



## **Strategy Working Committee Featherston Masterplan Deliberations Agenda – 17 April 2024**

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### **NOTICE OF MEETING**

This meeting will be held in the Supper Room, Waihinga Centre, 62 Texas Street, Martinborough and via audio-visual conference, commencing at 9.00am. The meeting will be held in public with the express purpose of hearing submissions and deliberating on the Featherston Masterplan. It will be live-streamed and be available to view on our [YouTube channel](#).

All SWDC meeting minutes and agendas are available on our website: <https://swdc.govt.nz/meetings/>

**Membership:** Acting Mayor Melissa Sadler-Futter (Chair), Councillors Aidan Ellims, Colin Olds, Alistair Plimmer, Rebecca Gray, Martin Bosley, Pip Maynard, Aaron Woodcock and Kaye McAulay, and Violet Edwards (Māori Standing Committee representative).

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### **A Open Section**

#### **A1. Mihi / Karakia Timatanga – Opening**

Kia hora te marino

May peace be widespread.

Kia whakapapa pounamu te moana

May the sea be like greenstone; a  
pathway for all of us this day.

Hei huarahi mā tatou I te rangi nei

Aroha atu, aroha mai

Let us show respect for each other, for  
one another.

Tātou i a tātou katoa.

Bind us all together.

**A2.** Apologies

**A3.** Conflicts of interest

### **B Deliberations**

**B1.** Featherston Masterplan Deliberations Report

Pages 1-19

**C Karakia Whakamutunga – Closing**

Kua mutu ā mātou mahi

Our work has finished

Mō tēnei wā

For the time being

Manaakitia mai mātou katoa

Protect us all

Ō mātou hoa

Our Friends

Ō mātou whānau

Our Family

Āio ki te Aorangi

Peace to the universe

## Draft Featherston Masterplan Deliberations Report

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### 1. Purpose

The purpose of this report is to provide the Strategic Working Committee with a summary of the analysis of the submissions on the Draft Featherston Masterplan and for elected members to give direction to Council staff on preparing the final Draft Featherston Masterplan.

A full package of all submissions has been provided as part of the Draft Featherston Masterplan Hearings Report.

### 2. Executive Summary

Consultation on the Draft Featherston Masterplan occurred between Wednesday 6 December 2023 and Sunday 18 February 2024 using the Special Consultative Procedure ([Section 82 of the Local Government Act](#)). A total of 87 submissions were received and hearings took place on 3 April 2024 at the Strategic Working Committee meeting.

The purpose of the deliberations process is for elected members to give council officers clear direction on preparing the final draft of the Featherston Masterplan and Implementation Plan ('Draft Featherston Masterplan-DFM'), considering community engagement and consultation, legislation, alignment with key strategic documents, and officer advice.

The Draft Featherston Masterplan proposes a series of initiatives and projects over the next three decades. It seeks a comprehensive approach to transform the town centre and its surroundings, emphasising urban design and an approach to growth that reflects the unique qualities and character that the Featherston community values, the need for more housing development including affordable and diverse housing options, a business-friendly environment and improved connectivity between activities and places. It seeks to create a vibrant town centre with a strong sense of community and accessible amenities and services. It acknowledges the important role that mana whenua and the broader community have in shaping Featherston's future.

When the Draft Featherston Masterplan is finalised, it will inform:

- Council's priorities during the Long-term and Annual Planning process.
- The provision for Featherston in the Wairarapa Combined District Plan Review. There is likely to be the opportunity to prepare specific design guidance for

Featherston to ensure that the desired outcomes established in the final Featherston Masterplan are supported by the revised District Plan.

Feedback through the consultation process has highlighted the importance of focusing on infrastructure that is fit for purpose, getting the basics right, the importance of traffic assessments to understand the impacts on vehicular patterns before changes are made as well as the need to involve mana whenua and the wider community in further detailed planning and design work.

### 3. Recommendations

Officers recommend that the Committee:

1. Receive the *Draft Featherston Masterplan Deliberations Report*,
2. Endorse the recommended amendments to the Draft Featherston Masterplan as outlined in Table 7 below with any consequential amendments, and
3. Request that the final Draft Featherston Masterplan and Implementation Plan be reported back to the Strategic Working Committee for final review and adoption at the Committee’s meeting on 5 June 2024.

Table 7 Amend the Following Sections of the Draft Featherston Masterplan (DFM)	Change suggested
<b>Section 5: Key Challenges and opportunities (page 8)</b>	<ul style="list-style-type: none"> <li>• Section 5.1 Themes Suggest adding the words “cost effective” to Theme c</li> <li>• Add to Theme c as follows: c. Promoting coordinated, <b>cost effective</b> and resilient development and ensure that the town is future proofed</li> </ul>
<b>Section 6 Our Process and Engagement (page 9) and Section 7 Engagement Summary</b>	<ul style="list-style-type: none"> <li>• Update section 6 and 7 “Our Process and Engagement Summary” to reflect the engagement that has occurred since the Draft Featherston Masterplan was publicly notified. Include this Summary as an Appendix in the Final Masterplan</li> </ul>
<b>Section 10 Vision and 6 Guiding Principles: page 13</b>  <b>Section 10.1 Our Vision Suggest amending as follows:</b>	<ul style="list-style-type: none"> <li>• Suggest the first Vision be amended to:               <ul style="list-style-type: none"> <li>○ Include the words “and diverse”</li> <li>○ Delete the words of “workers, families and creatives”</li> <li>○ So that the vision reads: ‘A thriving <b>and diverse</b> community; all supporting each other.’</li> </ul> </li> <li>• This responds to submitters concerns for the vision to be more inclusive</li> </ul>

<p><b>Section 10.2 Principles: Suggest amend Principles 5 and 6 as follows</b></p>	<ul style="list-style-type: none"> <li>• Suggest principle 5 be amended to read: “5. Caring for our physical and natural environment, <b>being sustainable</b> “</li> <li>• Suggest principle 6 be amended to read: “6. Doing what we can, <b>within our means</b>, being solution focused.”</li> </ul>
<p><b>Section 11.3 The focus of the plan (page 16)- The 2 top priorities</b></p>	<ul style="list-style-type: none"> <li>• Suggest amending top priority (i) which currently reads: “An enhanced main street and a connected town centre heart” so that it reads: “An enhanced Town Centre including the Main Street and a connected Mid-Town Park Hub” (i.e. rename the currently labeled Town Centre Heart to Mid- Town Park Hub to ensure that it is clear that the Town Centre consists of both the Main Street and Mid-Town Park Hub (see submission 78)</li> <li>• Delete the existing priority (ii) which reads: “Transformative pedestrian link to the Train Station and replace with the new priority (ii) below: “(ii) Upgrade existing infrastructure, amenities and services, including upgrading the link to the Train Station to improve useability and safety”</li> </ul>
<p><b>Add in an additional 7<sup>th</sup> focus to Section 11.3 (additional bullet point)</b></p>	<ul style="list-style-type: none"> <li>• Proposed additional focus Section 11.3 page 16: “Ensure mana whenua, Māori <b>and the broader community</b> are involved in detailed designs for the <b>Town Centre including the Mainstreet and Mid-Town Park Hub</b> and other initiatives that shape the future of Featherston”</li> </ul>
<p><b>Sections 11.8 and 11.9k Daniel Street</b></p> <p><b>And Section 13.4 KiwiRail projects And</b></p> <p><b>Updates recommended to be made to Design Maps 1: Page 24</b></p>	<ul style="list-style-type: none"> <li>• Section 11.8 and Section 11.9k page 18-19 and section 13.3 a and b DFM: <ul style="list-style-type: none"> <li>○ Amend so that Daniel Street is retained as a 2-way vehicular accessway; retaining parking on Daniel Street; upgrading the shared pedestrian/cycleway along Daniel Street</li> <li>○ Amend to remove reference to the closure of Fox Street</li> </ul> </li> <li>• Design Map 1: Mainstreet- West Linkage to Train Station- South: <ul style="list-style-type: none"> <li>○ Raised crossing at west entry to town centre retained.</li> <li>○ Reduced amount of new tree planting- and include tree planting in movable planters.</li> <li>○ New footpath along front of petrol station retained.</li> <li>○ New raised pedestrian crossing outside at east end of petrol filling station retained.</li> <li>○ Existing pedestrian crossing outside of supermarket upgraded retained.</li> <li>○ Kerb lines not altered other than where required to provide the above features, to reduce impact on availability of on street car parking.</li> <li>○ Daniell Street to remain two way, with no change in on street parking.</li> <li>○ 3m shared (pedestrian/cycle) shared path provided on west side of Daniell Street to provide final section of linkage to station (this may require removal of existing trees).</li> <li>○ Multi-use space deleted.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ No changes at this time to Fox Street level crossing.</li> </ul>
<b>Updates recommended to be made to Design Maps 2: (page 26)</b>	<ul style="list-style-type: none"> <li>● Design Map 2 - Alter title to Read: Town Centre: Main Street East and Booktown Precinct <ul style="list-style-type: none"> <li>○ Shared spaces shown for Birdwood Street retained. Note: the space available for vehicles in these is sufficient to allow two way traffic. The future detailed design of these spaces can ensure that it is clear that this space does allow the free movement of vehicles through these streets.</li> <li>○ Raised table at west end of 'Squirkle' deleted.</li> <li>○ Existing pedestrian crossing over SH2 east of Birdwood Street upgraded to raised crossing.</li> <li>○ Kerb lines on SH2 not altered other than where required to provide the above features, to reduce impact on availability of on street car parking.</li> <li>○ Fox Street (north of SH1) redesigned as shown in consultation draft plan, to allow easier pedestrian movement between areas of open space. Area altered reduced in length to stop at rear of Engine Shed. Note: The continued use of the proposed angled parking in the future detailed design of this area, can ensure that existing car parking numbers can be maintained. Note: the carriageway space for two way vehicle movement has not altered from existing.</li> <li>○ Potential for additional car parking in the existing 'paper road' to the east of the play park retained.</li> <li>○ New raised crossing at east entry to town centre retained.</li> <li>○ Fox Street (south of SH1) formed into shared space. Note: the space available for vehicles altered to ensure that this is sufficient to allow two way traffic. The future detailed design of this space can ensure that it is clear that this space does allow the free movement of vehicles through these streets (except when closed for events).</li> <li>○ Alter name 'Birdwood Street' south of SH1 to correctly read 'Lyon Street'</li> <li>○ Correct plan to show planting at north end of Lyon Street removed; this was an error included on the original plan.</li> </ul> </li> </ul>
<b>Updates recommended to be made to Design Maps 3:Page 28</b>	<ul style="list-style-type: none"> <li>● Design Map 3 – Linkage to train Station -North <ul style="list-style-type: none"> <li>○ Amend to remove new shared path along Johnston Street and link to this along Bell Street.</li> <li>○ Retain shared path from access to Train Station car park to Sports Hub (more clearly seen on plan at 14.1).</li> </ul> </li> </ul>
<b>Consequential changes made to:</b>	<ul style="list-style-type: none"> <li>● Overall Masterplan Strategy Plan and Legend at 11.1</li> <li>● Plan at 14.1</li> <li>● 11.9 Key Features in the Town Centre and Train Station Areas</li> </ul>

<p><b>Other minor updates to Masterplan Document to correct any minor errors.</b></p>	<ul style="list-style-type: none"> <li>• 13.1 Key Features of Main Street Revitalisation and Upgrades</li> <li>• 13.2 Key Features of Upgrade in ‘Town Heart’ – Recreation and Open Space Precinct</li> <li>• 13.3 Key Features of Link to Train Station Hub and Sports Hub</li> <li>• 13.4 KiwiRail Projects</li> <li>• 14.2 Main Street West End</li> <li>• 14.3 Linkage to Train Station and Sports Hub (South End)</li> <li>• 14.4 Upgrade in ‘Town Heart’ – Recreation and Open Space Precinct</li> <li>• 14.5 Main Street East End and Booktown Precinct</li> <li>• 14.6 Linkage to Train Station and Sports Hub (Centre and North End)</li> <li>• 15. Priorities and Implementation Plan</li> </ul>
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## 4. Background

Work on the Draft Featherston Masterplan began in January 2022, with a workshop held with government agencies and engagement with Featherston Community Groups. A Foundation Discussion Document was then presented to Council on 14 July 2022 and three weeks of community engagement began via a survey and drop-in sessions.

On 21 September 2022, Council adopted Concept Option One – (Increased density around the Main Street and Train Station) for detailed design work and a new vision statement (“A strong, caring community where there is a place for everyone”) which was based on residents’ feedback at that time (2022).

On 5 October 2022, a design workshop was held to develop Concept Option One that involved government agencies and key stakeholders. This workshop was important to integrate the operational requirements for all parties and ensure that there was a strategy that all parties could agree to implement.

On 14 December 2022, Council approved proposed concept plans to be included in a draft Featherston Masterplan. Further informal interagency meetings and engagement occurred during 2023 prior to the Draft Featherston Masterplan and Implementation Plan (‘Draft Featherston Masterplan’) being reported back to full Council in late 2023 to enable formal public consultation.

A copy of the Draft Featherston Masterplan and Implementation Plan can be found here: <https://swdc.govt.nz/wp-content/uploads/FINAL-Featherston-Masterplan-and-Implementation-Plan-High-Res.pdf>

## 5. Discussion

Alongside the usual promotion of consultations such as Facebook posts, community newspaper features, posters in local businesses etc., South Wairarapa District Council engaged with the Featherston community by offering opportunities for them to meet elected members and council officers in person and undertake site visits to gain a deeper understanding of what was proposed in the Draft Featherston Masterplan, and for us to gather additional feedback outside of the formal submission processes.

## 6. Summary of Considerations

The key themes for the 87 submissions are:

- Concern over the closure of Fox Street and advocating for alternative options.
- Concern over parking and traffic management and traffic flow.
- Pedestrian accessibility is important, with a focus on connecting community hubs such as the train station, schools, shops, and the medical centre.
- Ongoing community engagement and inclusivity was highlighted as being important, as was consideration and consultation with mana whenua.
- The impact on buildings in the potential heritage zone and the need to repair and fix dilapidated buildings as part of the planning process.
- A focus on infrastructure and fixing what is broken first.

With key considerations for the Draft Featherston Masterplan to include the following:

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

## 7. Recommended Changes to the Draft Featherston Masterplan (DFM)

In response to the above considerations, Council officers suggest several amendments to the Draft Featherston Masterplan including the following:

- Updating the Vision and Guiding Principles (Section 10 DFM page 13) to ensure that they better reflect community diversity and inclusivity.
- Overall Masterplan Strategy (Section 11, page 14) Option to investigate the current growth node to have more Greenfields land for Future urban/ urban (see section 8 Table 8A of this report for options analysis).
- Rename the Town Centre Heart in the Masterplan Strategy and Map (Section 11 DFM page 14) to be the Mid-Town Park Hub, which forms part of the Town Centre as does the Main Street.
- Keeping a focus on two top priorities (Section 11.3 page 16) however amending these so that:
  - Priority (i) reads “An enhanced Town Centre including the Main Street and a connected Mid-town Park Hub”.



- Delete priority (ii) – a transformative pedestrian link to the Train Station.
- Replace with a new priority “(ii) upgrading existing infrastructure, amenities and services including upgrading the link to the Train Station with better lighting and shelter”.
- Amend so that Daniel Street is retained as a 2-way vehicular accessway; retaining parking on Daniel Street; whilst still providing a shared pedestrian/cycleway along Daniel Street (Section 11.8 and Section 11.9k page 18-19 and section 13.3 a and b) (See Table 8C for options analysis of location of link to train station).
- Delete reference to the closure of the level crossing at Fox Street and seek further engagement and traffic assessments before any closures proceed be it at Bell Street or otherwise (Section 13 .4).
- Retain proposed raised pedestrian crossings in the Main Street; reduce any build outs to retain as much parking as possible; include tree planting in movable planter containers and movable seating (see Appendix 1 for sketches of examples).
- Proposed new focus; ensure mana whenua, Māori and the broader community are involved in detailed designs for the Mainstreet and town centre square and other initiatives that shape the future of Featherston.
- Heritage – consider the option of the Council having a Heritage Fund so that heritage owners may apply to the Fund to cover resource consent fees for any buildings that are protected and require resource consents. This has been a practice by some other local authorities. (See Table 8E options analysis).

The recommended changes are included in Table 7 and the Options Analysis is included in section 8.

<b>Table 7</b> <b>Amend the Following Sections of the Draft Featherston Masterplan (DFM)</b>	<b>Change suggested</b>
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<p><b>Consequential changes made to:</b></p> <p><b>Other minor updates to Masterplan Document to correct any minor errors.</b></p>	<ul style="list-style-type: none"> <li>• Overall Masterplan Strategy Plan and Legend at 11.1</li> <li>• Plan at 14.1</li> <li>• 11.9 Key Features in the Town Centre and Train Station Areas</li> <li>• 13.1 Key Features of Main Street Revitalisation and Upgrades</li> <li>• 13.2 Key Features of Upgrade in ‘Town Heart’ – Recreation and Open Space Precinct</li> <li>• 13.3 Key Features of Link to Train Station Hub and Sports Hub</li> <li>• 13.4 KiwiRail Projects</li> <li>• 14.2 Main Street West End</li> <li>• 14.3 Linkage to Train Station and Sports Hub (South End)</li> <li>• 14.4 Upgrade in ‘Town Heart’ – Recreation and Open Space Precinct</li> <li>• 14.5 Main Street East End and Booktown Precinct</li> <li>• 14.6 Linkage to Train Station and Sports Hub (Centre and North End)</li> <li>• 15. Priorities and Implementation Plan</li> </ul>

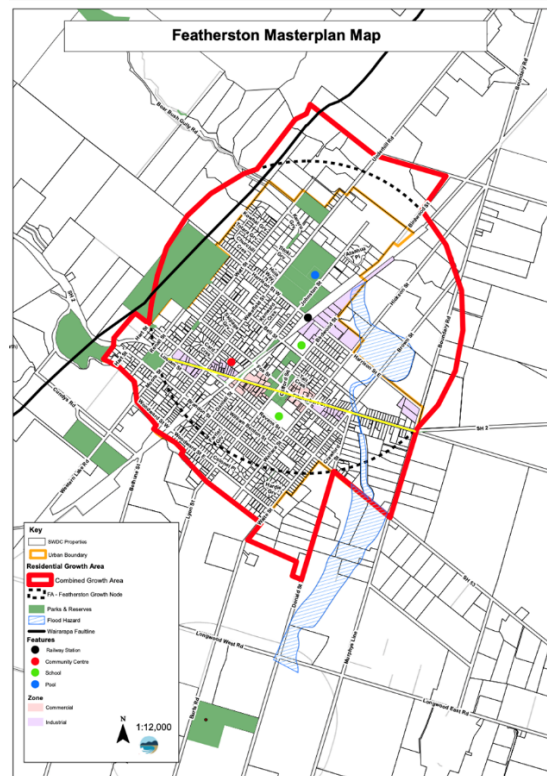
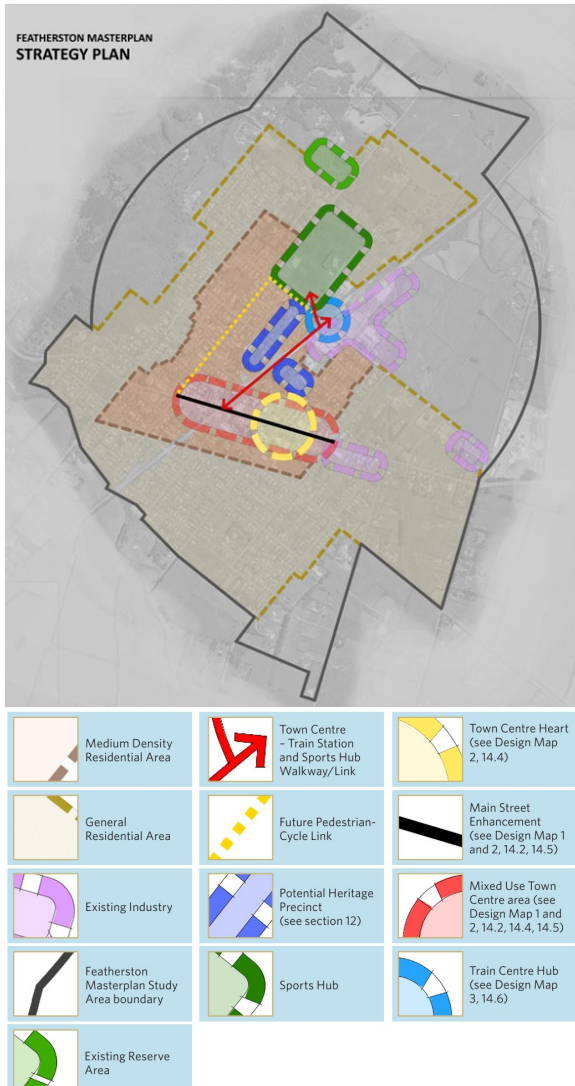
## 8. Options Analysis

<p><b>Table 8 – Overall Options Analysis</b></p> <p><b>Options</b></p>	<p><b>Advantages</b></p>	<p><b>Disadvantages</b></p>
<p>Option 1: Adopt the current Draft Featherston Masterplan</p>	<ul style="list-style-type: none"> <li>• May be more aspirational.</li> <li>• Is supported by a few submitters.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not respond to many submissions.</li> <li>• May not be able to be implemented based on the available resources and fiscal constraints.</li> </ul>
<p>Option 2: Amend the Draft Featherston Masterplan as discussed in section 7 and Table 7.</p> <p><i>(recommended option) See Tables 8A- 8E for specific topic options analysis.</i></p>	<ul style="list-style-type: none"> <li>• Responds to submissions (such as acknowledging diversity; taking greater account of affordability and current infrastructure issues) while keeping some key elements in place to enhance amenity such as the shared spaces in Fox Street; allows further investigation of any level crossing closures and further engagement on detailed design.</li> <li>• Is a more affordable option.</li> <li>• <b>See Table 8A</b> for Option Analysis on whether to add more greenfield land to the growth node in the DFM –</li> </ul>	<ul style="list-style-type: none"> <li>• Does not recommend following all submission points which some submitters made and not all submitters may agree with option 2.</li> </ul>

	<p>Option (c) to include investigation of more greenfield land to the Current Masterplan Strategy is recommended.</p> <ul style="list-style-type: none"> <li>• <b>See Table 8B</b> for Option Analysis on Daniel Street and Closure of Fox Street Option A - Retain 2-way traffic in Daniel Street and do not close Fox Street is recommended.</li> <li>• <b>See Table 8C</b> for Option Analysis on the location of the Link from the town Centre to the Train Station. Option (a) - complete the existing linkage (already provided alongside the railway from Fox Street to the train station) by providing a new 3m combined pedestrian cycleway along Daniel Street is recommended.</li> <li>• <b>See Table 8D</b> for Option Analysis on Roundabout at the corner of Wakefield Street and SH/Fitzherbert Street. Option (b) - retain the existing intersections and construct the raise table/ crossing at the west entry to the town centre (as shown on the DFM) is recommended.</li> <li>• <b>See Table 8E</b> for Option Analysis on Heritage Precincts. Option (c) - retain proposed heritage provisions as per the DFM (including the existing Heritage Precinct in the Town Centre and the proposed new Residential Heritage Precinct), and establish a Heritage Fund that all owners of buildings in Heritage Precincts can access to cover resource consent fees if a resource consent is required as a result of being within a heritage precinct is recommended.</li> </ul>	
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<b>Table 8 A</b> <b>Current Growth Node Boundary versus additional Greenfield land to south (Geange Submission Number 33)</b>	<b>Advantages</b>	<b>Disadvantages</b>
<p>Option (a) Make no change to the current Growth Node Boundary</p>	<ul style="list-style-type: none"> <li>• Is consistent with Wellington Regional Growth Framework to promote intensification in Growth Nodes (Featherston is identified as an Urban Renewal Area).</li> <li>• Based on analysis In the Foundation Discussion Document (July 2022) the current Growth node would allow for 574 dwellings (this was based on assumptions that only 25% of sites would be redeveloped at densities of 1:300m<sup>2</sup> in the General Residential zone and 1:200m<sup>2</sup> in the Mixed-use zone). It is noted that the growth node boundary extends beyond the areas proposed to be General Residential (See black boundary and copy of Strategy Map from the DFM attached below Table 8A) These were left as large lots primarily as mapping indicated some hazards (eg Flooding and the Wairarapa Faultline) where further residential development should be limited.</li> <li>• The current option allows for a review of the Masterplan in 5 years and a readjustment to the growth boundary if there is a need for more land supply.</li> </ul>	<ul style="list-style-type: none"> <li>• May not meet residents’ aspirations for Featherston to have its own identity; some residents are concerned that the things they value about the character of Featherston (such as sense of spaciousness) will be lost.</li> <li>• Rezoning land and having it “shovel ready” can take 5-7 years based on current RMA requirements- Option (a) may delay land supply to meet demand.</li> </ul>
<p>Option (b) Add 10-12 hectares greenfield land at end of Lyon, Wallace and Waite Street to the Masterplan at (see Geange Submission No 33)</p>	<ul style="list-style-type: none"> <li>• Allows for master planned development on greenfield site</li> <li>• May allow for more diverse housing types such as a retirement village and new investment in family homes.</li> <li>• The population of</li> </ul>	<ul style="list-style-type: none"> <li>• No guarantee that development will happen.</li> <li>• No guarantee that the development will deliver a retirement village and may deliver only new standalone housing.</li> <li>• Indicative regional flood</li> </ul>

	<p>Featherston is expected to grow by 1730 persons over 30 years. Depending on the average household size (it was 2.2 in 2013 and 2.4 in 2018) Featherston may need 700-800 more homes over 30 years. Depending on the development patterns in the growth node more greenfield land could help meet demand.</p> <ul style="list-style-type: none"> <li>• Current constraints may be able to be mitigated, e.g. the area of ponding could be set aside as reserve.</li> </ul>	<p>maps indicate land in overland flow path (Moderate).</p> <ul style="list-style-type: none"> <li>• Soils – the submitter has identified the soils as being Class 2. Policy 59 of the Wellington Regional Policy Statement seeks to retain such highly productive agricultural land and the sole Objective of the National Policy Statement for Highly Productive Land 2022 is that Highly productive land is protected for use in land-based primary production, both now and for future generations.</li> <li>• Council may need to resource a Plan Change/Variation unless the owner undertakes a private plan change or an appropriate submission to the Combined Wairarapa District Plan Review.</li> </ul>
<p>Option (c) Include reference in the Overall Masterplan Strategy and Map to investigate further adjustments to the growth boundary to allow for greenfield land supply</p>	<ul style="list-style-type: none"> <li>• Doesn't preclude private landowners undertaking their own investigations and applying for a private plan change.</li> <li>• Doesn't commit Council to undertaking the investigation in the immediate term nor to immediate costs and resourcing.</li> <li>• Keeps the door open for new land development opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• May lessen the amount of intensification within the current node boundary.</li> </ul>



<b>Table 8B</b> <b>Daniel Street and Closure of Fox Street</b>	<b>Advantages</b>	<b>Disadvantages</b>
<p>Option (a) Retain 2-way traffic in Daniel Street and do not close Fox Street</p>	<ul style="list-style-type: none"> <li>• Responds to submitters who oppose the current options in the DFM for narrowing Daniel Street and Closure of Fox street to vehicular traffic.</li> <li>• Allows time for further traffic assessments to be undertaken and for KiwiRail to engage with the community on options such as the potential closure of the Bell Street crossing rather than Fox Street.</li> <li>• Responds to concerns over accessibility for emergency services.</li> <li>• Allows time and resource for</li> </ul>	<ul style="list-style-type: none"> <li>• May delay work associated with the safety of rail crossings.</li> </ul>



	other initiatives in the Masterplan to be advanced.	
Option (b) DFM- Narrow Daniel Street and Close Fox Street to vehicular traffic	<ul style="list-style-type: none"> <li>A few submitters supported the current overall Masterplan strategy that included this option.</li> </ul>	<ul style="list-style-type: none"> <li>Doesn't respond to submitters' concerns over the closure and limitations of Daniel Street becoming one-way and concern over impact on the closure of Fox Street to vehicular movements.</li> <li>Not sufficient evidential base available to know impacts.</li> </ul>

<b>Table 8C</b> <b>Location of the Link from the Town Centre to the Train Station</b>	<b>Advantages</b>	<b>Disadvantages</b>
Option (a) Complete the existing linkage (already provided alongside the railway from Fox Street to the train station) by providing a new 3m combined pedestrian cycleway along Daniel Street. The overall route would be about 620m.	<ul style="list-style-type: none"> <li>Brings users right into the commercial heart of the town centre.</li> <li>Cost effective – new combined path in Daniell Street is only around 70m.</li> </ul>	<ul style="list-style-type: none"> <li>May require removal of trees in Daniell Street.</li> <li>May require agreement of KiwiRail due to existing ownerships and designations.</li> </ul>
Option (b) Create a new link along Birdwood Street, and Bell Street (in part utilising the proposed shared spaces and linkage to Anzac Hall). The route would be around 670m (see Submission 27 – Matthew Wendon).	<ul style="list-style-type: none"> <li>Would directly pass the St.Teresa's school.</li> <li>Would directly pass the Anzac Hall.</li> </ul>	<ul style="list-style-type: none"> <li>Brings users into a recreational area/reserve area rather than into the commercial heart of the town centre.</li> <li>Less cost effective than Option A - would require a new combined path along around 225m of Bell Street (assuming that the improvements shown in Birdwood Street are undertaken).</li> </ul>

<b>Table 8D</b> <b>Roundabout on the corner of SH2 and Wakefield Street</b>	<b>Advantages</b>	<b>Disadvantages</b>
Option(a) Construct a roundabout at the intersection of SH2 with	<ul style="list-style-type: none"> <li>Could slow vehicles entering and leaving the town centre</li> </ul>	<ul style="list-style-type: none"> <li>Very costly option.</li> <li>Likely to require significant</li> </ul>

<p>Wakefield Street, Bethune Street.</p> <p>Could include the SH53 Revans Street intersection as part of the roundabout.</p>	<p>area.</p> <ul style="list-style-type: none"> <li>• Could overcome some traffic safety concerns with existing intersections.</li> </ul>	<p>land to allow heavy vehicles to safely pass through the roundabout.</p> <ul style="list-style-type: none"> <li>• Could require demolition of buildings.</li> <li>• Could have a negative impact on the setting of the heritage buildings in the local area.</li> <li>• Roundabouts are generally not viewed as being ideal for cyclists.</li> <li>• May not necessarily deliver safer crossing options for pedestrians.</li> </ul>
<p>Option (b)</p> <p>Retain the existing intersections and construct the raise table/crossing at the west entry to the town centre (as shown on the DFM)</p>	<ul style="list-style-type: none"> <li>• Will slow vehicles entering and leaving the town centre.</li> <li>• Will allow pedestrians to more safely and easily cross the street.</li> <li>• More cost effective option.</li> <li>• No additional land required.</li> </ul>	<ul style="list-style-type: none"> <li>• May not overcome all traffic safety concerns with existing intersections.</li> </ul>

<b>Table 8E</b>	<b>Advantages</b>	<b>Disadvantages</b>
<b>Heritage Precincts</b>		
<p>Option (a) Retain proposed heritage provisions as per the DFM (including the existing Heritage Precinct in the Town Centre and the proposed new Residential Heritage Precinct).</p>	<ul style="list-style-type: none"> <li>• Protects and identifies heritage before it gets lost.</li> </ul>	<ul style="list-style-type: none"> <li>• May restrict landowners' ability to do what they want on their property.</li> </ul>
<p>Option (b) Keep the Residential heritage precinct and establish a Heritage Fund that owners of residential heritage can access to cover resource consent fees if a resource consent is required as a result of being within a heritage precinct.</p>	<ul style="list-style-type: none"> <li>• Protects and identifies heritage before it gets lost.</li> <li>• Recognises heritage has a public good.</li> <li>• Addresses extra costs that owners of a heritage resource may encounter.</li> <li>• Has been used by other Councils.</li> </ul>	<ul style="list-style-type: none"> <li>• Will require an allocation of funding in the LTP (perhaps a fund of \$30,000).</li> </ul>
<p>Option (c) Retain proposed heritage provisions as per the DFM (including the existing Heritage Precinct in the Town Centre and the proposed new Residential Heritage Precinct).</p>	<ul style="list-style-type: none"> <li>• Protects and identifies heritage before it gets lost.</li> <li>• Recognises heritage has a public good.</li> <li>• Addresses extra costs that owners of a heritage</li> </ul>	<ul style="list-style-type: none"> <li>• Will require an allocation of funding in the LTP (perhaps a fund of \$30,000 or greater).</li> </ul>

Establish a Heritage Fund that all owners of buildings in Heritage Precincts can access to cover resource consent fees if a resource consent is required as a result of being within a heritage precinct.	<p>resource may encounter.</p> <ul style="list-style-type: none"> <li>• Has been used by other Councils.</li> </ul>	
Option (d) Reduce the existing heritage provisions in the Town Centre.	<ul style="list-style-type: none"> <li>• Individually identified heritage buildings would still be protected.</li> <li>• Could reduce compliance costs and complexity for owners.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar provisions are in place in all three South Wairarapa towns.</li> <li>• Could result in the loss of older buildings which make a contribution to the character of the Town Centre.</li> <li>• Could reduce the ability to control the design of new buildings in the Town Centre.</li> </ul>

## 9. Strategic Drivers and Legislative Requirements

### 9.1 Significant risk register

- Relationship with iwi, hapū, Māori
- Climate Change
- Emergency Management
- IT architecture, information system, information management, and security
- Financial management, sustainability, fraud, and corruption
- Legislative and regulative reforms
- Social licence to operate and reputation
- Asset management
- Economic conditions
- Health and Safety

### 9.2 Significance, Engagement and Consultation

Consultation followed the Special Consultative Procedure as outlined in the Local Government Act 2002. There were a range of different ways that the community could have their say and present their views on the Draft Featherston Masterplan and it was widely advertised and made public. The consultation period ran from Wednesday 6 December 2023 and Sunday 18 February 2024, extending beyond the minimum requirement period under the Special Consultative Procedure due to the consultation period being held over the Christmas and holiday period.

During the consultation period, all relevant documentation, including a submission form and relevant background information was available on our website. Physical copies were made available at the South Wairarapa District Council Office and the Featherston libraries. Hearings took place on Wednesday 3 April 2024.

### **9.3 Communication**

There will be follow-up communication required to close the loop with submitters and the broader Featherston Community on this topic.

## **10. Considerations**

### **10.1 Financial**

The implementation plan includes projects that will require design and cost estimates before they can be included in a future LTP or Annual Plan. These projects will be discussed with Council on a case by case basis.

## **11. Conclusion**

Following the amendment of any changes required to the Draft Featherston Masterplan, Council offers conclude that the Draft Featherston Masterplan comes back to the Strategic Working Committee on 5 June 2024 for adoption.

## **12. Appendices**

Appendix 1 - Example designs for movable trees and seating

Contact Officer: Russell O’Leary, Group Manager Planning and Environment

Reviewed By: Janice Smith, Chief Executive

# Appendix 1 – Example movable planters and platforms for seating

