

Site Assessment Report 210907, October 2021
for Geange Plan Change, Featherston V2



**Sustainable development, energy,
and environmental consultants**



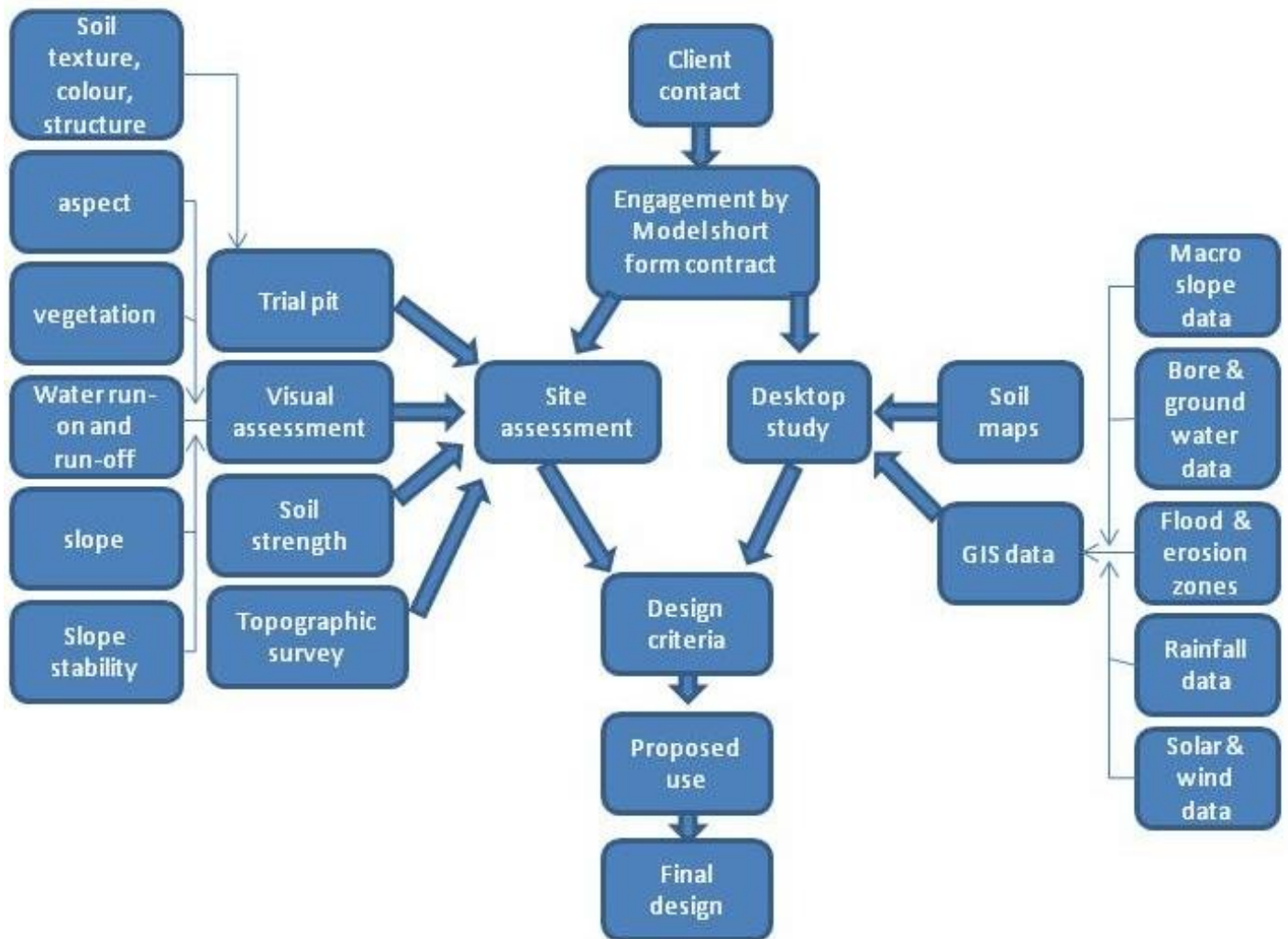
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1. Introduction

The site is proposed to be the subject of a plan change from rural to residential zoning. This change requires assessment in terms of the suitability of the site for residential building. A standard site assessment procedure has been followed to provide a basis for decision making.

2. Summary of overall site assessment procedure



3. Desktop study

3.1. Fault locations

There are no known faults within 1km of the proposed building area.

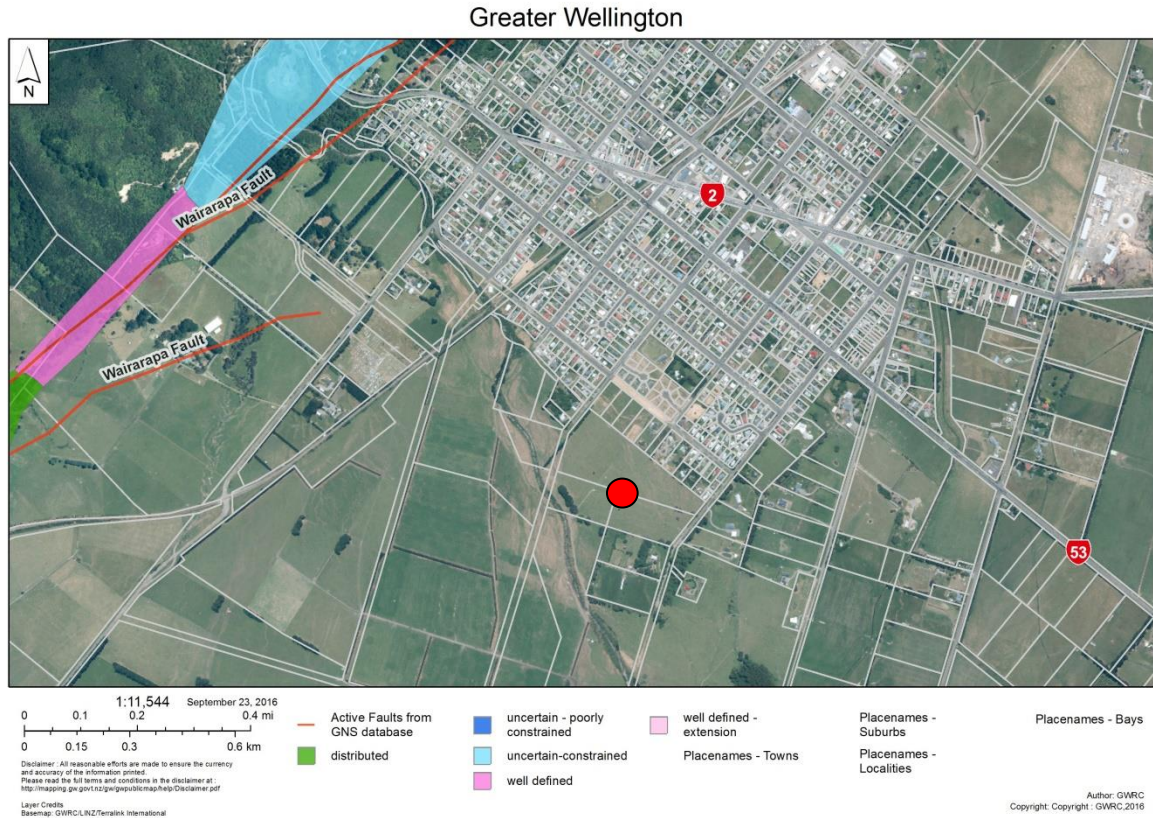


Figure 1 Faultline location relative to the site

3.2. Groundwater

There are several registered bores within 2km of the disposal field site. Groundwater data is however limited, with initial saturated water level noted as between 2m and 3.5m.



Figure 2 Location nearby bores

Piezometric contours held by Greater Wellington Regional Council suggest that groundwater flow direction is in a south to south south-westerly direction.

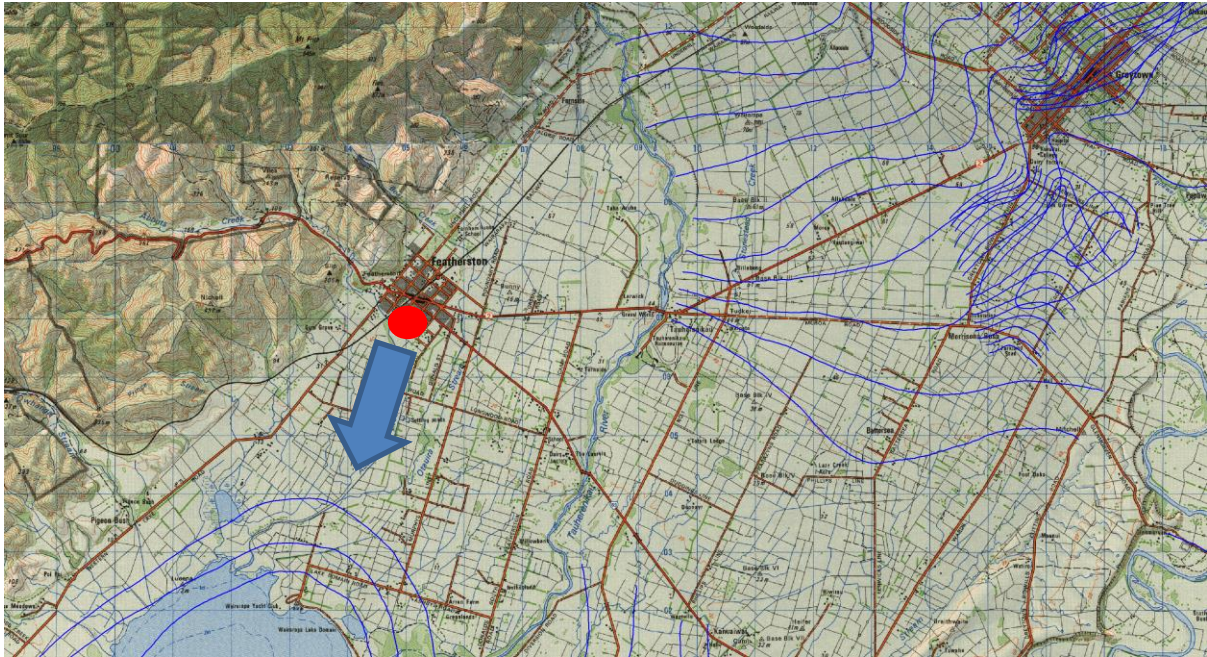


Figure 3 Groundwater piezometric contours and estimated groundwater flow direction

3.3. Selected Land Use Register (SLUR)

The site does not appear on the SLUR database on the Council GIS system.

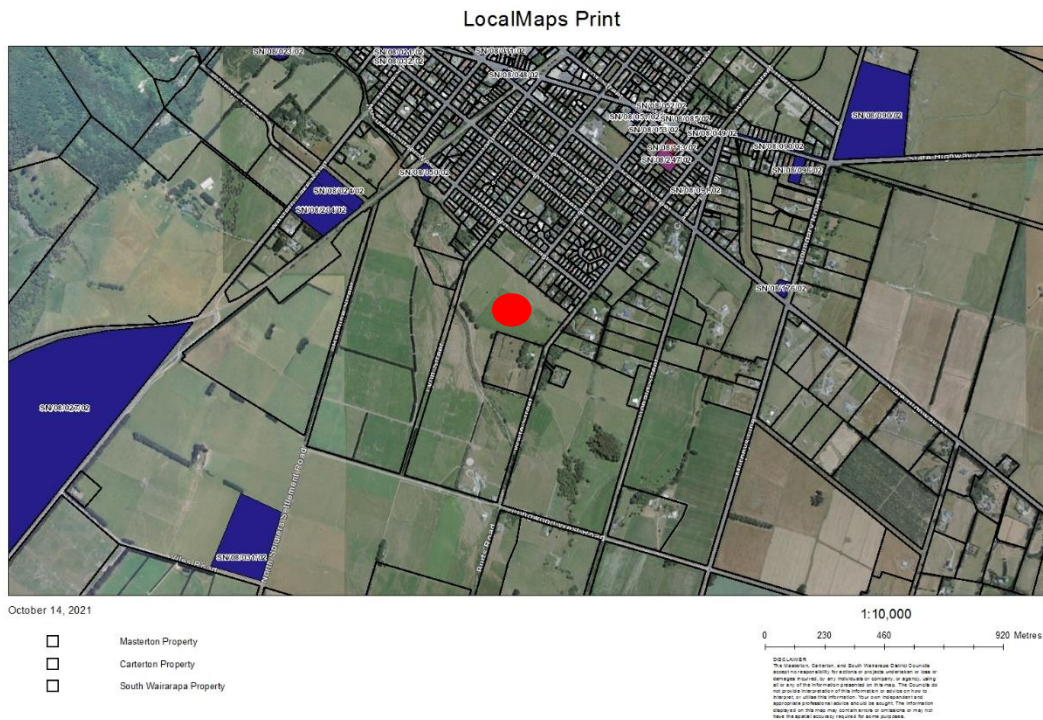


Figure 4 Selected Land Use Register

3.4. Flood zones

The flood hazard mapping on record at Greater Wellington Regional Council and Masterton District Council show the 50-year flood zone at some distance from the site. Aerial photographs indicate it

likely that in the past Abbot's creek has historically caused surface flooding in this area, although this appears to have been predominantly on the south-western side of the creek.



Figure 5 Flood hazard zones on Council record

3.5. Surface Water & overland flow

Contours show the overall slope to be in a south-easterly direction.

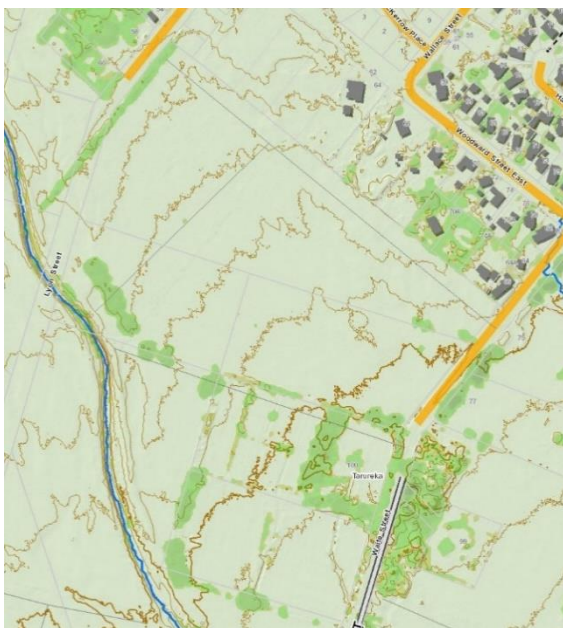


Figure 6 Topographic contours

3D imaging helps to picture the likely overland flow paths and potential ponding areas (see appendix for larger image).

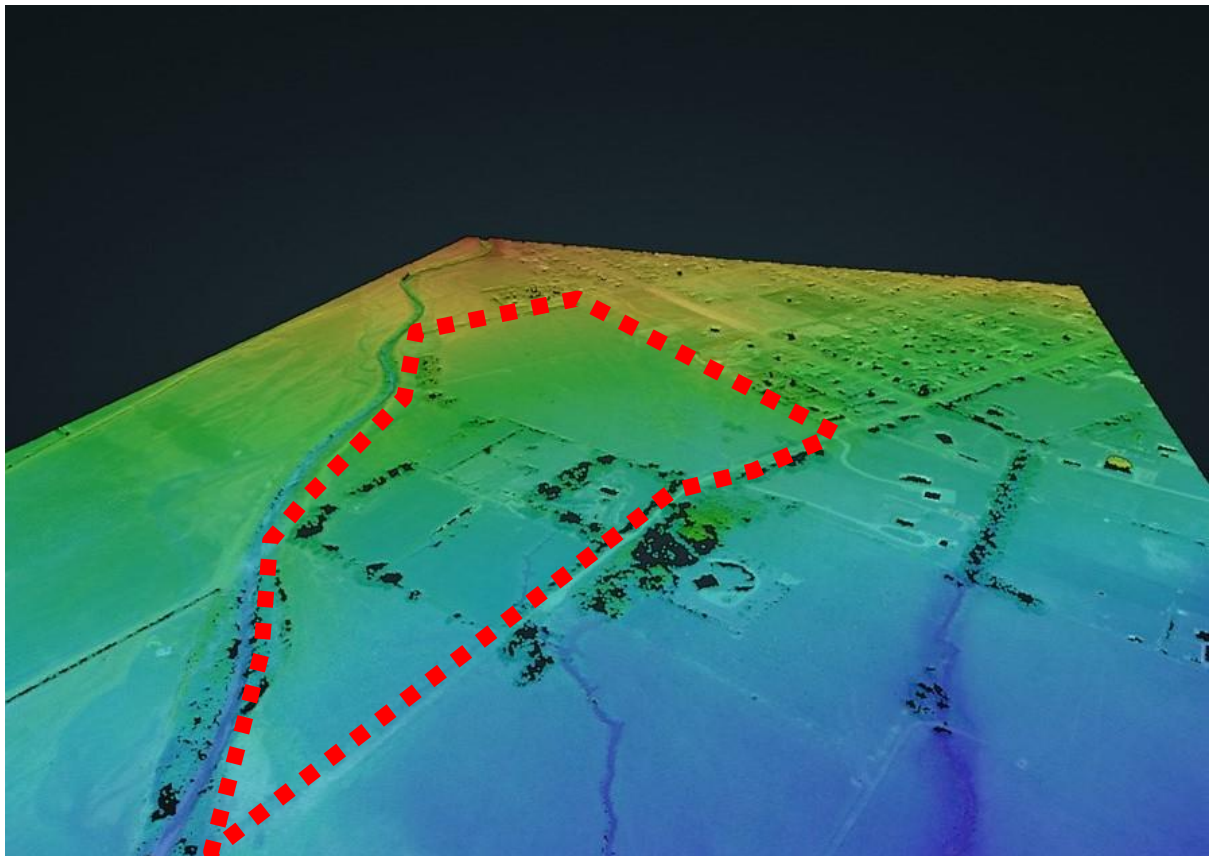
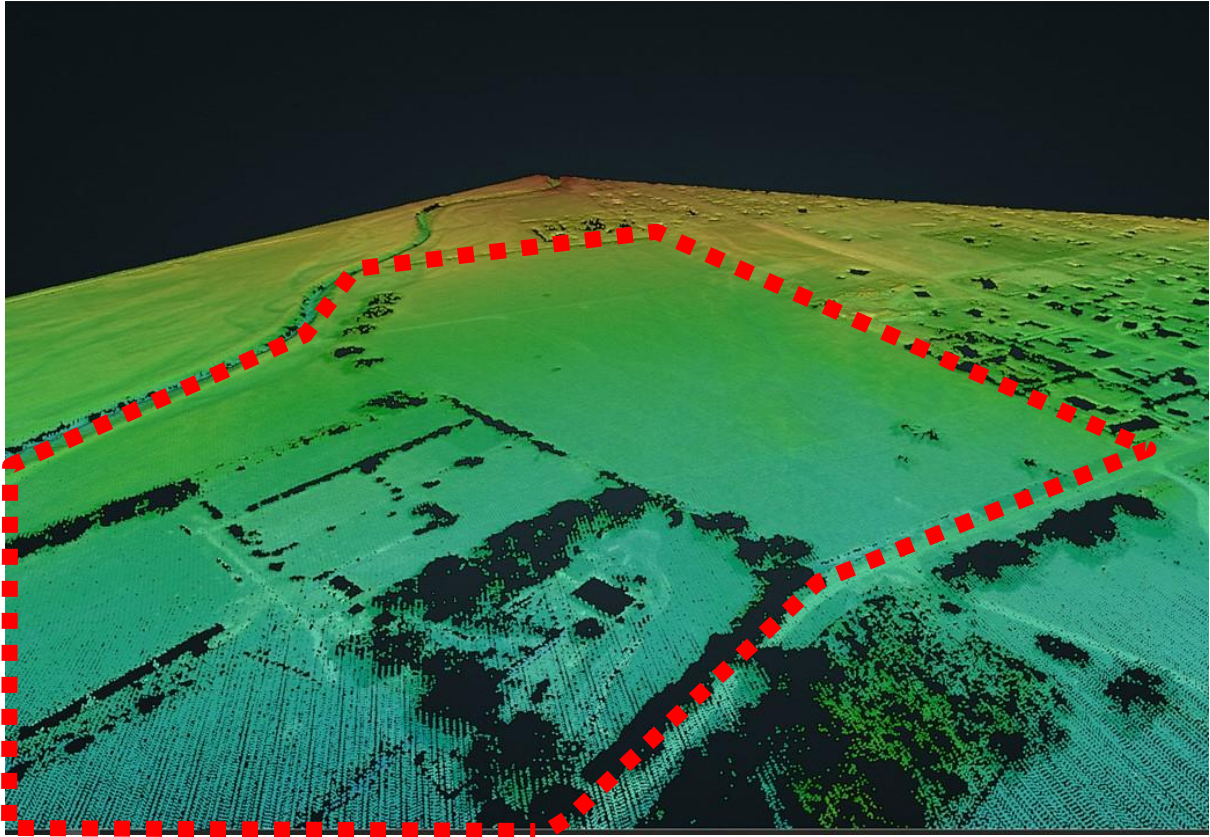


Figure 7 3D contour modelling of the main site (1) and south eastern corner (2)

The data suggests that:

- Primary flooding from Abbotts Creek appears to not be high risk. The current owners have not seen flooding in the last 26 years. This is supported by Aerial photographs dating back to 1943, where there appear to be no signs of recent flood activity (appendix B).
- Ponding or secondary flow paths are possible but in general appear minor other than indicated below.



Figure 8 Potential ponding and overland flow

There may be some value in considering a reserve area (suggestion indicated above) that precludes building in the potential secondary flow path (area A). The historic overland flow path (area B) has minor potential for ponding. It is arguable whether mitigation is necessary or not. Filling may well remove the ponding risk without comprising upstream land. Detailed topographical data would be needed to prove/.disprove. Conversely, utilising the area as a reserve/green space has some merits in terms of design sympathetic to the environment (Standards New Zealand, 2001).

Area C appears to have the potential for ponding in extreme events because of the convergent landform and reduced exit capacity for any water that does gather. It seems likely that the majority of surface water (both existing and of the future development) will enter this area from the north. To counter these two issues would require specific fill and land drainage design. Alternatively, it may be worth considering removing this area from the proposed development.

3.6. Liquefaction

The site is not located within an identified liquefaction risk area (Greater Wellington Regional Council and Wairarapa viewer websites). No further investigations are therefore required.

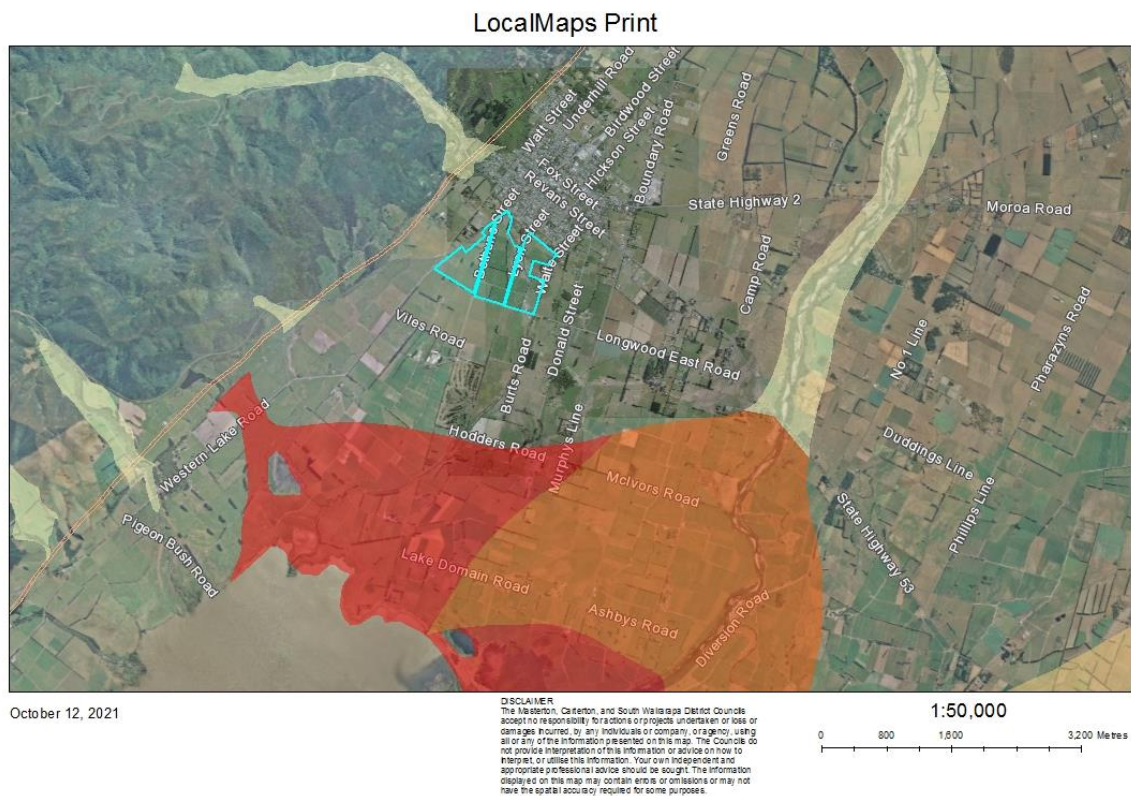


Figure 9 Liquefaction risk zones

3.7. Soil type

Geological maps indicate Ahikouka silt loam to dominate in the area under consideration. Silt loams have a wastewater classification of moderately well drained (Standards New Zealand, 2012). Investigation on site confirmed silt loam, but also the presence of sandy loam and sand & gravel.



Figure 10 View looking west across the site from Waite St

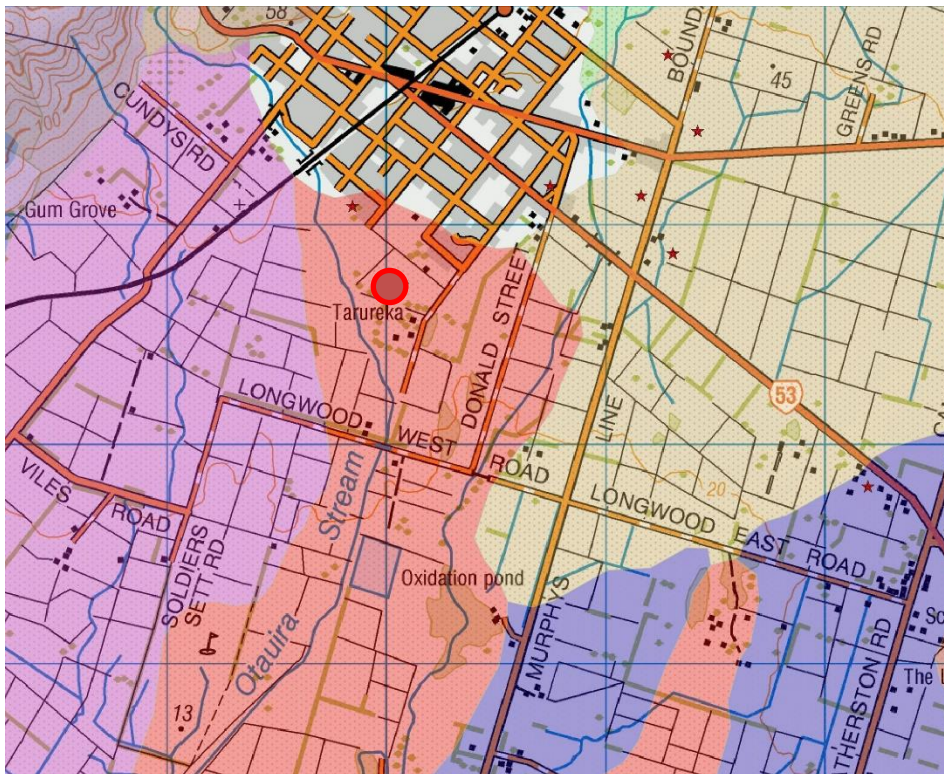


Figure 11 Soil map. Tan/red shaded area is noted as Ahikouka Silt loam



Figure 12 Soil inspection showing silty sand and gravel in one location, silt loam elsewhere.

Borelogs from the area show variable subsoil, all alluvial, typically with gravels or shingle present at some point, suggesting that stormwater disposal into land will be feasible.

3.8. Land Use Classification

The New Zealand Land Inventory system classifies land in terms of slope, erosion, vegetation, and soil type. For this site, the following classification applies:

Ahikouka soils
Alluvial soils
Max. Slope 0-3 degrees
Negligible erosion
Vegetation – high producing pasture

The soil category (NZS1547:2012) is as follows:

<i>Soil</i>	<i>Description</i>	
<i>Category</i>		
1	Gravel, coarse sand; rapid draining	<input type="checkbox"/>
2	Sandy loams; free draining	<input type="checkbox"/>
3	loams; good drainage	<input checked="" type="checkbox"/>
4	Clay loam: imperfectly drained	<input type="checkbox"/>
5	light clay	<input type="checkbox"/>
6	Medium to heavy clays	<input type="checkbox"/>

3.9. Rainfall

Rainfall across the valley varies greatly, being relatively high in the Tararuas and Remutaka ranges given the predominantly westerly wind flow direction, decreasing eastwards. This site is expected to have an average rainfall of 1000-1200mm/year.

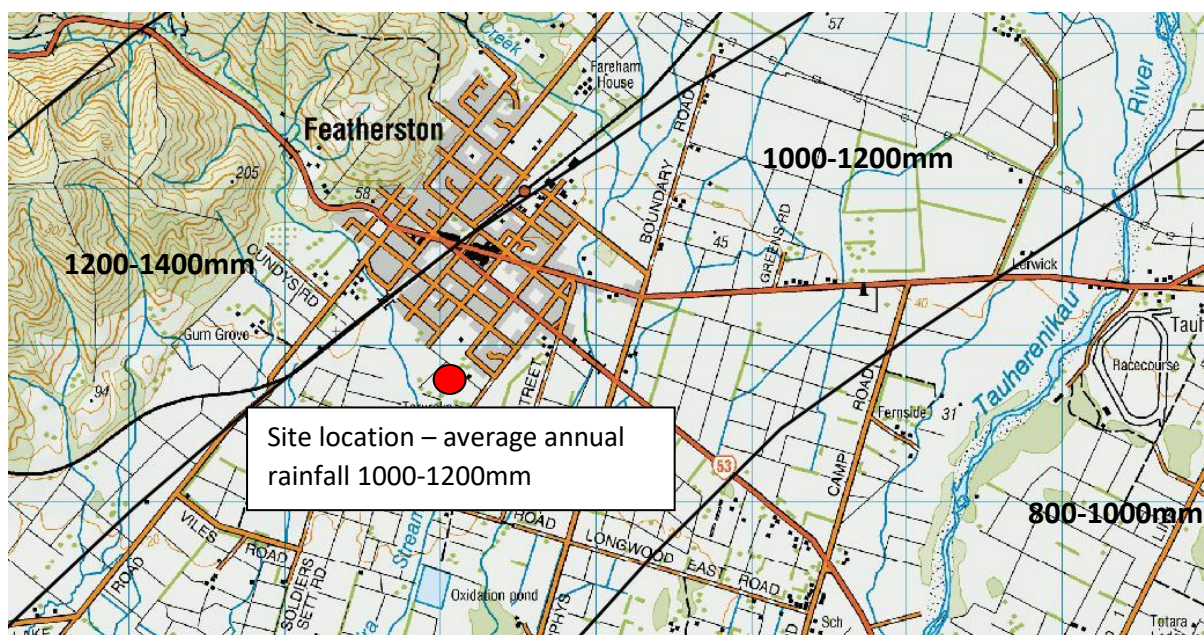


Figure 13 Rainfall Isohyets (black lines) rainfall in mm

4. Soil and soil stability

4.1. Soil Bearing strength

In geotechnical engineering, bearing capacity is the capacity of soil to support the loads applied to the ground. The variable soils and size of the site make it unrealistic to define bearing strength. What can be said however is that investigations did not reveal any soils that would preclude use for residential purposes. In general, these soil types in the Wairarapa have not caused significant issues from house design.

4.2. Macro soil stability

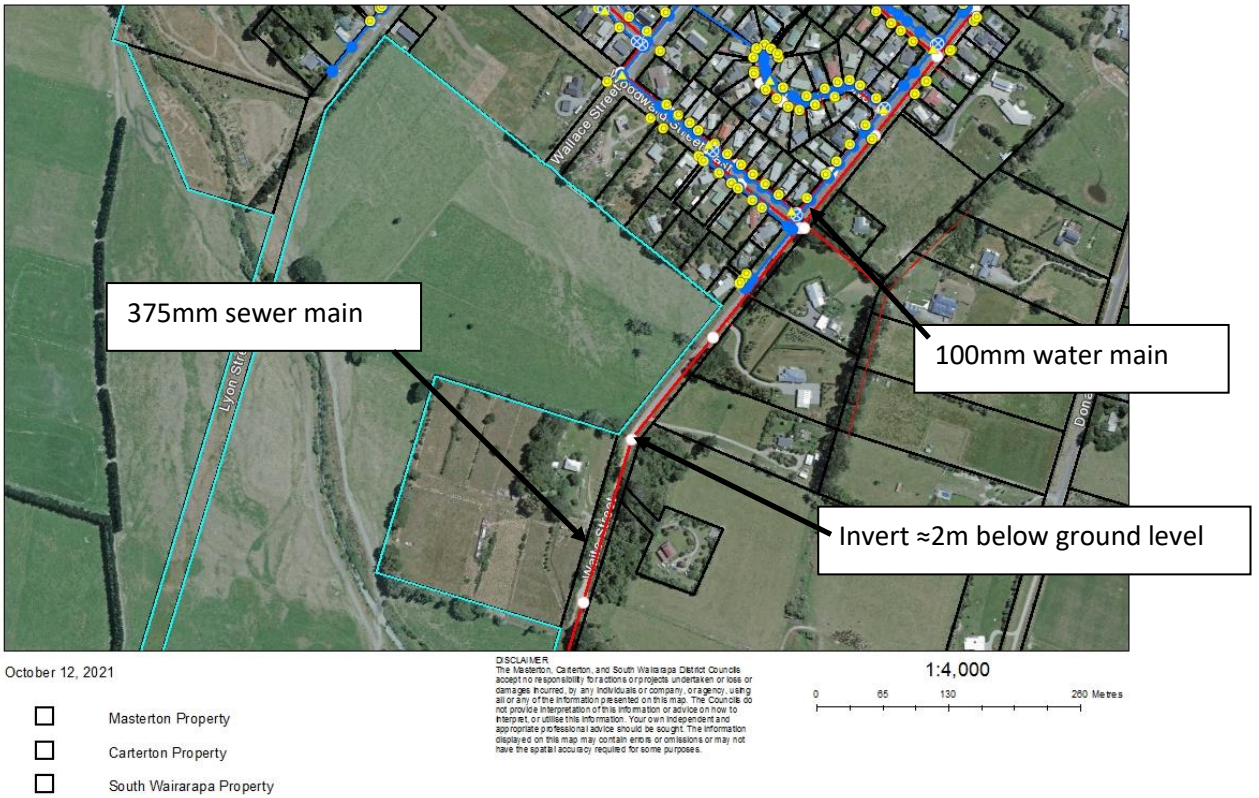
In addition to bearing capacity, instability on a larger scale can influence the suitability of a site. Landform, aspect, and exposure

Landform can influence the specific drainage characteristics of a site, moisture levels, surface ponding, water run-on, water run-off, and solar resource. Aspect is a gentle south-easterly. There are multiple gentle undulations that appear to be from previous flood event depositions. Depressions raise the possibility of ponding in isolated areas. These would be mitigated by relatively minor earthworks. It would be important to maintain the potential for egress of water from the site along the roadside drain or specific channel or pipe system at that location.

5. Sewerage, stormwater & water supply

The site lies adjacent to Waite St and services therein. The main town sewer is located in Waite St, and with an invert some 2m below ground level the majority if not all the development area would be able to be served by gravity sewer.

LocalMaps Print



LocalMaps Print



Figure 14 Council services

The sewer located on Waite St is the main sewer pipe for Featherston. Whilst there is a water main on Lyon St, Council records indicate it as being 40mm and not ideal for further expansion, whereas the Waite St main is indicated as 100mm. There is some argument for linking these two through the proposed development – i.e. a 100mm main between Waite st, through the proposed development to the 100mm main on the corner of Lyon and Woodward St.

There is currently no reticulated stormwater system noted on Council records for this area. Site investigations suggest that disposal for stormwater to land is feasible via soak pits into the gravels. It is not clear at this stage how disposal of stormwater from the development as a whole would fit in with Regional Planning (Natural Resources Plan). This site has options for direct discharge to land, discharge to water, or attenuation in areas B or C (fig. 8). Area C has potential for stormwater attenuation on a larger scale (i.e. contributory to town system) if beneficial.

6. Climate change impacts

Climate change predictions are for more extreme events likely in terms of rainfall, temperature, and droughts. Implications are that it may be prudent to adopt a conservative approach in terms of secondary flow paths as the activation of these flowpaths may increase in frequency.

7. Other land features

The Wairarapa viewer records show none of the following in the vicinity of the site:

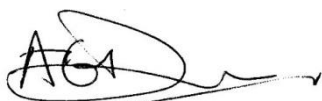
- Archaeological site
- Waaihi Tapu site
- Contaminated site
- Heritage site
- Outstanding natural feature

8. Conclusions

- There appear to be no fatal flaws in terms of land hazards or physical suitability for re-zoning the land for urban use. Minor works may be required to mitigate minor low-lying areas.
- Connection to Council water and sewer reticulation appears relatively straightforward.
- There are some areas of the site that appear at higher risk of secondary flow or ponding. These areas should be excluded from residential building, but may add in terms of reserve/green areas.

Discussion would need to be undertaken with South Wairarapa District Council on the following:

- Should stormwater disposal be part of the Council global consent or more localised?
- Ability of Council infrastructure to cater for additional loads



A.Duncan CPEng

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Works Cited

Greater Wellington Regional Council. (2000). *Guidelines for on-site sewage systems in the Wellington Region*.

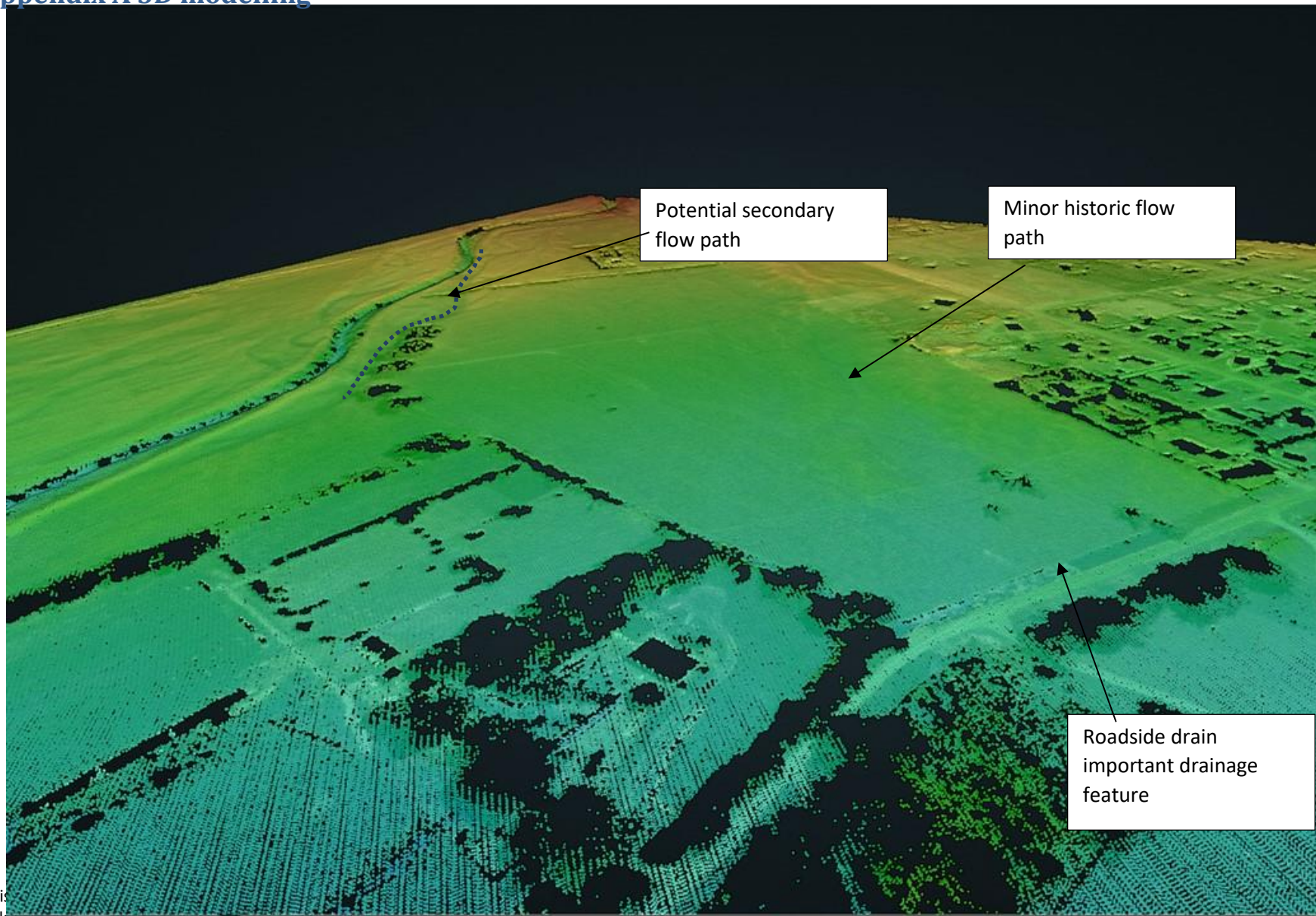
Pang, L. (2009). Microbial Removal Rates in Subsurface Media Estimated From Published Studies of Field Experiments and Large Intact Soil Cores. *Published in J. Environ. Qual. 38:1531–1559 (2009)*.

Standards New Zealand. (2001). *SNZ HB 44:2001 Subdivision for People and the Environment*. Wellington.

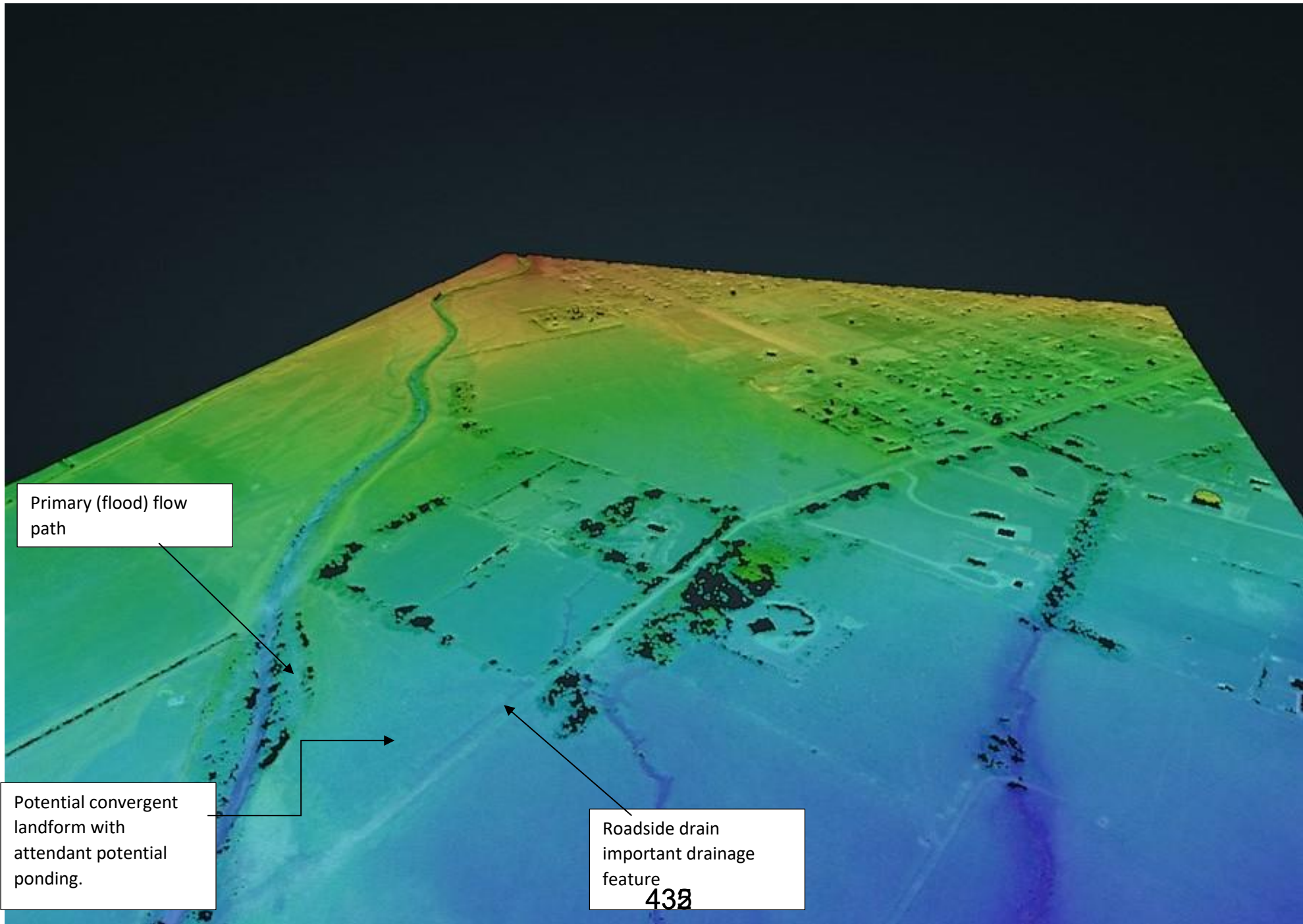
Standards New Zealand. (2011). *NZS3604:2011 Timber framed Buildings*.

Standards New Zealand. (2012). *AS/NZS1547:2012 On-Site domestic wastewater management*.

Appendix A 3D modelling



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Tel: 027 1102570



Appendix B Historic aerial photographs: 1943, 1979, 1996



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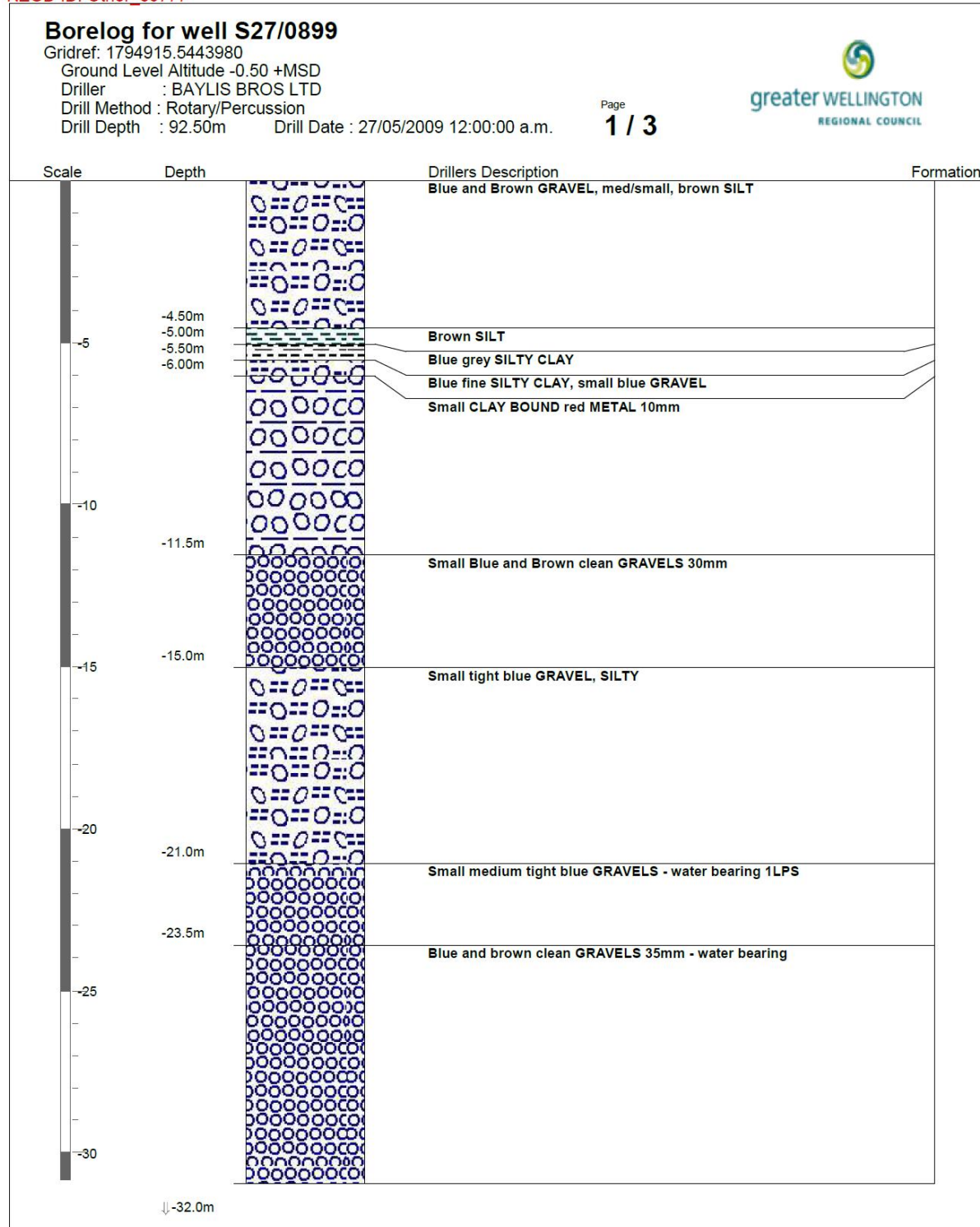
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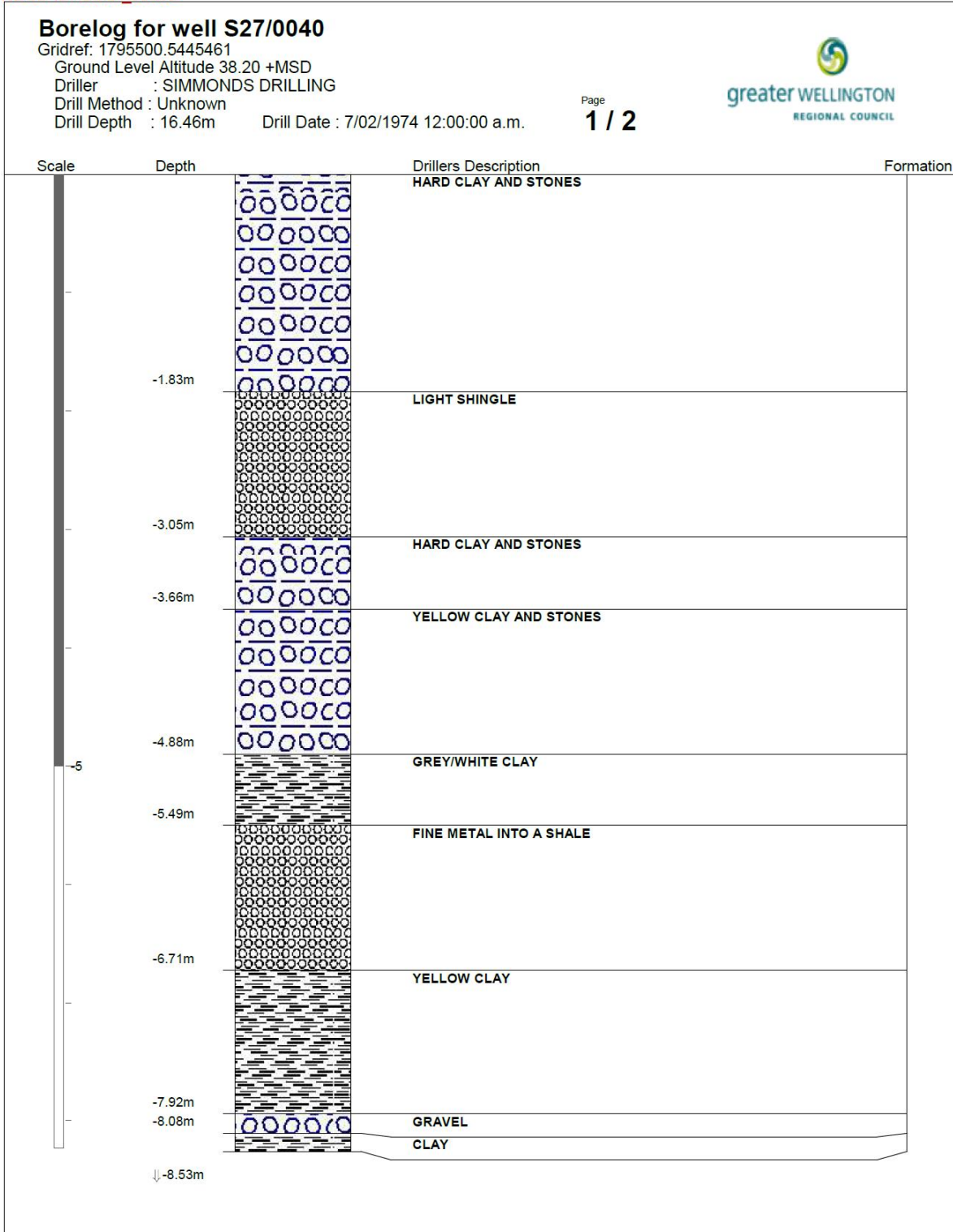
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Appendix C Borelogs from locality

NZGD ID: Other_85777



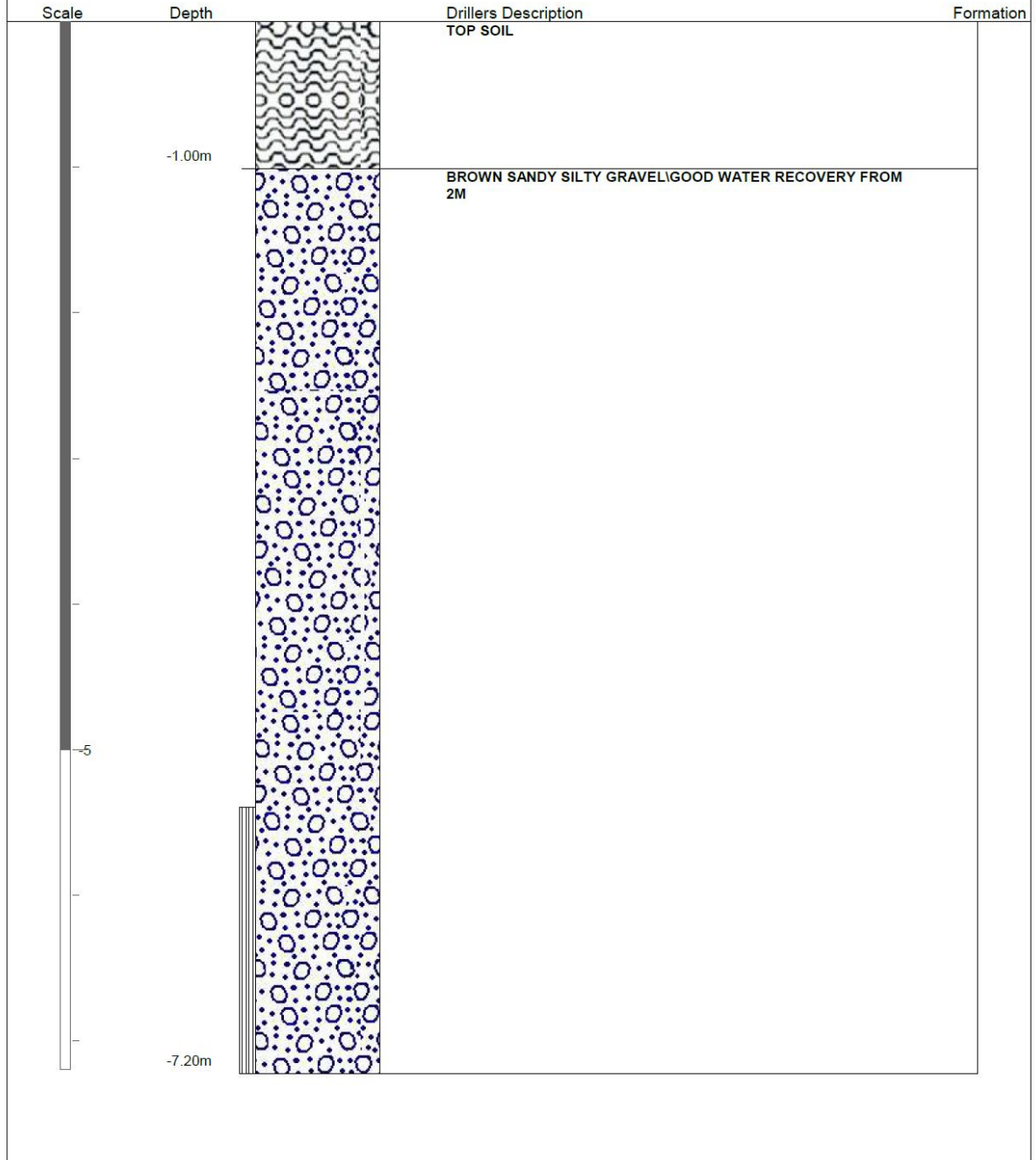
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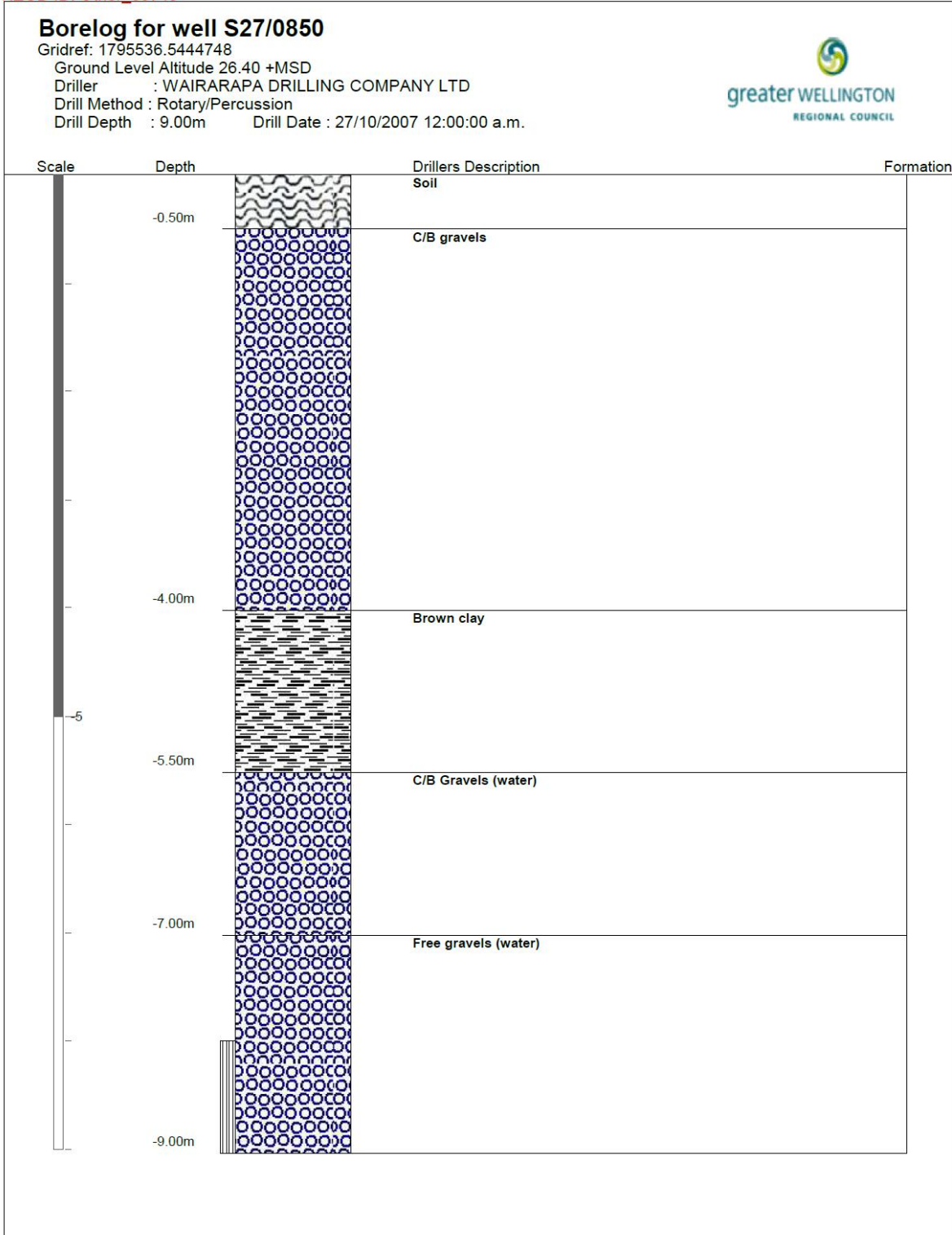
NZGD ID: Other_85287

Borelog for well S27/0090

Gridref: 1795050.5444031
 Ground Level Altitude 20.30 +MSD
 Driller : GARRY PILCHER EARTHWORKS
 Drill Method : machine dug
 Drill Depth : 7.20m Drill Date : 1/02/2001 12:00:00 a.m.



NZGD ID: Other_85745



Feedback/Submission on South Wairarapa District Council's Featherston Master Plan Options

Submission – Regarding potential development of the land at the end of Wallace Street, Featherston (Geange land known as Longwood Farm).

Submitters – Ross and Erin Geange on behalf of Longwood Farming Limited, owners of Sections 212, 215, 216 Featherston Suburban (WN34C/16) and part of Lot 15 Deeds Plan 445 (WN349/111).

Overview of submission

- Support additional residential green field land in Featherston.
- Seek consideration of the Geange land for residential use through the Featherston Master Planning process.

Background / context

Ross and Erin Geange (submitters) own and farm Longwood Farm. The farm is located in south Featherston. Most of the farm is on the southern side of the Otairua Stream and a relatively small part of this dairy farm is located on the northern side of the stream and is surrounded by multiple residential properties.

The submitters were not aware of the South Wairarapa Spatial Plan process and did not make a submission to put forward their land for residential growth. Given the high level of connection with the town, it is possible that this site was not put forward by Council because it was thought to be an important part of a working dairy farm.

This isolated area of the farm has become increasingly difficult to farm because it requires crossing the Otairua Stream to access it and because it adjoins multiple residential properties containing sensitive residential landuse.

An example of this has happened just this week when fertiliser was applied to the land. There are simply too many residential neighbours for it to be practical for the submitters to contact each individually. Therefore, the submitters had advised neighbours that fertiliser was to be spread on the land through social media. This approach appears to have been effective, but it does mean that a private farm business must be run through a public forum which the submitters do not consider appropriate.

Despite this, the submitters received a call from Council's Environmental Health Manager, Rick Mead, responding to a complaint made by a nearby residential property owner making enquiries into the nature and detail of the submitter's farming business and practices. This highlights the difficulty the submitters have farming a site within a residential neighbourhood and one where the residential neighbours will only increase in number over time.

Recent legislation around waterways and industry (Fonterra) regulations make it difficult to manage stock around and crossing waterways. Crossing the stream is not always possible for environmental compliance reasons and at times the stream is too high for cows to cross.

In addition, if livestock stray into waterways, it could technically be a breach of Fonterra's terms and conditions of supply.

Given the environmental restrictions, the submitters cannot rely upon farming the land and no longer use it as productively as in the past. Being an island of farmland surrounded by residential use, the submitters see it's best use being for residential growth.

Through discussion with Council it has been suggested that the Master Plan process could be an opportunity for the land to be considered for residential growth.



Figure 1 - Location diagram showing area submitters seek the ability to develop into residential housing



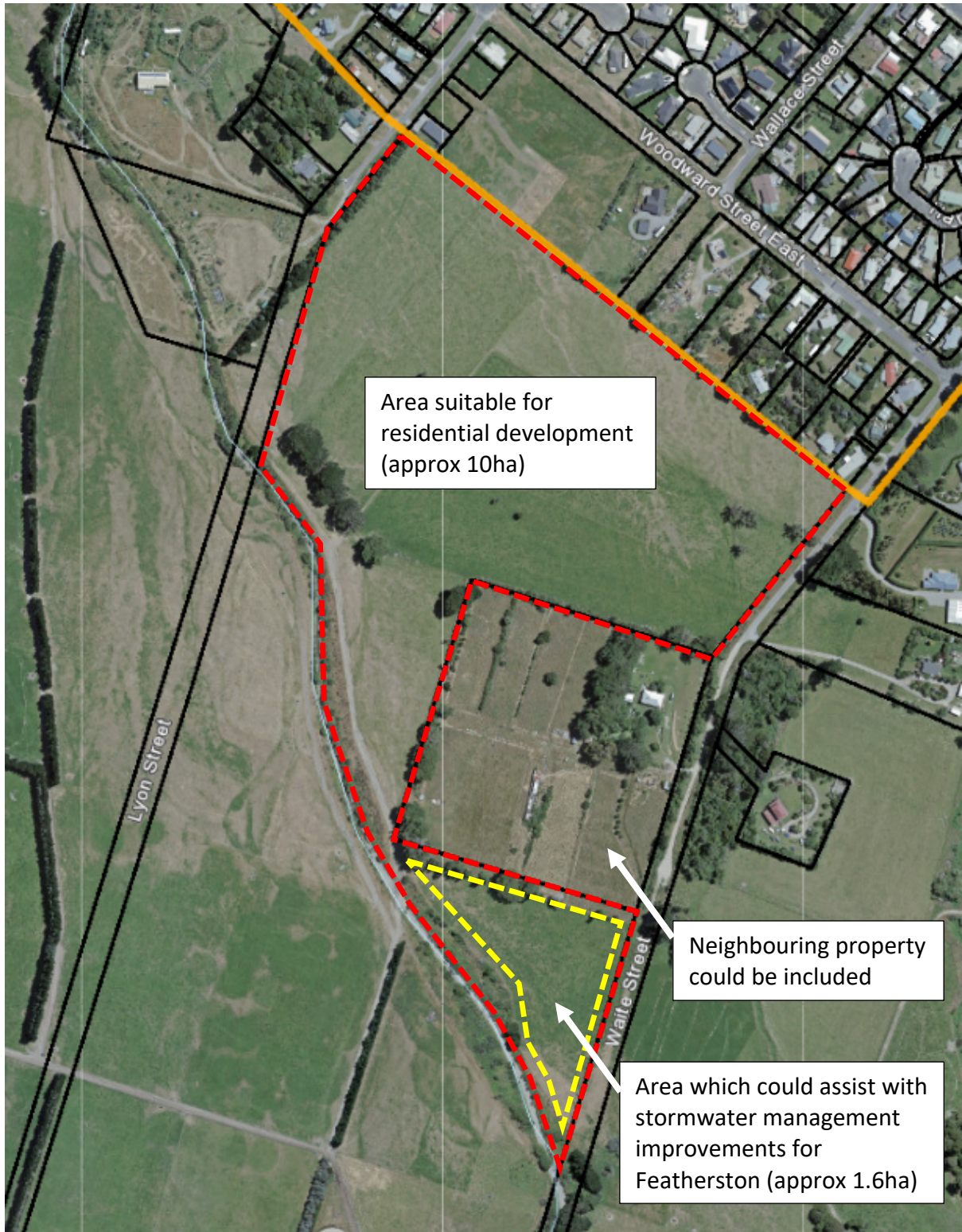


Figure 2 - Geange land



Population growth

The Master Plan Foundation Discussion document explains that the expected population growth over 30 years has increased from 800 people (2020 projection which the Spatial Plan was based on) to 1,730 people now. This is an increase from 428 new houses to 940 new houses.

This is a substantial increase and would not be addressed by the growth areas identified in the Spatial Plan.

The Master Plan options propose to provide for this additional growth by increasing density within the existing Featherston urban boundary. With this additional density, the Master Plan anticipates to providing 574 dwellings in Option 1 and 796 dwellings in Option 2.

The additional density is supported by the submitters. Increasing the density of the existing residential area is more complex than greenfield development. Accordingly, it remains to be seen how much additional housing will actually be provided through the intensification proposed.

Regardless of uptake, implementing either Master Plan option will still result in a significant housing shortfall.

It is the submitters view that greenfield development of appropriate site/s (specifically the Geange land) is the solution to addressing the housing shortfall.

The Geange land is well suited to provide for residential growth of Featherston for the reasons set out below.

Scale

The site has around 10ha of developable area in single ownership. This is large enough to provide for 100+ residential sections at the current District Plan's housing density of 1/500m². This could occur over a number of stages. There is the potential for further housing to be created through increasing housing density. The submitters see the site suiting a minimum development density of between 300 and 500m².

An advantage of the sites scale and single ownership is that development can occur in a holistic and staged manner without needing to compromise design or function as can happen with multiple ownership and differing levels of development aspiration.

Another important possibility for a site with scale is for the development of a retirement facility. This could be a large managed facility or zoning to facilitate smaller residential units. Such a facility or zone would provide the social and healthcare benefits of establishing elderly housing together.

It is important to the wellbeing of a community that the housing needs of an aging population are taken into account. It is upsetting for an individual to have to leave their community (friends and family support networks) and move to another area simply because their housing needs are not provided for. Similarly, it is also a loss for a community to prematurely lose many of its elderly population.

Providing for elderly housing is at the heart of the Master Plan's vision statement for *Featherston to be a strong, caring community where there is a place for everyone*". This site offers a scale which housing suitable for the elderly could be provided.



Physical suitability for building

Andy Duncan of EQONZ Ltd has assessed the site and confirmed the ground characteristics are suitable for residential development. Please refer to engineering report attached.

Ability to be serviced

Mr Duncan has assessed the site and confirmed the site is well placed to link to the Council services.

Ability to improve Featherston's stormwater management

Mr Duncan noted that the southern area could play a role in improving stormwater management for the Featherston urban area as a whole. Please refer to engineering report attached.

Connection

The site has frontage to three parallel residential streets. These are Lyon, Wallace, and Waite Streets which all run in a NE to SW direction. Development of the site would extend these existing streets, with the ability for cross streets, to provide a high level of connection within the site and to the centre of Featherston. Building on these existing roading connections to the site will provide potential for a number of quality urban development outcomes.

The Otauria Stream forms the town boundary along much of the south western boundary of Featherston. The sites frontage to Otauria Stream could extend Featherston's natural boundary and provide potential for recreational linkages along this waterway.



Figure 3 - Connections within site and to the existing residential area

Continuity of residential boundary

The Otauria Stream is a natural division between the Featherston urban area and the rural area to the south-west.

Waite Street forms the boundary between the Featherston urban area and the rural area to the east.

Developing this site will allow both these existing boundaries to intersect and would therefore be a logical extension of the urban boundary.

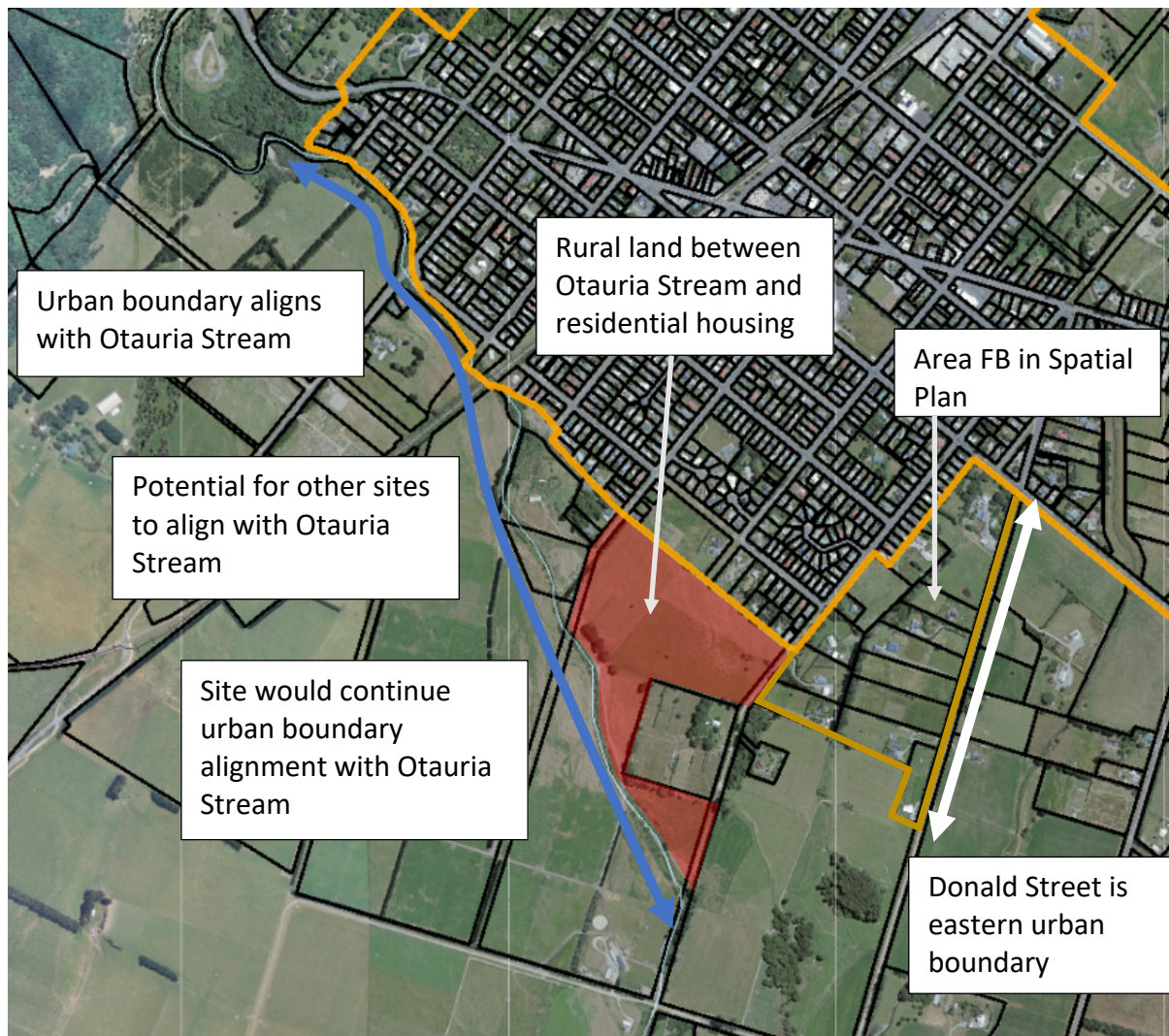


Figure 4 - The Geange land as a logical extension of the residential zone

Owners who are motivated to develop site

The submitters are committed to developing the land. It is envisioned that this development would start as soon as planning provisions allowed and would occur over a number of manageable stages.

This commitment means that housing capacity will occur in the short term and provides a timing advantage over relying on a multitude of different owners to develop and increase housing capacity. Many landowners have no appetite to further develop their properties. In addition, many properties do not lend themselves to further subdivision (ie, position of existing buildings).

The site compares favourably in the Spatial Plan high level growth option matrix

Comparison with Area FB against the Spatial Plan's high level growth option assessment matrix is below;

Attribute	Area FB (Southern Mid Residential)	Geange land
Ability for development capacity and connection with town	Scored 4 Reasons not given	Geange land score 4.5 <ul style="list-style-type: none"> - Geange land has better connections through Lyon, Wallace, and Waite Streets and is a similar distance from town so would also score highly. - The Geange land is a relatively large land parcel, in single ownership, with owners who would like to pursue residential development.
Soil contamination	Scored 4 Reasons not given	Geange land score 5 <ul style="list-style-type: none"> - No known contamination or previous use which would cause soil contamination.
Water supply	Scored 3 Reason: Flooding	Geange land score 3 <ul style="list-style-type: none"> - EQONZ report does not identify any water supply issues.
Wastewater	Scored 2 Reason: Extend to Donald St. Pump up	Geange land score 4 <ul style="list-style-type: none"> - EQONZ report notes that gravity sewer possible for most, if not all, of site. This would therefore rate higher than Area FB which needs to be pumped.
Stormwater	Scored 2 Reason: Very poor springs & drain	Geange land score 4 <ul style="list-style-type: none"> - Clear of any flooding. - EQONZ report noted some low lying areas as is typical within all land and dealt with through standard development design. In any case, residential development of the catchment above is likely to have cut off overland flow. - EQONZ report identifies an area which could assist with wider stormwater attenuation.
Public transport	Scored 4	Geange land score 4 <ul style="list-style-type: none"> - Similar to Area FB. Around 1.7km to train station and 1km to CBD.
Community Infrastructure	Scored 4 Close to school	Geange land score 4 <ul style="list-style-type: none"> - No reason why the Geange land would not also score highly.
Iwi views Matters important to Iwi	Scored 3 Reasons not given	Geange land score 3 <ul style="list-style-type: none"> - No known reason why Geange land would be different to Area FB.
Community views	Scored 3 Reasons not given	Geange land score 3 <ul style="list-style-type: none"> - No known reason why Geange land would be different to Area FB.
Hazards including liquefaction	Scored 3.5 High H2O table bogging	Geange land score 4.5 <ul style="list-style-type: none"> - EQONZ report did not identify any issues - The Geange land does not have any springs or boggy areas.



Soils class 1-2	Scored 4 Class 2 and 3	Geange land score 3 – Geange land consists of Class 2 soil. Area FB has some class 2 soil.
Other	-	– Land owner willing to undertake development.
Total score	36	42

The above table shows that the Geange land compares favourably to the Spatial Plan’s “Area FB” and justifies it’s development for residential use.

Ross and Erin Geange thank Council for consideration of this request and are happy to discuss the points made in more detail.

Prepared by;

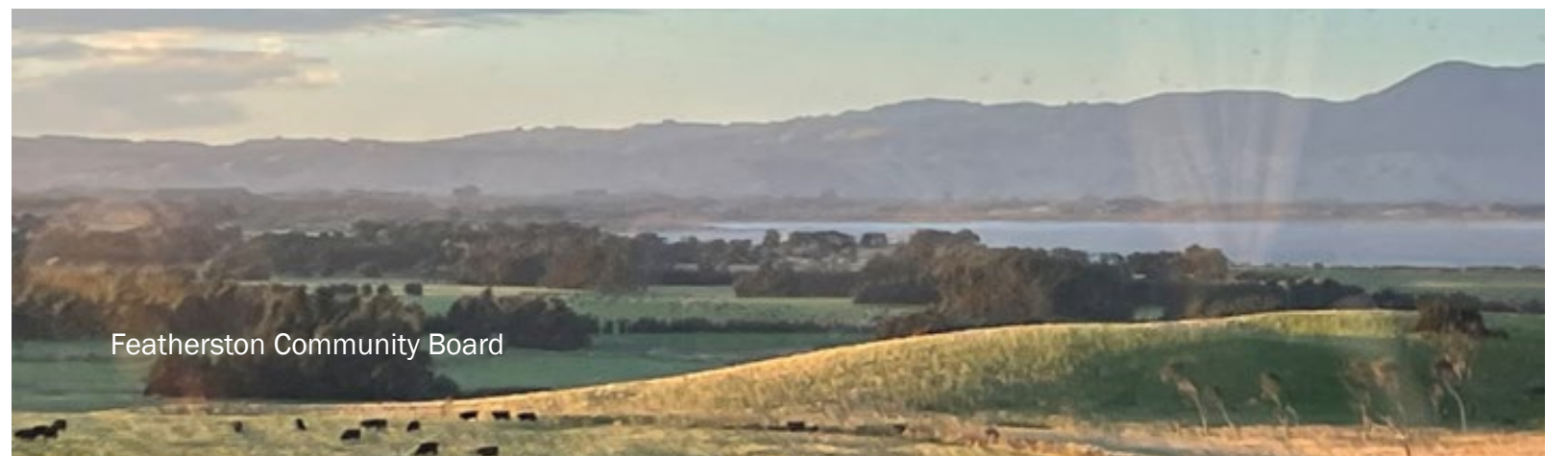


Russell Hooper
Planning Consultant

16th August 2022



Appendix 5 – Featherston Community Board Submission



Featherston Community Board

#87

To: South Wairarapa District Council

To the Mayor, Councillors, CEO and Council Officers,

Below is a letter in submission responding to the proposed Featherston Masterplan & Implementation Plan (FMP) from the Featherston Community Board (FCB).

This letter is not intended to convey the personal opinions or views of members of the board, but to highlight the considerations recommended for Council to consider in endorsing and implementing a “Featherston Master Plan” to support the future of this community, and based on community feedback to date.

The three Pou that the current FCB have agreed to focus on for the Featherston/Paetūmōkai community are as follow:

1. Kia Puāwai: We will work to maintain, enhance and build on the unique characteristics and values of Featherston/Paetūmōkai
2. Kia Tū Ake Tātou: We will work to make sure this community is here for generations to come
3. Manaaki Taiao: We will work to enhance and rebuild our natural environment, to restore balance and mitigate the challenges of climate change.

Our submission is intended to support community considerations to meet these objectives.

We understand that Featherston cannot stay exactly the same as it is – the resident population is forecast to roughly double in the 30 years of the Masterplan, the world will change significantly, work, travel and lifestyle are all likely to have changed, and there will have been one and a half generations pass by in that time. So FCB don’t see this as a choice between the Masterplan and the status quo, but a choice between a planned, and an unplanned journey to this new future.

With this said, there are many current characteristics and aspects of the current community that are very strong and positive, that the community will want to retain. There is a strong Featherston/Paetūmōkai sense of identity, culture (with a number of facets), many notable or loved buildings, natural and built environments that the community value highly. The increase in population and changing usage and employment will challenge and impact many of the current community attributes, and mean enforced change of some kind or other. With due consideration, the FMP and Council and community planning aligned with this, can help make sure that the changes are, as much as possible, the changes the community chooses.

The FMP, as the consolidated long term plan, is critical to this being successful, and it is a significant and substantial piece of work, with a large number of elements:

- **Housing** – a 100% increase in population will put significant pressure on the existing housing stock, and there will need to be good planning for future housing, to maintain the character and benefits of this community.
- **Transport and roading** – this increase in population will have a commensurate impact on roading and transport for the community. This will in the context of the new residents and their movement around the community, it will be in the context of the likely similar increase in state highway traffic, and it will impact the “downtown/retail” precinct, the “town heart”, and the general livability of the community.
- **Employment** – Featherston already has a need for more and better jobs in or near the community to support these new residents, and this pressure will only increase. The best and most effectively way to address this is to find, encourage and grow local business and employment opportunities, in a way that is sympathetic to the community. Having Featherston become a commuter “dormitory suburb” for Wellington is not seen as a positive by a large proportion of the population. A large number of these new residents will be urban commuters, so the focus will need to be on supporting employment in other groups to avoid this becoming the sole or primary employment characteristic of Featherston.
- **Built environments** – these need to be considered in the context of the increasing population, the changing environmental needs, improving and not further damaging/overloading current infrastructure/maintainability/attractiveness and livability and a wide range of other inputs and outcomes.
- **Natural environments** – With these increasing pressures, a focus on retention, protection and enhancement of the natural environments, for community welfare, environmental and climate change
- **Longer term** – while 30 years is a useful planning window, and relatively predictable, this is a short-term timeframe in the context of this community. Consideration of 100 year and 500 year timeframes should be included. Obviously we don’t know what the world will look like then, but we have a very good idea of what the basic community needs will be.

So, feedback on the FMP itself, based on feedback from the community, and as considered by the FCB:

- **Overall** - Considering the timeframe and the population increase, the plan looks “under-aspirational”, both in nature and timeframe. The impact on housing, transport and infrastructure looks to be largely to support a community of the current size.
- **Assumptions** – it is unclear in the FMP as to what the underlying future community, behaviours, environmental, housing, transport and infrastructure assumptions are in laying out this plan. These would make consideration of this much easier.

- **SWDC contracting model** – SWDC contracting procurement was discussed, with a recommendation to consider and prioritise local Wairarapa businesses, for local economic, transport and environmental benefits.
- **SWDC Comms & engagement** – this process has triggered both appreciation for the innovative approaches to engagement (the walking tour in particular), but also increased calls for more and more transparent and current comms and engagement on this and other Council priority-setting.
- **“What will good look like?”** - Include quantitative KPI's in council proposals such as 'Māori will thrive' - how is this measured? 'Value of Reserves and Parks' - How is this measured? Vision 1 & 2 - How are these measured? Mitigate 'lip service' by supplying real and measurable Council aspirations.
- **Infrastructure** - Prioritise more-than-adequate infrastructure (wastewater/ potable water) replacement and development BEFORE mixed-use housing intensification commences. Engineering and designs need to accommodate forecasted growth for next 50-100 years. The implementation and consent of developments need to be transparent to residents. Current infrastructure is inadequate for proposed housing intensification (or even current needs) due to historic council underinvestment.
- **Urban design** – consideration for enhanced planting and use of natural environments for both liveability and flood mitigation was regularly discussed, including discussions regarding “sponge cities”. Rainwater recapture and flood mitigation were both frequent topics, including permeable footpaths. Greater public engagement, clarification and definitions of green-spaces and heritage zones. For example does a 'green-space' have to be areas of mowed grass? Can a green space instead be a halo of planted tree's where people can sit beneath and relax? This would have a dual purpose of flood mitigation and cost savings i.e. no mowing needed and bio-diversity growth.
- **Urban planning** – most feedback was in support of changing planning to allow substantially smaller properties in the built-up area, particularly near the railway station, with 350m² and less being discussed. Comment was made that an overall design consensus should be innovative with design approaches - not just adhere to aesthetics that have been used somewhere else e.g. consult around what makes Featherston unique on any design features including mainstreet planting, shared spaces, solar lighting etc. Think of Featherston in 100yrs; will the designs still be relevant? Suggestions also included working with GWRC and Mana Whenua to develop urban wetlands, flood mitigation and biodiversity planning.
- **Transport & roading** – the interaction of the town centre, the state highway traffic, commuting and general community accessibility has not been fully addressed by this.
 - **SH2** - Having the state highway traffic still travelling down the main street, with a very significant increase in likely volume (under current transport behaviours), while reducing speed, and reducing parking (as indicated by a number of the image assets created), are likely to lead to far greater congestion on the main street, at odds with the goal to improve the attractiveness, liveability and useability of this area to residents and visitors.
 - **Fox Street** – permanent closure of the Fox Street rail crossing needs far greater consideration, for its impacts on commuter traffic, traffic flow through planned shared zones, emergency access to the NW areas of Featherston, and impacts on traffic attempting to park near the main street. When this is intended to benefit the travel time of only a small forecast increase in trains, consideration should be given to other solutions, such as barrier arms. Anecdotal feedback was that there has only been one incident on that crossing since 1977, where a car drove into a train (not the obverse), and there were no injuries reported. Within the group of long-term residents discussing this at a recent FMP feedback event, there was no recollection over an extended period of any incidents on the crossings inside the built-up area of town.

- **Trees vs carparks** – the current drawings show a number of lost carparks in the main street and others, due to the planned tree planting (as drawn). There were numerous discussions around this, most being in support of tree planting, but with better consideration requested to plan these in a way that minimised and worked with parking. Maintenance and upkeep of trees was also raised as a consideration, with specific requests to consider the long-term cost of planned plantings.
- **Parking** - The community feedback was fairly robustly against the loss of parking and access to parking caused by the recent installation of speed limit signs in parking bays, and the new Transrail concrete island in Fitzherbert St already causing both parking access challenges and significant safety concerns. One local business owner reported a 50% downturn in business based on this change alone. Any further losses are seen to be almost universally negative.
- **More thought and planning given to Squirle area** – the area within the “V” created by Fitzherbert and Fox, between the Squirle area and the end of Fox has attracted substantial feedback around useability, safety, connectedness of the surrounding amenities, and other aspects. The FMP considers these, but the general feedback was that this needed more and better consideration. Noting though that there were many different views as to what the best solution for this area was. There are a number of competing aspects to this. Of particular note though, the planned shared zone here would be impacted by closure of the Fox St crossing and the proposed changes to Donald Street, and in turn could impact access to the retail businesses in the area.
- **Clifford Square, Joy Cowley playground, Library and Museum**– Along with the previous point, there was significant discussion about how to enhance the useability and interconnectedness of these amenities, and the roads that intersect them. Overall this area was possibly the most-discussed aspect of the FMP.
- **Heritage area** – the proposed heritage area attracted significant comment, with both support for the logic, but also concern about the potential impacts on the property owners with this zoning “values” change. Further consideration of ways to protect the heritage while minimizing impact on owners is recommended, with consideration for a digital heritage “time capsule” project being suggested. Better understanding of what criteria define a 'Heritage Zone' has been discussed. “Who's Heritage? Māori Heritage or Pakeha Heritage or both?” has been raised, with a seemingly colonial-heritage-focused interpretation in this planning. There were also requests to clarify the benefits and disadvantages of Heritage Zones, with regard to community well-being and Māori.
- **Repurposing** - Development of the disused water reservoir into recreational access and use - mountain bike, hiking access, or a scenic picnic spot was discussed.
- **Donald Street** – proposed changes to Donald Street need more consideration, due to their impacts on the already-challenged access to parking and retail. Concerns were raised regarding the use of concrete for paths, with recommendation for wood or other material being put forward.
- **Johnson Street** – The proposed shared path was met with questions regarding how it interconnects with and enhances the other planned shared access, with comments that it “seemed a bit of an orphan” and similar, given the more direct access alongside the railway line.
- **Johnson Street Park** - The proposed playground met with a very mixed response.

Kia pai tō rā,

Tui Rutherford
 Chair (and on behalf of), Featherston Community Board

(He/Him)



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Appendix 6 – Key themes from the Submission

Question	Key Themes
<p>1. Are there any key challenges and opportunities that you think have been missed?</p>	<p>The feedback provided touches on a range of important themes related to the challenges and opportunities faced by Featherston.</p> <ul style="list-style-type: none"> • Affordable housing • traffic management • Infrastructure maintenance • Community engagement <p>Residents express a desire for a more balanced approach to development that prioritizes affordability, attracts businesses, and enhances the town's overall prosperity.</p> <p>Suggestions include addressing dilapidated buildings, improving traffic safety, and promoting community identity and resilience in the face of economic and environmental challenges, including environmental effects of housing expansion.</p> <p>The need for transparent and collaborative decision-making, along with a focus on services and amenities such as healthcare, childcare, and elder care, is emphasized. The importance of recognizing Featherston's unique role as a gateway to the Wairarapa and enhancing connections to cultural and ecological assets is highlighted. Balancing development with the preservation of Featherston's unique characteristics, and its weather.</p> <p>Overall, the feedback underscores the need for a comprehensive, integrated approach to town planning that addresses the diverse needs and aspirations of Featherston's residents while fostering inclusive, sustainable growth.</p>
<p>2. Which Vision do you support</p>	<p>40 Vision 1 - <i>Featherston- A thriving community of workers, families and creatives all supporting each other.</i></p> <p>23 Vision 2 – <i>Featherston- Resilient, Creative, Caring.</i></p>
<p><i>Do you have any comments about the Vision?</i></p>	<p>The feedback reflects a nuanced perspective on defining a vision for Featherston, emphasizing the town's unique identity, strategic location as the gateway to Wellington and the Wairarapa, and the importance of community collaboration.</p> <p>Key themes include the preference for a succinct and inclusive vision that embodies Featherston's strengths and values, concerns about vague or divisive vision statements, and practical challenges related to budget constraints and infrastructure limitations.</p> <p>Community members express varying opinions on the proposed visions, suggesting modifications to enhance inclusivity and clarity. The desire for a vision that promotes resilience, creativity, and</p>

	community care while acknowledging the town's diverse demographics and historical significance. Overall, the community calls for a vision statement that reflects Featherston's character, fosters connection and collaboration, and sets achievable long-term objectives for a thriving and inclusive future.
3. Do you support the six guiding principles?	Yes = 44 No = 21
<i>Do you have any comments about the Guiding Principles?</i>	The feedback provided touches on a range of important themes related to the guiding principles proposed for Featherston. Residents highlight the need for principles that prioritise sustainability, affordability, and climate change adaptation. Concerns are raised about the lack of representation for all nationalities and the need for inclusivity in decision-making. Suggestions include adding guiding principles that support economic sustainability, engage the youth, and prioritize transparent, practical outcomes. Residents express a desire for tangible, specific principles that focus on common sense, fiscal responsibility, and community well-being. The importance of supporting businesses, enhancing the town's appeal to visitors, and improving infrastructure is emphasized. Concerns are also raised about the clarity and relevance of the proposed guiding principles, with calls for more concrete, actionable statements that reflect the diverse needs and aspirations of Featherston's residents while ensuring transparent, inclusive decision-making.
4. Do you support the overall Masterplan Strategy (including the Featherston Masterplan Strategy Plan?)	Yes = 41 No = 26
<i>Do you have any comments on the overall Masterplan Strategy?</i>	The feedback reveals a variety of perspectives and concerns regarding the proposed guiding principles for Featherston's local council. Some residents express appreciation for the plan's focus on sustainability and climate change adaptation, while others highlight specific areas for improvement. The feedback emphasizes the need to enhance green spaces, improve pedestrian access, and address infrastructure challenges. Concerns are raised about potential negative impacts on businesses, traffic flow, and parking availability in the town center. Residents advocate for thoughtful urban planning that considers the diverse needs of the community, incorporating feedback from residents, visitors, and various stakeholders. Suggestions include increasing accessibility for seniors and people with disabilities, preserving heritage sites, supporting local businesses, and creating vibrant community spaces. Clarity and transparency in decision-making, as well as a focus on practical outcomes and tangible benefits, are highlighted as key priorities. Overall, residents value a balanced approach that prioritizes community well-being, economic sustainability, and inclusive planning processes for the long-term development of Featherston.
5. Do you agree with prioritizing the pedestrian and cycle connection to Wairarapa Moana?	Yes = 36 No = 36

<p><i>Do you have any comments about the connection?</i></p>	<p>The feedback provided demonstrates a range of opinions on the proposed changes in Featherston, particularly concerning the prioritization of pedestrian and cycle connections to Wairarapa Moana. While some residents strongly object to the closure of level crossings and emphasize the importance of maintaining existing infrastructure like footpaths and cycleways, others express support for enhancing access to the Moana to promote tourism and physical activity. Safety concerns, traffic flow, and the impact on local businesses are raised as potential issues to consider. Residents stress the need for comprehensive planning that prioritizes community well-being, economic sustainability, and infrastructure maintenance. Some suggest alternative approaches, such as keeping Daniell Street two-way with parking or developing safer pedestrian and cycle routes connecting various parts of town. The feedback also highlights the importance of consulting with key stakeholders, such as volunteer firefighters and cyclists, to ensure that the proposed changes align with community needs and preferences. Overall, residents emphasize the need for a balanced approach that addresses immediate priorities while enhancing long-term connectivity and access to natural resources.</p>
<p>6. Do you think any other connection routes should be prioritised?</p>	<p>Yes = 29 No = 30</p>
<p><i>If yes, which other routes?</i></p>	<p>The feedback provided varying perspectives on the proposed changes in Featherston, particularly focusing on the creation of additional cycle and pedestrian routes. Some residents express concerns about the potential negative impact of prioritizing new routes on the existing balance and character of the town. They emphasize the need to address infrastructure issues, such as road condition, accessibility, and safe cycling paths, before investing in new projects. Residents highlight the importance of reducing car traffic and promoting alternative modes of transportation, such as public transport, to improve overall connectivity within Featherston and to neighboring destinations like Wairarapa. The feedback also underscores the significance of enhancing connections to key locations like the train station and the riverside, as well as developing safe and appealing routes for cyclists to popular destinations like Greytown and Martinborough. Overall, residents advocate for a strategic approach that prioritizes infrastructure upgrades, safety improvements, and sustainable mobility solutions to enhance the town's overall accessibility and appeal.</p>
<p>7. Do you agree that the existing industrial land to the east of Bethune street/Wakefield street should be rezoned residential?</p>	<p>Yes = 48 No = 18</p>
<p><i>Do you have any comments?</i></p>	<p>The feedback provided offers diverse perspectives on the potential rezoning of an industrial area in Featherston for residential or mixed-use development. Residents express concerns about the impact on existing businesses, traffic noise, and infrastructure capacity if dense housing is introduced in the area. Some advocate for mixed-use zoning to balance residential and commercial needs and suggest that proper infrastructure should be in place before construction begins. Others stress the importance of retaining industrial zones for economic growth and employment opportunities. Residents also emphasize the need for thorough consultation with business owners and residents, consideration of</p>

	housing shortages, and promotion of local food production to enhance community resilience in the face of climate change. Overall, the feedback highlights the importance of careful planning, stakeholder engagement, infrastructure readiness, and flexibility in zoning to address the diverse needs and concerns of Featherston residents while fostering sustainable development and economic vitality.
8. Do you support the rezoning of land along SH2, from Bethune Street/Wakefield Street to Wallace Street/Hickson Street, from industrial and commercial zoned land to mixed use?	Yes = 54 No = 13
<i>Do you have any comments?</i>	The feedback highlights the importance of maintaining and enhancing commercial areas in Featherston to support business growth and economic vitality. Residents express concern about the impact of reducing commercial supply, which could lead to price increases and hinder business attractiveness. There is also emphasis on the need to protect commercial spaces and ensure suitable conditions for street-front commercial use. The feedback suggests that residential development should be carefully planned to avoid displacing businesses permanently. Some residents advocate for a mix of industrial and residential uses with consideration for transport connections and community needs. Concerns are raised about issues like parking pressure, reverse sensitivity, and heritage precinct restrictions impeding development. Suggestions include encouraging more mixed-use zoning along key routes, promoting live-work arrangements, and addressing heritage area limitations to enable development. Overall, the feedback underscores the importance of balancing commercial and residential needs, promoting economic growth, and planning development in a manner that aligns with Featherston's character and future sustainability goals.
9. Do you have any feedback on the suggested key features in the town center and train station in 11.9?	The feedback had strong opposition to proposed changes in infrastructure, particularly the removal of vehicle-crossing and narrowing of roads. Concerns are raised about the perceived negative impact on traffic flow, accessibility and the safety for both pedestrians and drivers. There is skepticism and criticism towards various aspects of urban development plans, such as the allocation of funds for specific projects, the rationale behind certain proposals and the effectiveness of proposed solutions in addressing community needs. Several suggestions made for practical improvements, including enhancing pedestrian crossings, improving signage, addressing flooding issues, and creating safer pedestrian and cycling routes. There is also support for initiatives aimed at enhancing community facilities and recreational opportunities for youth. The importance of community input and involvement in decision-making processes is highlighted through the feedback and concerns raised over the lack of consultation or consideration of residents perspective in planning decisions, particularly regarding changes that may impact local businesses and residents daily lives. There is mention of environmental concerns, such as the potential impact of tree planting on waterways and the need for stormwater management solutions. Additionally, there is a call for preserving green spaces and ensuring sustainable development practices.

<p>Question 10: Do you support the proposed historic heritage precinct? (Subject to a detailed study into its values and boundaries which will likely restrict development within that area).</p>	<p>Yes = 41 No = 21</p>
<p><i>Do you have any comments about the proposed heritage precinct?</i></p>	<p>Many residents are concerned about the potential impact on property owners within the proposed heritage precinct. There are concerns about restrictions on subdivisions and development, as well as potential decreases in property values. There was consensus that historic buildings should be maintained to a good standard. Suggestions include providing support to homebuilders for building design and maintenance to protect buildings from falling into disrepair. Some residents acknowledged the importance of conserving historical buildings but expressed concern about how this might affect the town's growth and development. They suggested finding a balance between preserving heritage and allowing for increase housing density and commercial development. There was also a call for clarity on what constitutes heritage and which building should be included. Some suggested focusing on specific buildings or properties of historic value rather than entire streets or neighborhoods. Feedback included emphasis on the importance of detailed study and consultation with affected property owners before implementing any heritage precinct. They want their concerns and priorities to be addressed in the planning process. Concerns are raised about the need for a holistic approach to development in the town, ensuring that the establishment of a heritage precinct does not unduly restrict individual property owners while benefiting developers elsewhere. Some residents advocate for a modern and business-friendly approach to development, suggesting that Featherston should differentiate itself from other heritage towns and priorities commercial growth over heritage preservation.</p> <p>Overall, it appears that while there is recognition of the importance of preserving Featherston's heritage, there are also concerns about the potential impact on property owners, the need for clarity and consultation in the planning process, and the balance between heritage preservation and development. Finding a solution that addresses these concerns while ensuring the town's continued growth and vibrancy will be essential moving forward.</p>
<p>11. Are there any other areas which you believe should be identified as a heritage precinct?</p>	<p>There is concern about preserving the character and density of the main street, particularly in light of proposed developments that may not align with the town's heritage aesthetic. Suggestions include exploring ways to preserve the height, look, and density of the main street while allowing for redevelopment. While there is recognition of the importance of preserving historic buildings such as the Anzac Hall, museums, and war memorial, there is also a call for greater promotion of Featherston's heritage, especially from the World War II era. Suggestions include initiatives like building a mock camp to showcase the town's military history, which could attract tourists. Residents point out various heritage sites and areas of significance, including the Royal Hotel, the railway station, the Western Lake Road Cemetery, and Otairua Reserve. There are calls for better maintenance of these sites and consideration of designating them as heritage precincts.</p>

	<p>Some residents advocate for supporting property owners in maintaining heritage buildings rather than imposing strict heritage precincts or regulations that could impede redevelopment.</p> <p>There is recognition of Featherston's diverse heritage, including industrial, military, cultural, and environmental aspects. Residents emphasize the need for a comprehensive approach to heritage preservation that encompasses all aspects of the town's history.</p> <p>There is support for identifying specific heritage properties for preservation rather than designating entire streets or areas as heritage precincts. This approach allows for flexibility while still protecting important heritage assets. Affordability and Environmental Considerations: Concerns are raised about the affordability and environmental impact of designating entire streets or areas as heritage precincts. Some residents question the benefits of such designations in terms of community affordability and environmentally sound solutions.</p>
<p>12: Are there other upgrades that you think should be included in the main street and for the linkages to the train station and sports hub?</p>	<p>Residents express concerns about parking availability, pedestrian safety, and the need for additional pedestrian crossings, particularly near key intersections and facilities like the train station and Mobil station. There is a consensus on the importance of beautifying the main street, including initiatives like hanging baskets, shady trees, and outdoor seating areas. Residents also highlight the need to address derelict buildings and improve overall aesthetics.</p> <p>Suggestions for infrastructure improvements include the creation of covered walkways, better lighting, improved signage, and the provision of outdoor seating and public art. Residents also advocate for better stormwater drainage and flood prevention measures.</p> <p>Concerns are raised about public transport services, including the need for more frequent bus services and improved accessibility to the Featherston Sports Hub. There are also calls for better pedestrian and cycling infrastructure, such as improved footpaths and cycle paths.</p> <p>Residents call for action to address neglected and derelict properties, including potential incentives or penalties to encourage property owners to improve their buildings. There are also suggestions for using funds from land sales for community development projects.</p> <p>Residents emphasize the importance of pedestrian and cycle ways that connect with the natural environment and promote active lifestyles. Suggestions include incorporating green spaces and planting more trees along pathways.</p> <p>In summary, the themes in the feedback highlight a desire for improvements in parking, pedestrian safety, infrastructure, and property maintenance, with a focus on beautification, accessibility, and environmental sustainability. Residents emphasize the importance of community engagement and collaboration to address these issues effectively.</p>
<p>13. Do you support the changes which are proposed to the level crossing?</p>	<p>Yes = 25 No = 38</p>
<p><i>Do you have any comments?</i></p>	<p>There is strong objection to the proposed closure of level crossings, with concerns raised about the impact on traffic flow, emergency service response times, and local businesses. Residents express skepticism about the necessity of closures and emphasize the importance of retaining existing crossings. While residents acknowledge the need for safety improvements at level crossings, they question the</p>

	<p>effectiveness of closures and advocate for alternative solutions such as installing barrier arms, improving footpaths, and implementing safety features without closing crossings. Residents express frustration with the lack of consultation and engagement from KiwiRail regarding the proposed closures. They emphasize the importance of community input in decision-making processes related to infrastructure changes.</p> <p>Concerns are raised about the potential impact of closures on traffic flow, particularly redirecting traffic to intersections ill-equipped to handle increased demand. Residents also highlight the importance of maintaining access for emergency services, especially the fire station. Residents stress the importance of maintaining access to key thoroughfares such as Fox Street and express concern about the potential congestion and inconvenience caused by closures.</p> <p>Some residents suggest alternative approaches to addressing safety concerns, such as installing barrier arms, improving footpaths, and enhancing safety features while keeping crossings open. They also suggest leaving the issue out of the master plan and dealing with proposals from KiwiRail as they arise.</p>
<p>14. Do you have any feedback on the closing of the Fox Street level crossing to traffic (remaining open to pedestrians and cyclists)?</p>	<p>Residents vehemently oppose the proposed closure of the Fox Street level crossing to vehicular traffic. They express concerns about increased traffic congestion, potential hazards to pedestrians and cyclists, and the impact on emergency service response times. Many residents highlight the importance of maintaining access for emergency services, particularly the fire brigade, and express concerns about the potential delays in responding to emergencies if the crossing is closed. They emphasize the need for thorough consideration of safety implications before implementing such changes. Some residents suggest alternative solutions, such as installing barrier arms, improving pedestrian and cyclist access, and exploring other crossing closures instead of Fox Street. They also propose retaining vehicular access while enhancing safety features to accommodate all road users. Residents express frustration with the lack of consultation and communication from KiwiRail regarding the proposed closure. They advocate for increased community involvement in decision-making processes related to infrastructure changes.</p> <p>Concerns are raised about the potential impact on traffic flow and congestion, especially redirecting traffic to other streets ill-equipped to handle increased demand. Residents stress the need for thorough traffic impact assessments and careful planning before implementing any changes.</p> <p>While some residents support the closure of the crossing to vehicular traffic for pedestrian and cyclist safety reasons, others question the rationale behind excluding cars from the crossing while allowing pedestrian and cyclist access.</p> <p>In summary, residents strongly oppose the closure of the Fox Street level crossing to vehicular traffic due to concerns about traffic congestion, emergency service access, safety implications, and lack of community consultation. They advocate for alternative solutions and emphasize the importance of thorough planning and consideration of all stakeholders' concerns</p>
<p>15. Do you have any feedback on the suggested upgrades in 14.2?</p>	<p>Several residents express opposition to the proposed upgrades, such as raised pedestrian crossings, kerb line adjustments, tree planting, new footpaths, and provisions for cyclists. They view these changes as unnecessary, wasteful, and potentially detrimental to businesses and traffic flow.</p>

	<p>Many residents raise concerns about the cost of implementing these upgrades, particularly in terms of ongoing maintenance for tree planting and potential damage to infrastructure from tree roots. They also express skepticism about the effectiveness of the proposed changes in achieving their intended goals. Despite overall opposition, some residents express support for specific upgrades, such as additional pedestrian crossings and improvements to pedestrian safety near the petrol station. They acknowledge the need for certain enhancements but question the necessity of others.</p> <p>Residents highlight the potential negative impact of reducing parking spaces on main streets, particularly for businesses reliant on passing traffic. They express concerns about the flow of traffic and accessibility to businesses, especially if parking options are limited. Some residents propose alternative solutions, such as creating designated parking areas for campervans and tour buses, prioritizing native tree planting to minimize maintenance issues, and improving pedestrian safety without sacrificing parking spaces.</p> <p>While some residents support tree planting for aesthetic purposes, others raise concerns about visibility, maintenance costs, and potential hazards associated with tree growth, such as obstructing business signage and impacting overhead lines.</p> <p>In summary, while some residents support specific upgrades to pedestrian safety and connectivity, many express skepticism and opposition to the proposed changes, citing concerns about costs, maintenance, business impact, and traffic flow. They advocate for alternative solutions and emphasize the need for careful consideration of the potential consequences before implementing any changes.</p>
<p>16. Do you have any feedback on the suggested upgrades in 14.3?</p>	<p>Many residents express opposition to various proposed changes, such as narrowing Daniell Street, creating a new shared path to the station, closing the Fox Street level crossing, and adding new multi-use public spaces. They perceive these changes as inconveniences to locals and a waste of taxpayer money. Residents raise concerns about the impact of proposed changes on traffic flow, particularly the potential inconvenience caused by narrowing Daniell Street to one-way southbound traffic and closing the Fox Street level crossing. They emphasize the importance of maintaining convenient access for residents and commuters.</p> <p>Some residents express confusion or frustration about the lack of clarity regarding the proposed changes, particularly regarding the location and purpose of new public spaces and the design of shared paths. They emphasize the need for clear communication and prioritization of essential improvements. While some residents support tree planting and opportunities for art and sculptures, others express skepticism about the value of these enhancements. They emphasize the need for careful consideration of costs, maintenance, and practicality.</p> <p>Several residents suggest alternative approaches, such as improving existing infrastructure, prioritizing sheltered walkways to mitigate wind exposure, and focusing on addressing more urgent issues like flooding and heritage building preservation.</p> <p>Residents stress the importance of practicality and usability in proposed upgrades, particularly regarding the design of shared paths, public spaces, and pedestrian crossings. They advocate for solutions that prioritize safety, convenience, and functionality.</p>

	<p>Some residents question the financial priorities of proposed upgrades, particularly in light of other pressing needs like addressing flooding and maintaining heritage buildings. They urge the council to reassess its spending priorities and focus on essential improvements.</p> <p>In summary, residents express a range of concerns and opinions regarding the proposed changes, with a significant emphasis on maintaining traffic flow, ensuring clarity and practicality in design, and reassessing financial priorities. There is also support for alternative approaches and a desire for clearer communication from the council regarding proposed upgrades.</p>
<p>17. How do you feel about traffic having to use Hickson Street and Bell Street to drive to the Train Station, rather than Fox Street and Johnston Street?</p>	<p>Many residents express opposition to proposed changes, particularly the closure of the Fox Street level crossing to vehicle traffic. They argue that such changes would inconvenience locals, increase traffic in other areas (eg Bell St), and potentially create safety hazards, especially near schools.</p> <p>Residents raise concerns about the impact of proposed changes on traffic flow, particularly the redirection of traffic past schools and residential areas. They worry about potential safety issues, especially for pedestrians, cyclists, and school children.</p> <p>Some residents express satisfaction with the current road layout and see no need for changes. They believe that the current setup works well and that proposed alterations may only create unnecessary complications.</p> <p>Several residents propose alternative solutions, such as improving existing infrastructure, creating new access points, or prioritizing pedestrian safety measures over changes to traffic flow. While some residents support improvements to pedestrian access, others question the necessity of proposed changes, particularly if they involve closing vehicle access points or redirecting traffic.</p> <p>Residents stress the importance of considering local factors, such as school locations, traffic patterns, and the preferences of residents, when proposing changes to road layouts and pedestrian access points. Many residents express a desire for improvements to pedestrian safety, especially near busy roads and public facilities like train stations. They emphasize the importance of creating safe and accessible routes for pedestrians and cyclists.</p> <p>In summary, residents express a range of concerns and opinions regarding proposed changes to road layouts and pedestrian access points. While some support improvements to pedestrian safety and access, others oppose changes that they perceive as inconvenient or potentially unsafe. There is also a preference for maintaining the current road layout in some areas and a desire for alternative solutions that address local needs and priorities</p>
<p>18. Do you have any feedback on the suggested upgrades in 14.4</p>	<p>Many residents express opposition to proposed changes, particularly those involving narrowing roads, raising crossings, and creating shared spaces. They believe the current road layout works well and see proposed alterations as unnecessary expenses.</p> <p>Residents raise concerns about the impact of proposed changes on traffic flow, especially for trucks and delivery vehicles. They also express worries about potential parking issues if certain changes are implemented.</p>

	<p>Some residents support the idea of introducing angled parking, especially if it improves parking availability for residents and visitors. However, they caution against excessive expenses associated with implementing such changes.</p> <p>While some residents support the concept of shared spaces, others express concerns about restricting vehicle access and its potential impact on businesses in the area.</p> <p>Residents highlight the importance of considering the needs of the elderly and ensuring access to public facilities like toilets and playgrounds. They express concerns about how proposed changes may affect access and usability of these amenities. Some residents suggest alternative solutions, such as creating additional parking options or improving access to commercial properties, to address the perceived shortcomings of proposed changes. Several residents call for evidence of speeding or traffic issues before implementing changes. They emphasize the need for practical solutions that address existing problems rather than introducing unnecessary modifications.</p>
<p>19. Do you have any feedback on the suggested upgrades in 14.5</p>	<p>Residents express dissatisfaction with certain proposed upgrades, particularly around inconvenience, unnecessary changes to current roads, and potential negative impacts on existing businesses. There was support for event spaces. While some are cautious about closing off areas for events, others support the idea, especially in creating designated event spaces such as weekend markets or for commemorative activities. There was an emphasis on improving footpaths, safety features, and pedestrian connectivity, with a focus on the need for marked crossings and well-designed walkways to enhance safety and accessibility.</p> <p>Feedback included comments around the concept of shared spaces, concerns regarding the delineation of roads versus pedestrian areas, and the importance of catering to the diverse needs of residents, businesses, pedestrians, and cyclists. Suggestions included, consulting with stakeholders, addressing concerns over parking and access during events, and considering the impact of closures on volunteer participation and emergency services.</p> <p>The feedback highlights a mix of opinions on the proposed upgrades in Featherston, with concerns about inconvenience and impacts on businesses countered by support for creating event spaces and improving pedestrian safety. Discussions also revolve around the need to balance the needs of various users, including residents, businesses, and visitors, while ensuring community engagement, safety measures, and effective event planning. Suggestions for detailed consultations with stakeholders and thoughtful design considerations emerge as key themes in the feedback</p>
<p>20. Do you have any feedback on the suggested upgrades in 14.6</p>	<p>Concerns about the cost and maintenance of trees, covered walkways, and other amenities, suggesting the need for practical and cost-effective solutions. Consideration of the placement of amenities like playgrounds, sculptures, and art features in commuter-heavy areas, emphasizing the importance of aesthetics and green spaces in the town. Support for improvements in pedestrian and cyclist linkages, including improved street lighting, covered walkways, and tree plantings, along with safety considerations such as separating pedestrians and cyclists and enhancing visual amenity for users.</p>

	<p>Advocacy for native tree plantings, community fruit trees, and innovative design approaches to enhance shared pathways, promote environmental sustainability, and activate public spaces.</p> <p>The feedback emphasizes the importance of fiscal caution, practical urban planning, aesthetic enhancements, infrastructure improvements, safety considerations, and sustainable development in the town of Featherston. Recommendations include cost-effective solutions, green space considerations, safety enhancements for pedestrians and cyclists, and the promotion of environmental sustainability through native plantings and innovative design approaches for shared pathways. The focus is on creating a pleasant and functional environment that prioritizes aesthetics, safety, sustainability, and community engagement in the town's development plans.</p>
<p>21. Do you agree with the priorities and timescale set out in the implementation plan?</p>	<p>Yes = 27 No = 26</p>
<p><i>Do you have any comments about the Implementation Plan?</i></p>	<p>Concerns about council costs, alternative revenue sources, budgeting accuracy, and ratepayer impact were discussed. Emphasis on speed reduction, cost considerations, pedestrian safety, and traffic flow improvements were included. Comments around community input, detail on funding availability, and integration with district planning processes. The feedback included advocacy for balanced development, protection of natural resources, supporting Mana Whenua, and prioritizing essential services. Suggestions to refine timelines, focus on core infrastructure, align with community feedback, and emphasize key initiatives like water projects and retail investment.</p> <p>The feedback highlights concerns about council finances, infrastructure priorities, engagement practices, and sustainable development in Featherston. There are calls for cost-effective planning, transparent funding allocation, community input, and a focus on essential services and core infrastructure. Recommendations include refining timelines, prioritizing key projects, integrating plans with district processes, and emphasizing community needs in the implementation of development initiatives for the town. The overarching theme is the need for a balanced, community-centered approach that addresses financial sustainability, infrastructure challenges, and community priorities in Featherston's development plans.</p>
<p>22. Do you have any feedback on the overall Draft Masterplan which have not been captured by your previous answer?</p>	<p>Positive response to the Council's efforts to enhance safety for pedestrians and cyclists, however criticism of lack of responsiveness to consultation attempts, especially from a professional perspective. Recommendations for improved pedestrian spaces, parking solutions, and traffic flow considerations. With an emphasis on the importance of engaging residents, addressing business impacts, and ensuring open communication. Advocacy for more green areas, community orchards, and infrastructure investment prioritization.</p>

	<p>The feedback reveals a mix of support, concerns, and suggestions regarding Featherston's development. The community appreciates efforts to enhance safety and beautify the town, but there are reservations about the Council's engagement levels and transparency. Recommendations include improving infrastructure, managing traffic flow, and prioritizing community input. Additionally, there is a strong focus on promoting green spaces, sustainable development, and balancing business needs with community interests. Overall, there is a call for more inclusive, transparent, and community-centered planning that addresses various aspects of Featherston's growth and sustainability.</p>
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Appendix 7 – Draft Featherston Masterplan

[FINAL-Featherston-Masterplan-and-Implementation-Plan-High-Res.pdf \(swdc.govt.nz\)](#)