 2 (SH2) running along the western side from Featherston to Woodville. State Highway 53 links Featherston to Martinborough. It is noted that in 2016, the SH2 Te Marua to Masterton programme business case assessed the option of a Featherston bypass which was not carried forward into the recommended programme. Any bypass is assessed through a business case process alongside other activities and interventions.

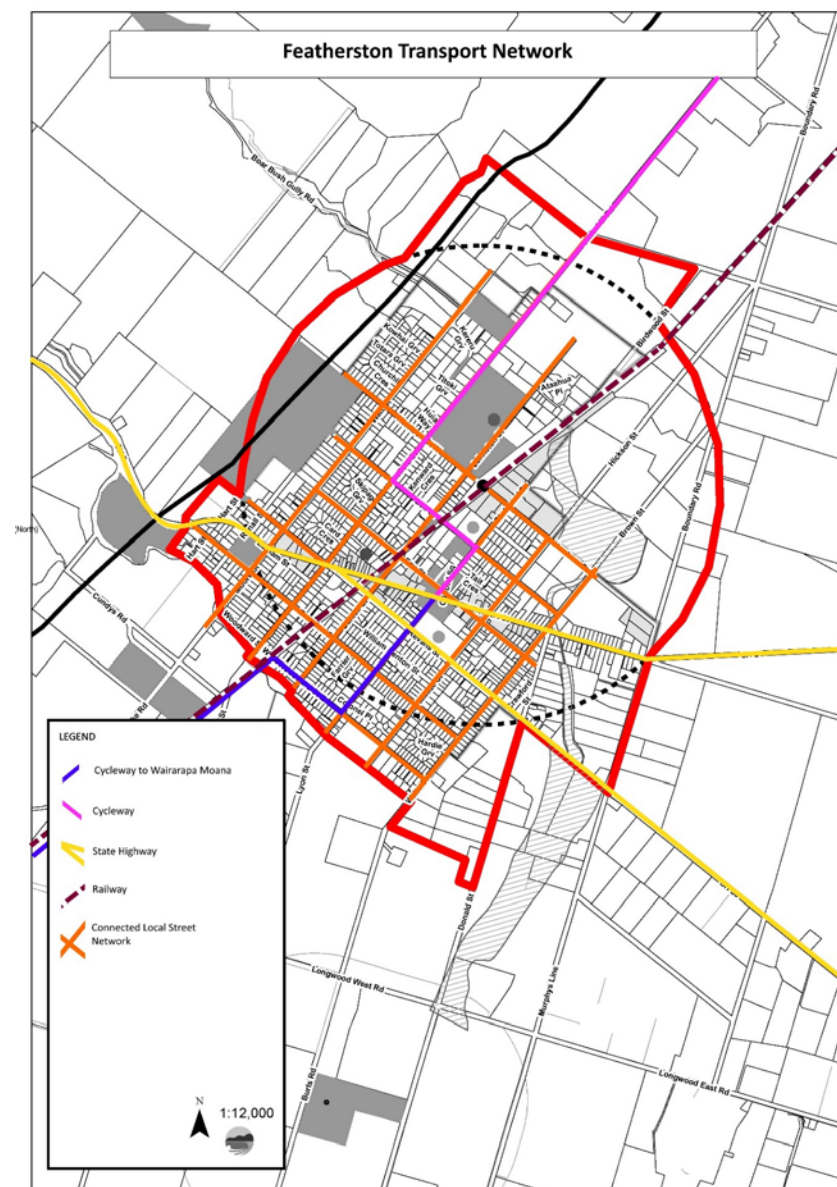
The Wellington Regional Growth Framework identifies transport choice and access as one of its top priorities. As noted in Table 1 (page 5 above), despite Featherston having a train station, the use of private vehicles remains the dominant mode of travel and the travel trips by train in Featherston decreased between 2013 and 2018. This plan seeks to encourage more opportunities to use and access existing train services.

The WRGF does not envisage further rail lines such as one for Featherston to Martinborough as population growth is not such to warrant this. Hence, rail transport services need to be integrated so that residents for example in Martinborough who work in Wellington can bus to Featherston and connect with the passenger train service at Featherston.

The original town comprises a very well-connected grid network of local roads. These provide easy access to key local facilities, including the town centre and train station. This network of streets creates large, square blocks. Introducing additional streets bisecting these large blocks could further improve connectivity for pedestrians, cyclists, and other users, as well as facilitate the more efficient development of the blocks. State Highway 2 cuts across the local street network at an angle. This has a negative effect on the legibility of the local network, and also creates a number of narrow, hard to develop sites where the State Highway and local roads intersect.

Two cycle trails have been proposed to connect Featherston to the Moana – the Wairarapa Moana Trail and to connect Featherston with Greytown – Trail Section 1 of the Wairarapa Five Towns Trail Network. Work is soon to be completed on the Featherston to Greytown section. The feasibility study has been completed for the Wairarapa Moana Trail. In the longer term, a 36km trail from Featherston to Martinborough – Signature Trail Section 5 is proposed subject to detailed planning and design.

Map 4 – Featherston Transport Network



2.7 Our 3 Waters

Wastewater

When the Council was preparing the South Wairarapa Spatial Plan-Residential Growth Options it sought advice from the Council Controlled Organisation Wellington Water (in which council is a shareholder) on the capacity and servicing of growth for water, wastewater and stormwater. ²

While the Featherston Wastewater Treatment Plant is designed with capacity to serve a population of around 5000, it is acknowledged that the Plant, built in 1975, does not operate efficiently or sustainably to meet new Freshwater standards. The Plant discharges to Donald's Creek and is operating on a lapsed 2012 resource consent. As a consequence of this and the shared goals to improve environmental quality as well as allow for additional growth in Featherston, a joint project is underway with Wellington Water to find alternative solutions to the current arrangement for managing Featherston's Wastewater. Wellington Water has commenced consultation with the iwi, key stakeholders and the community on this project. It is in the early stages of development. Final decisions will be made by Council. The ultimate goal is to have any construction of the preferred option, once determined by July 2025. The Council in its Long Term Plan 2021-31 (LTP) has identified investment in the Featherston Plant for consenting and improvements as a priority in Years 1-5.

These initiatives mean that the upgraded wastewater infrastructure will meet the future growth needs as identified in this masterplan.

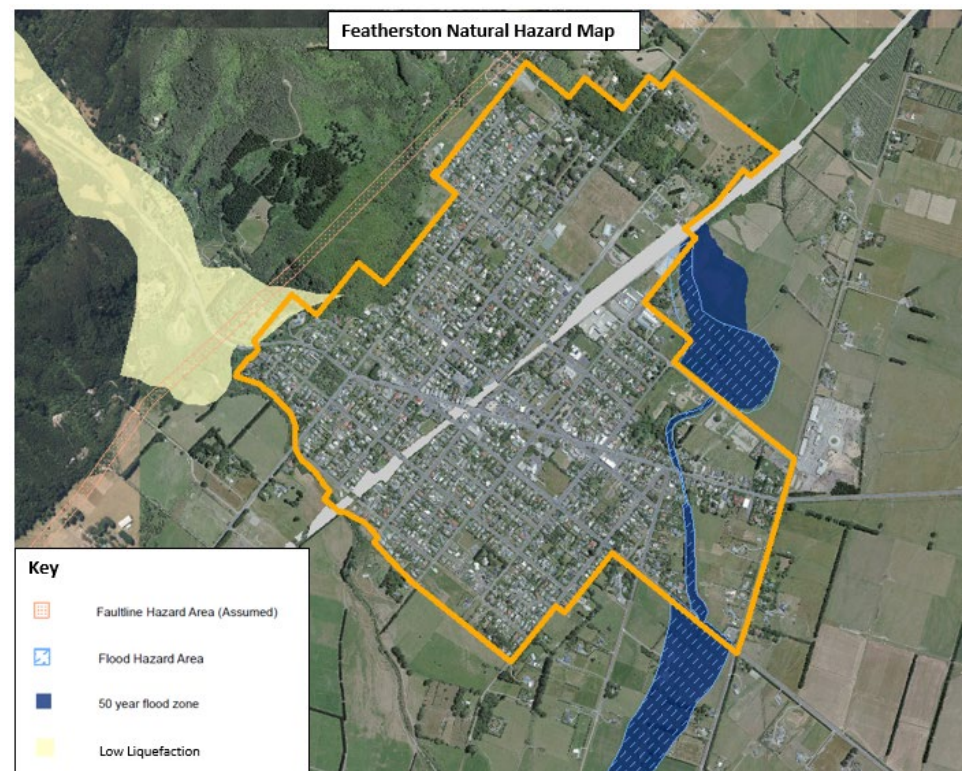
Water

Again, as part of the development of the South Wairarapa Spatial Plan, Wellington Water was able to advise that the capacity of the Waiohine Water Treatment Plant which supplies water to Featherston will be increased as a fourth bore is being installed to increase production. Water in South Wairarapa is "sourced from surface water and ground water, treated at a number of water treatment plants around the district and stored in reservoirs." ³

Stormwater

Wellington Water has assessed that stormwater can be reasonably managed in Featherston, using typical development controls and infrastructure upgrades albeit noting that water comes off the hills, and that some remedial work is required at certain intersections. Additionally, soakage pits are used on site.

2.8 Our Environment Natural Hazards, Climate change



² <https://swdc.govt.nz/wp-content/uploads/9.-WWL-Inputs.pdf>

³ <https://swdc.govt.nz/wp-content/uploads/9.-WWL-Inputs.pdf>

3.0 Nga Wero-Whai Wāhitanga | Our Challenges and Opportunities

Our key challenges and opportunities include:

3.1 Creating a pleasant town centre along the main street which also serves as a state highway

Residents have told us that they seek to have a town centre that has a sense of place (a 'heart'); is visibly attractive, and is safe and vibrant. The report by Urbacity also identifies the need to enhance the town centre and main street so that it is an attractor to higher density living.

Currently the town centre is challenged by the heavy traffic that passes through it and will continue to do so; by the rail line that divides the main street into two parts. Whichever growth option is chosen (See section 4 below) there are a range of initiatives that will be needed to address these challenges. These include providing a detailed plan and design for the town centre which includes:

- Identifying different precincts along the main street, such as the core commercial area, and a Booktown precinct;
- Identifying paving, streetscape, lighting and associated projects and budgets in the Long Term Plan
- Calming traffic measures
- Well-positioned and fit for purpose pedestrian crossings and safe bus stops including for school children
- Identification of shared pathways for pedestrians and cyclists
- Design guidelines that help shape the scale and form of new buildings
- Public spaces that incorporate Māori history and design

3.2 Ensuring that there is capacity for growth, with associated infrastructure

Our population projections over the next 30 years suggest Featherston will have around 1730 additional residents which means Featherston is likely to need around 940 new homes over that period.

Some new medium density zonings will be required to enable Featherston to have capacity to accommodate the number of homes for the future. Section 4 identifies different ways of achieving this, including options to introduce a medium density zone that allows development at densities of 1:200m². The council is looking for feedback on these options.

As this growth occurs it is also important the necessary infrastructure to support that growth is in place. This includes water, wastewater and social infrastructure such as parks and reserves. See section 2 above.

3.3 Protecting what is valued (such as family living/lifestyle options) while enabling intensification, choice and change

We have heard from residents that they value the existing family housing. However, we also know that increasing house prices have impacted the affordability of Featherston as a place to live for those who have traditionally lived there.

In order to assist with housing affordability, increasing the number of people living within walking distance of the town centre and train station, and also limiting the release of greenfield land, are options we have considered which allow for greater subdivision of existing lots than is currently provided for by the District Plan.

This will inevitably lead to change in existing streets, with the potential introduction of a greater number of two storey houses and attached dwellings, including semi-detached/duplex and terraced.

At this stage we are considering potential site sizes of down to 300m² in the General Residential Zone and down to 200m² in the Medium Density Residential Zone. Currently the minimum average residential site size in Featherston is 500m².

Examples of different development densities/lot sizes can be seen here:

www.gldc.govt.nz/media/1eda15f5/pc44_henley_downs_plan_change_appendix_n_-_examples_of_development_densities.pdf (Note: this linked document has been prepared by others and not SWDC or the consultant team working on this project)

As noted above, Featherston has a well-connected grid street layout, which allows easy movement through the town. Whilst this is adaptable to more intensive housing forms, particularly if additional connections are provided through larger blocks, this will not necessarily ensure that future development reflects what residents value. Further thought therefore needs to be given to how future development should reflect the existing sense of place. This could include the preparation of a design guide which considers building design, site layout, provision of open space etc. In addition, consideration could be given to whether areas which reflect the 'traditional' Featherston patterns of development should be protected as Historic Heritage Areas (options identify the draft boundaries of one such area).

Should the Council prepare design guides to ensure that new development reflects the sense of place of Featherston, and should a Historic Heritage Area study be carried out across the town?

What the different areas provide for

- Town Centre – Commercial activities only
- Mixed Use Area – Commercial and residential activities
- Medium Density Residential – Houses/Lots at 1 per 200m²
- General Residential – Houses/Lots at 1 per 300m²
- Outer Residential – Houses/Lots at 1 per 2000-4000m²
- Community Uses – Open space, community space, parks, sports facilities, and community buildings (e.g., library)

What do you think about these increased densities and reduced site sizes?



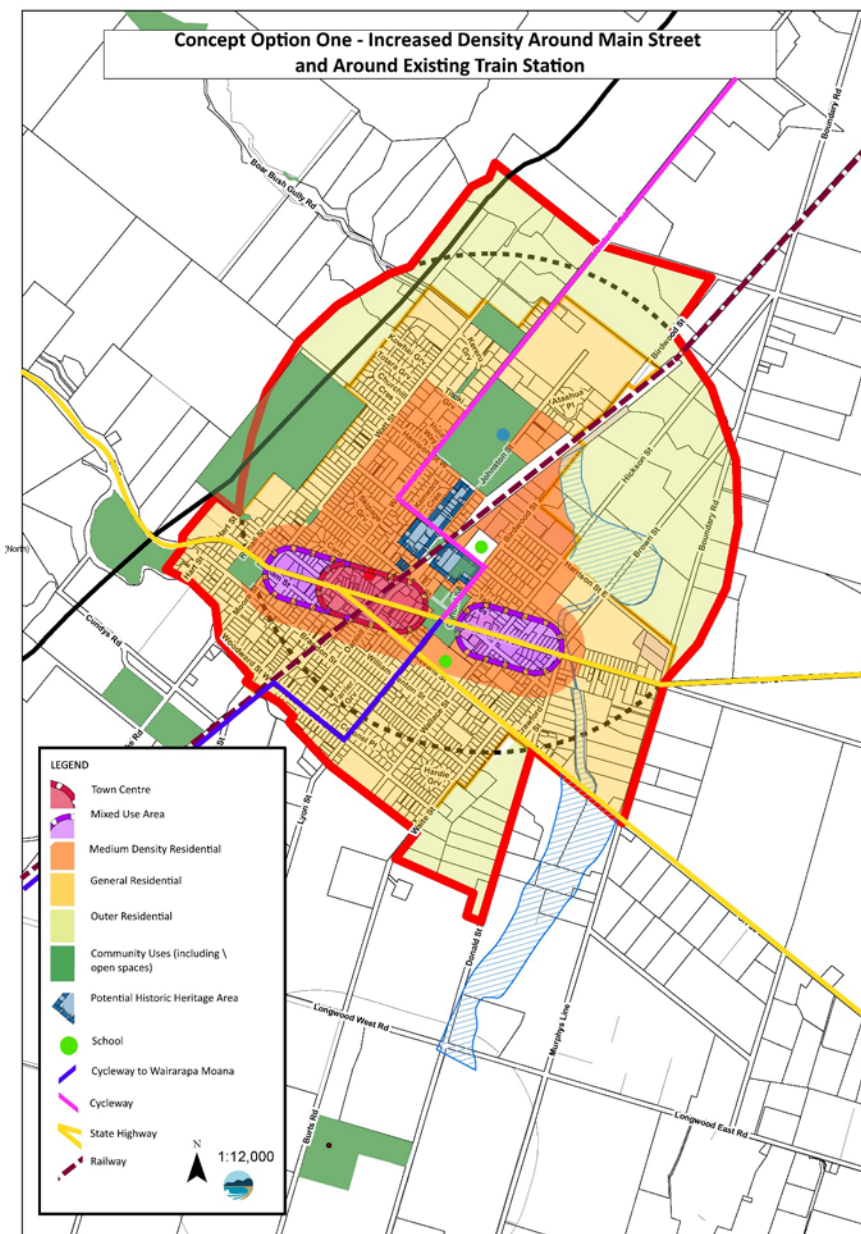
4.0 Mahere Matua | Our draft Masterplan Concept Options

As part of our development of our two concept options, we also considered Concept Option Three. This considered the possibility of relocating the town centre from SH2 to land around the existing Train Station. This was not our preferred option and the advice we received from Urbacity was that it was not a realistic option. We have therefore not presented this option as part of this consultation.

4.1 Concept Option One – Increased Density Around Main Street and Around Existing Train Station

Advantages	Disadvantages
<ul style="list-style-type: none"> • Uses existing infrastructure and may be the most cost-effective option • Is on key movement networks providing access to regions and is a driver for urban commerce • Takes account of current investment in the town centre and rail station • Enables diversity of densities • Looks to make better use of existing urban land and does not encourage the development of general or medium density development beyond the existing established boundaries of the town. 	<ul style="list-style-type: none"> • The train station and commercial activity are separate, and this may reduce those commuters who do not reside in Featherston from spending at local shops- they may only use the park n ride • The existing rail station has no built attributes that would attract density • Immediate proximity to the rail station may not be a factor driving intensification because the rail station is generally within a walkable catchment across much of Featherston • The rail line is used for freight, and this may have a negative impact on amenity • The State Highways are used by large vehicles, and this may have a negative impact on amenity • Requires a range of measures to make the town centre more pleasant for people (e.g., traffic calming etc)

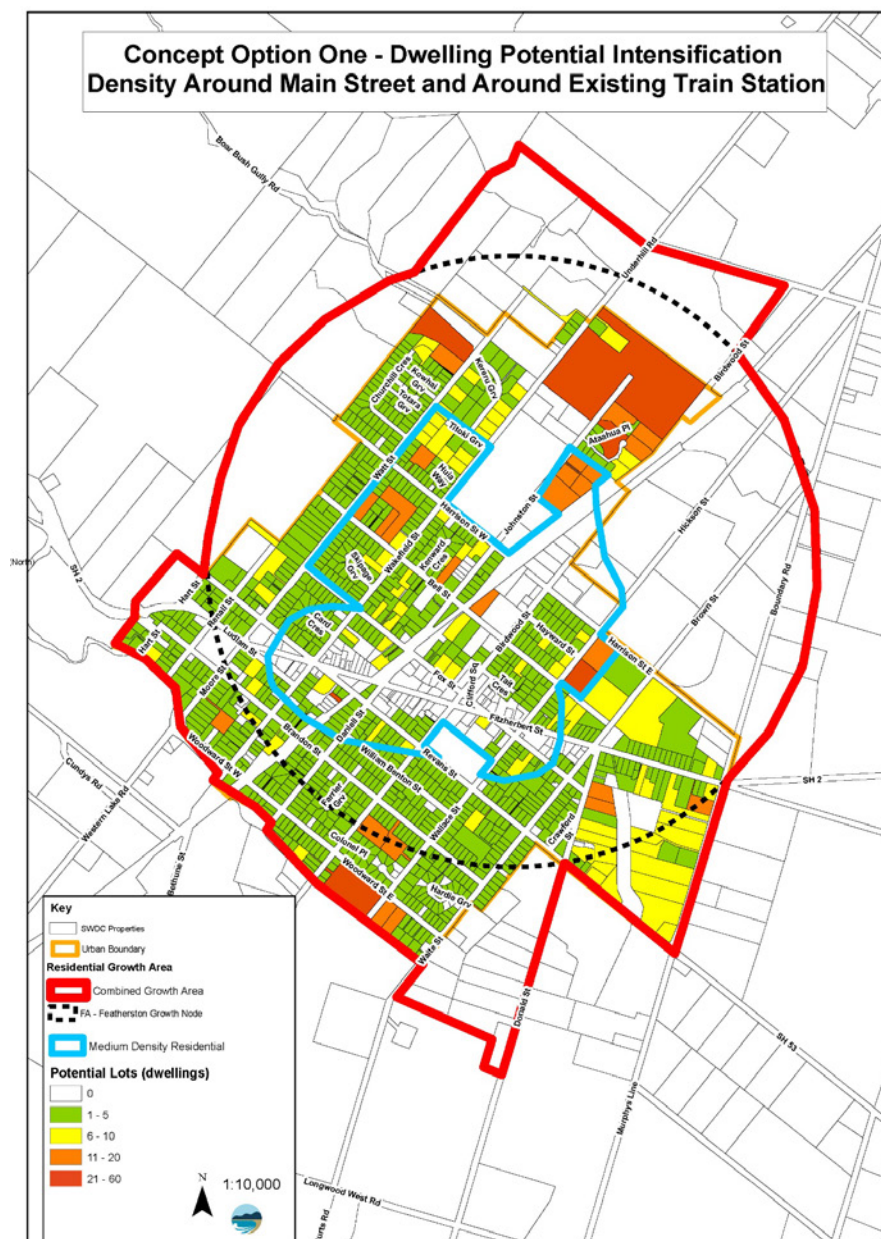
Do you support Option One – Increased Density Around Main Street and Around Existing Train Station?



Potential lot yield, Concept Option One

As part of our consideration of Concept Option One, we have considered the number of lots which could be delivered by the option.

Assuming that there is an uptake of 25% (i.e. only one in four sites within the existing residential zoned area is redeveloped), that the general residential sites are able to be subdivided down to lots of 300m² and the Medium Density Residential Area sites are able to be subdivided down to lots of 200m², Concept Option One would provide 574 additional dwellings.

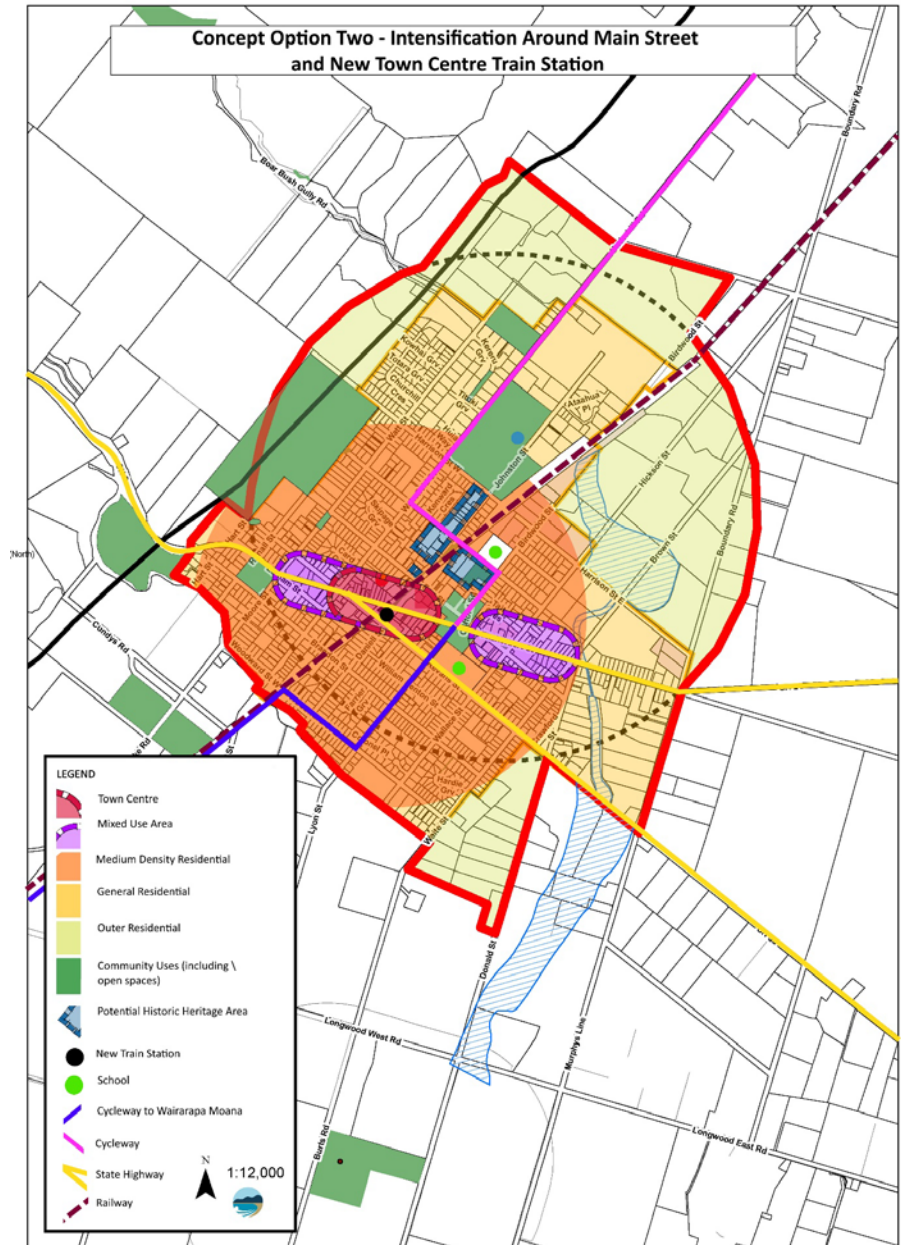


4.2 Concept Option Two – Intensification Around Main Street and New Town Centre Train Station

Advantages	Disadvantages
<ul style="list-style-type: none"> • Uses the existing infrastructure of the town centre • Is more aligned to transit oriented development (TOD) principles where urban centres and public transport operate together • Takes account of current investment in the town centre and rail station and encourages additional investment in the town centre • Enables diversity of densities and may inspire a greater desire to intensify • Looks to make better use of existing urban land and does not encourage the development of general or medium density development beyond the existing established boundaries of the town 	<ul style="list-style-type: none"> • KiwiRail has identified that this is likely to be a costly option and may require land purchase; they seek a feasibility study be undertaken • There may be technical issues associated with locating the train station in the town centre, which could have knock on effects which could impact on vehicle, pedestrian, and cycle movement in the town centre area (for instance duration that barriers are closed across the State Highways) • Requires a range of measures to make the town centre more pleasant for people (e.g., traffic calming etc) • Potential loss of a section of commercial land for new train station

Do you support Option Two – Intensification Around Main Street and New Town Centre Train Station?

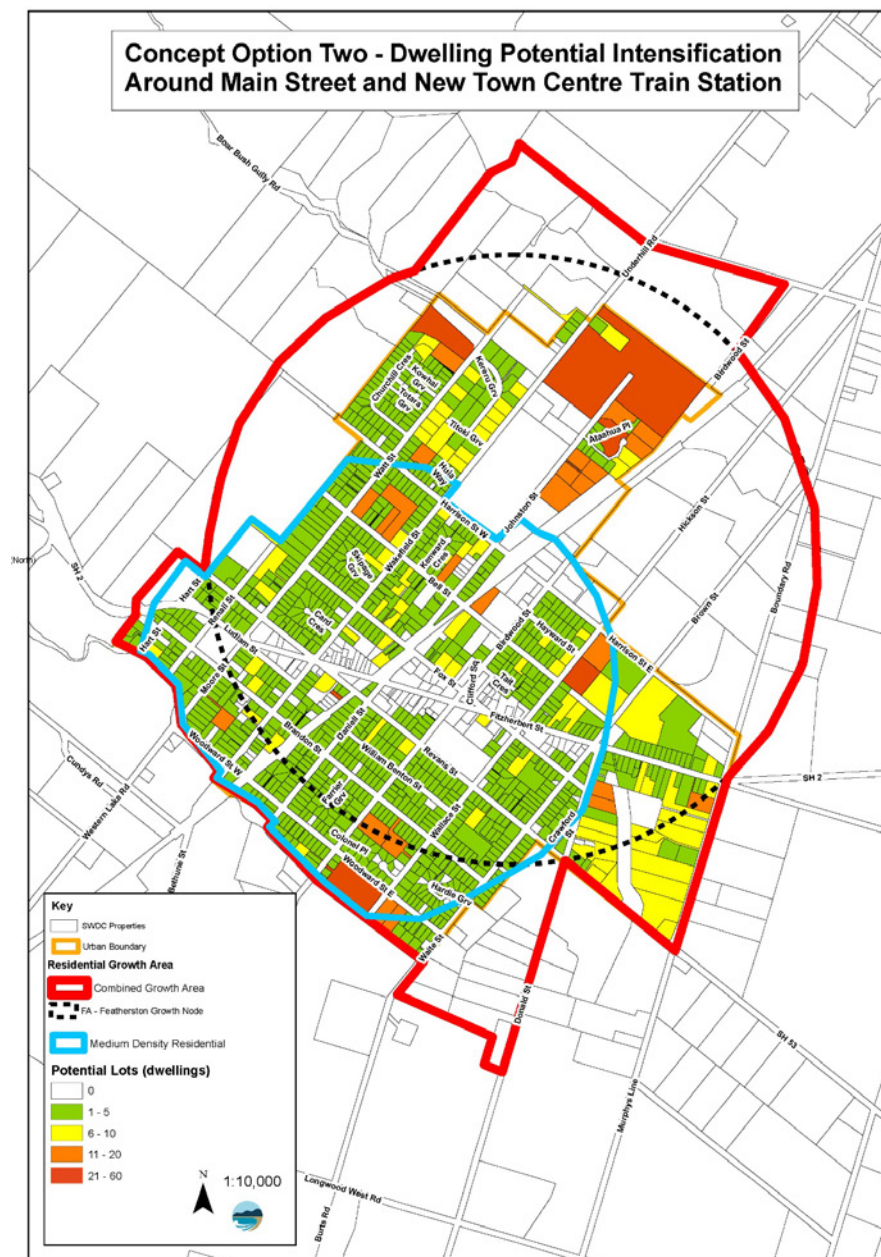
Do we need more industrial land? If yes, where?



Potential lot yield, Concept Option Two

As part of our consideration of Concept Option Two, we have considered the number of lots which could be delivered by the option.

Assuming that there is an uptake of 25% (i.e., only one in four sites within the existing residential zoned area is redeveloped), that the general residential sites are able to be subdivided down to lots of 300m² and the Medium Density Residential Area sites are able to be subdivided down to lots of 200m², Concept Option Two would provide 796 additional dwellings.



5.0 Nga Mahi ka whai ake | Next Steps

We appreciate all the input we have received so far to shape the Featherston Foundation Discussion Document and Concept Options. Our next steps include seeking your feedback on the questions below before we develop the masterplan further:

- **Q1. Our vision statement for Featherston is to be a strong, caring community where there is a place for everyone. Do you support this vision?**
- **Q2. There is an opportunity to enable greater participation of local hapu in the development of Featherston, so there is a tangible presence of 'taha Māori' (things Māori) in the town. Tell us how you would like to see a greater Māori presence in the future design of Featherston.**
- **Q3. What, if any, additional community and social infrastructure do you think Featherston needs?**
- **Q4. Should the Council prepare design guides to ensure that new development reflects the sense of place of Featherston?**
- **Q5. Should a Historic Heritage Area study be carried out across the town?**
- **Q6 & Q7. Community feedback so far indicates widespread support for more dwellings in Featherston, by allowing a greater number of smaller sections. What if anything - do you like about these increased densities and reduced section sizes? What - if anything - don't you like?**
- **Q8 & Q9. Which of the options do you support? Please explain why?**
- **Q10 & 11. Do we need more industrial land? Please explain your answer, including potential locations.**

A page called Featherston Master Plan – The Options is on our website at www.swdc.govt.nz. Please see for more details.

Feedback forms can be:

- Completed online at <https://www.surveymonkey.com/r/R2RC9GH>
- Picked up and dropped off at Council Offices
- Picked up and dropped off at the Featherston Town Library
- Emailed to spatial-planning@swdc.govt.nz
- Sent to PO Box 6, Martinborough

Our timetable:

- Feedback on Foundation Discussion Document closes 5pm Friday 19 August
- Feedback reviewed and reported to 1 September Council Workshop
- Preferred Concept Option adopted by Council 21 September
- Detailed Master Plan developed -Reported to Council November 2022

6.0 Technical Reports/Studies

- Featherston Economic Review of Intensification Options, prepared by Michael Cullen Urbacity, June 2022
 - <https://swdc.govt.nz/consultation/spatial-plan/featherston-master-plan-the-options/>
- Concept Option Maps, June 2022
 - <https://swdc.govt.nz/consultation/spatial-plan/featherston-master-plan-the-options>
- Examples of different development densities/lot sizes
 - www.qldc.govt.nz/media/1eda15f5/pc44_henley_downs_plan_change_appendix_n_-_examples_of_development_densities.pdf

Do you support Option One - Increased Density Around Main Street and Around Existing Train Station?