



77 + 109

KĀPITI
R o a d

P a r a p a r a u m u

APRIL, 2026

FINAL
URBAN DESIGN
STATEMENT

to support a
Fast Track
Referral
Application

PROJECT	77 + 109 Kāpiti Road, Paraparaumu - Fast Track Referral
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This report has been prepared by Lauren White, Director and Principal Urban Designer of Urban Acumen Limited, for the purpose of supporting the application for referral under the Fast Track Approvals Act 2024.

Urban Acumen Ltd is a specialist urban design consultancy providing urban design services to a range of public and private sector clients.

This document is prepared by Urban Acumen Ltd on behalf of The Wellington Company.

It provides back ground information and an urban design assessment of the proposal to develop the site at 77 + 109 Kapiti Road for a mix of land uses.

This assessment is based primarily on plans produced by Urban Acumen along with supporting information from other design team consultants.

I hold a Bachelor of Architectural Studies and a Master of City Planning and Urban Design from the University of Cape Town, South Africa (1992). I am recognised as a Registered Urban Designer by the Urban Designers Institute Aotearoa (2024), hold a position as chair on the Auckland Urban Design Panel, contribute to the Urban Design Form as a Committee Member and also teach in the Master of Urban Design degree course at the University of Auckland.

I have approximately 30 years' urban design experience across a wide range of projects in both the public and private sector with extensive experience in designing and delivering housing developments of all kinds in both green and brownfield locations across New Zealand, participating in private plan changes, and resource consenting and design review processes.

Relevant recent projects include:

- Urban design inputs for the Fast Track Referral Application for Middle Road, Havelock North
- Urban design inputs for the successful Fast Track resource consent application for Arataki, Havelock North.
- Urban design inputs to support the Fast-track consent application for Faringdon South East and South West (Plan Change 64), Rolleston.
- Urban design inputs to support the successful Fast-track consent application for residential subdivision of Faringdon Oval, Rolleston.
- Urban design inputs to support the Fast-track consent application for Waikanae North, Kapiti (approved July 2024).
- Wallaceville Plan Change in Hutt Valley and ongoing design and comprehensive land use and subdivision consenting for numerous development stages.
- Plimmerton Farm Plan Change in Porirua and subsequent Fast-track Resource Consent application for Stage 1 (approximately 500 lots, approved late 2024).

I have been actively involved with planning for the development of this site, delivering all necessary urban design inputs including preliminary concept development and collaboration with the multi-disciplinary team.

I confirm that, in my capacity as author/reviewer of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

I am familiar with Paraparaumu and the Kapiti District and have visited the site in March 2026.

Lauren White

BAS MCPUD UDIA

applicant

Developing urban environments and historic places since 1990, The Wellington Company has an extensive track record in commercial and residential property and are deeply invested in the success of Te Whanganui-a-Tara (Wellington).

From heritage refits and restorations, contemporary new builds and neighbourhoods, to construction innovation and management of commercial spaces, The Wellington Company’s reputation as a developer of choice has seen it form partnership projects with Iwi, the Crown and Local Councils - testament to the trust in TWC’s ability to deliver.

The Wellington Company has a significant existing portfolio and development pipeline (more than \$1billion over the next 7 years), with energy directed towards making a real difference in the communities that New Zealander’s live and work in.



This proposal is the result of an iterative and integrated design process. This document relies upon and refers to a number of other technical reports which support the application for resource consent and are prepared by the project team as identified below.



planning



civil and stormwater engineering



Landscape architecture



Transport planning



Property Economics



Environmental/Ecologist



Geotech

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introduction

1.1 EXECUTIVE SUMMARY

This report is submitted in support of the New Central Park Referral Application. The project comprises a comprehensive, mixed-use development integrating residential, commercial and open space together with supporting subdivision, earthworks and infrastructure. For assessment completeness, this report has also had regard to the inclusion and works within land owned by Kapiti Coast District Council (KCDC).

The Kapiti Road project will provide for:

- approximately 370–470 residential dwellings, comprising a mix of terrace housing, duplexes, and standalone dwellings to provide a range of housing typologies;
- approximately 150 apartment units;
- potential provision for a retirement village component, enabling flexibility to convert a portion of the residential dwellings to accommodate retirement living;
- large format retail activities, together with supporting smaller-scale/speciality retail and commercial activities;
- a network of link roads and internal streets generally aligned with the Metropolitan Centre Zone Structure Plan, ensuring integration with the wider transport network;
- wetland reclamation works, together with associated ecological offsetting to achieve appropriate environmental outcomes;
- flood hazard management and mitigation measures, including the secondary use of wetland offset areas for stormwater detention and flood storage;
- an integrated wetland and flood management area that also functions as publicly accessible open space, providing ecological enhancement, stormwater management, and pedestrian and cycle links to the Wharemauku Stream corridor and the existing shared path;
- limited works to the Wharemauku Stream, alongside restoration and enhancement within an established riparian buffer;
- the possible inclusion of “The Whale Song” tourism activity; and,
- associated subdivision, earthworks, and the provision of three waters and utility infrastructure necessary to service and support the development.
- This urban design statement is provided in support of this application and includes:
 - a site analysis/summary of key urban design opportunities and constraints;
 - a preliminary design response/master plan; and
 - a preliminary assessment of the conceptual proposal against relevant policy directions/ documents.

Should the proposal for referral be successful, a rigorous multi-disciplinary design process will be undertaken and a full Urban Design Assessment be prepared to support the resource consent application.

The site is located in the town centre of Paraparaumu and measures approximately 28ha (excluding the land required for enabling works). New Central Park Limited own the primary development site with KCDC owning the balance of the site that includes proposed link roads and open space (see Figure 4). This provides an opportunity to comprehensively consider and control all aspects of its built and natural environment with the intention of delivering a cohesive high quality mixed use environment that meets growth needs in the district and supports the economic performance and amenity of the existing town centre.

The proposed master plan has been driven by a strong vision for a high performing urban environment which is informed by known site specific constraints and opportunities. The masterplan illustrates an appropriate, supportable and best practice urban design response, consistent with the objectives and policies of relevant statutory plans relating to urban form and development.

It illustrates the potential development of a new mixed use precinct and residential community which:

- promotes legibility of key connections to the town centre through mixed uses and higher residential density (and greater building height)
- transitions from large building footprints and associated car parking through smaller scale commercial and speciality retail to medium density residential and open space
- locates large format retail in highly visible locations and adjacent to high traffic routes which are challenging for residential use/amenity/access and adjacent to the aquatic centre which has a similar scale/built form
- establishes a clear central heart/node which leverages off attraction of large format retail, speciality retail/food + beverage, higher density residential and public open space
- promotes residential amenity by using land form (dune) as a buffer to the Kapiti Expressway
- maximises amenity and outlook over wetland areas for wider public
- promoting gateways/landmarks
- retaining views of Kapiti Island
- meets some of the residents’ daily convenience needs within walking or cycling distance;
- deals appropriately with the site interfaces; and
- allows for logical and integrated development on adjacent land, particularly the delivery of a strong east-west civic spine.

Overall, the proposal delivers a coherent, well-connected and mixed-use urban environment that supports the role and function of the Metropolitan Centre and achieves positive urban design outcomes. As such, the proposal is strongly supported from an urban design perspective.

1.2 LOCATION

The application site is located at 77 and 109 Kāpiti Road in Paraparaumu, Kāpiti.

It is situated to the north of the existing town centre and train station. From its entry on Kāpiti Road, it is approximately 1km to the train station by road. From that location, it is approximately 200m from the on-ramp to the Kāpiti Expressway.

There are a number of primary social facilities located to the south of the site, including the community centre, library, Council offices and a school. Coastlands Mall and the wider shopping area is approximately 500m from the southern boundary of the site.

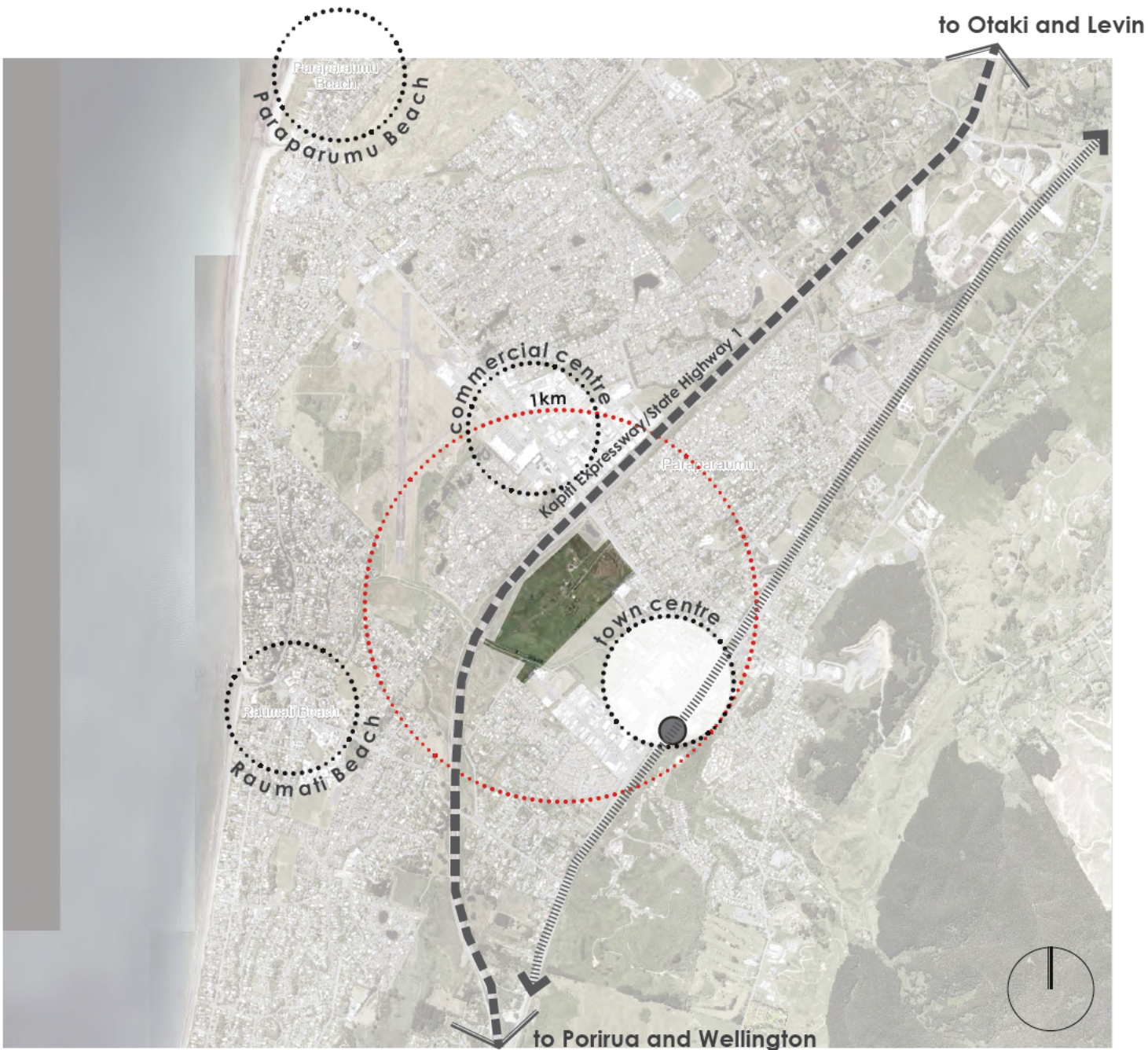


Figure 1. Site location



Figure 2. Proximity analysis (from DCM Urban Report)

1.3 LOCAL CONTEXT

The primary development site's north-western edge adjoins the Kāpiti Expressway. Kāpiti Road forms its north-eastern edge. Its southern boundary adjoins land owned by Kapiti Coast District Council which is included in the project and is proposed to accommodate a wetland area/flood storage area as well a proposed future local road and public facilities in the future.

North of Kāpiti Expressway, there is a key employment and commercial/light industrial precinct, which also has a supermarket.

As such, the site is conveniently located between two town "nodes" and has the opportunity to extend the town centre, recognising that the northern centre is disconnected by the motorway. The existing town centre is dominated by roads and parking and there is no discernible street based "heart" with high pedestrian and visual amenity. Iver Trask Place is the logical key future connection between the site and the existing civic precinct focussed around the library, community centre, Council offices and school. Iver Trask Place connects with Rimu Road via a newly signalised tee-intersection, which provides for pedestrians to cross the carriageway under signal control. It is a two-way street (single traffic lane in each direction and occasional marked centreline), and includes speed calming measures in the form of raised tables and kerb buildouts to provide a low speed environment commensurate with its 'civic place' land use and street parking function.

Demarcated on-street cycle lanes are provided on Rimu Road and Kāpiti Road. Shared paths are also provided within the surrounding area and a walkway along the Wharemauku Stream provides access through the site, and links the town centre with the residential catchment to the south and also provides access to the shared path which runs alongside the north of Kāpiti Expressway (Coast 35 Trail).

Bus stops are located on Kāpiti Road and Rimu Road in the vicinity of the site, with services operating from these stops providing access to the majority of suburbs in Paraparaumu, and to the wider district, as well as the rail station/bus interchange, located approximately 500m to the south east of the site.

With respect to the local market, The Economic Assessment (Urban Economics) identifies that there is demand for large format retail, with several major brands missing from the Kāpiti Market. The housing market is dominated by detached single storey dwellings although there has been recent growth in medium density types (e.g. terraces and retirement units).

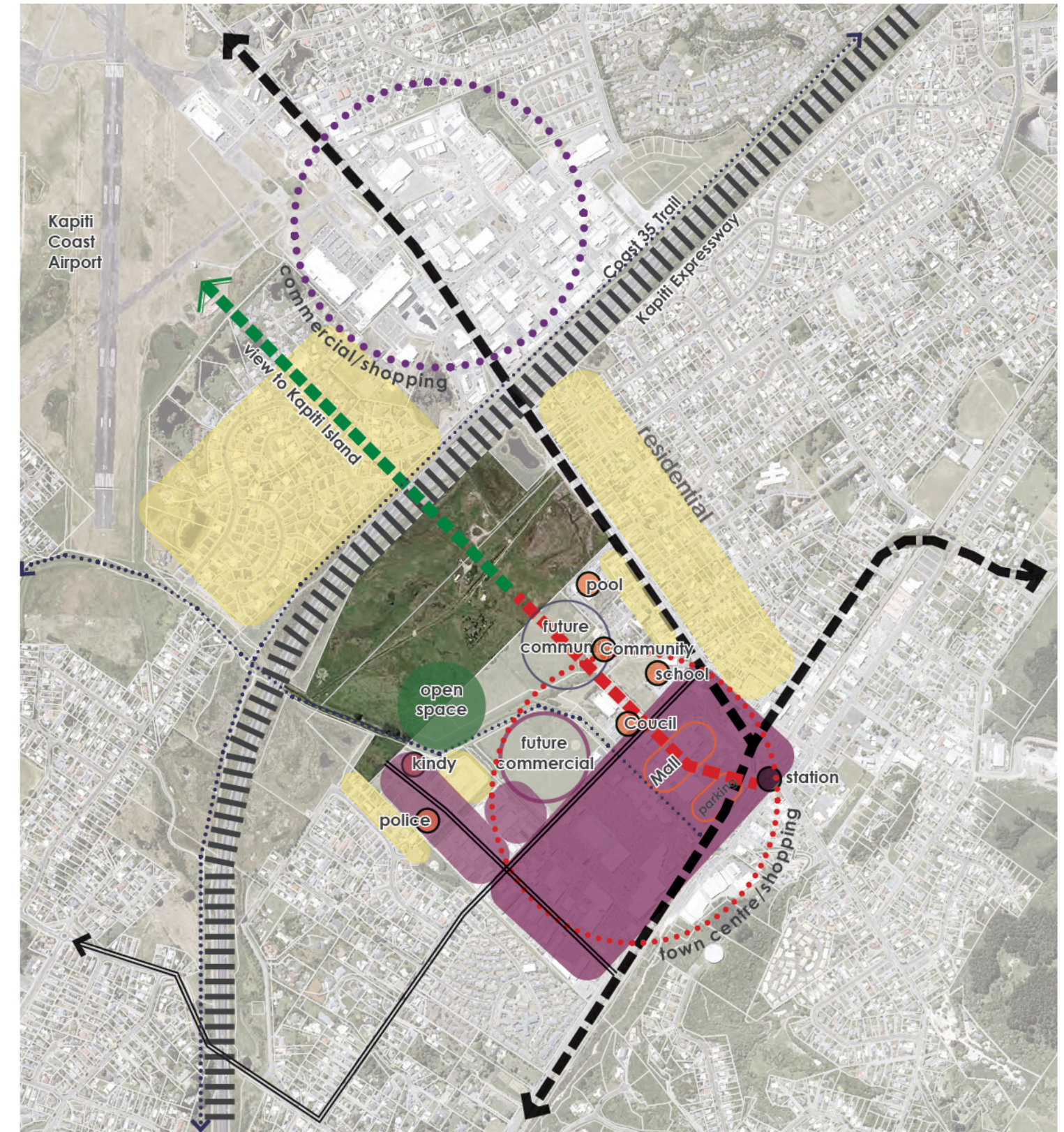


Figure 3. existing and developing land use and structure of town centre and site surrounds



Expressway over Wharemauku Stream and footpath



new medium density development



Ihakara Street as it approaches southern entry to site
Kapiti Island in distance)

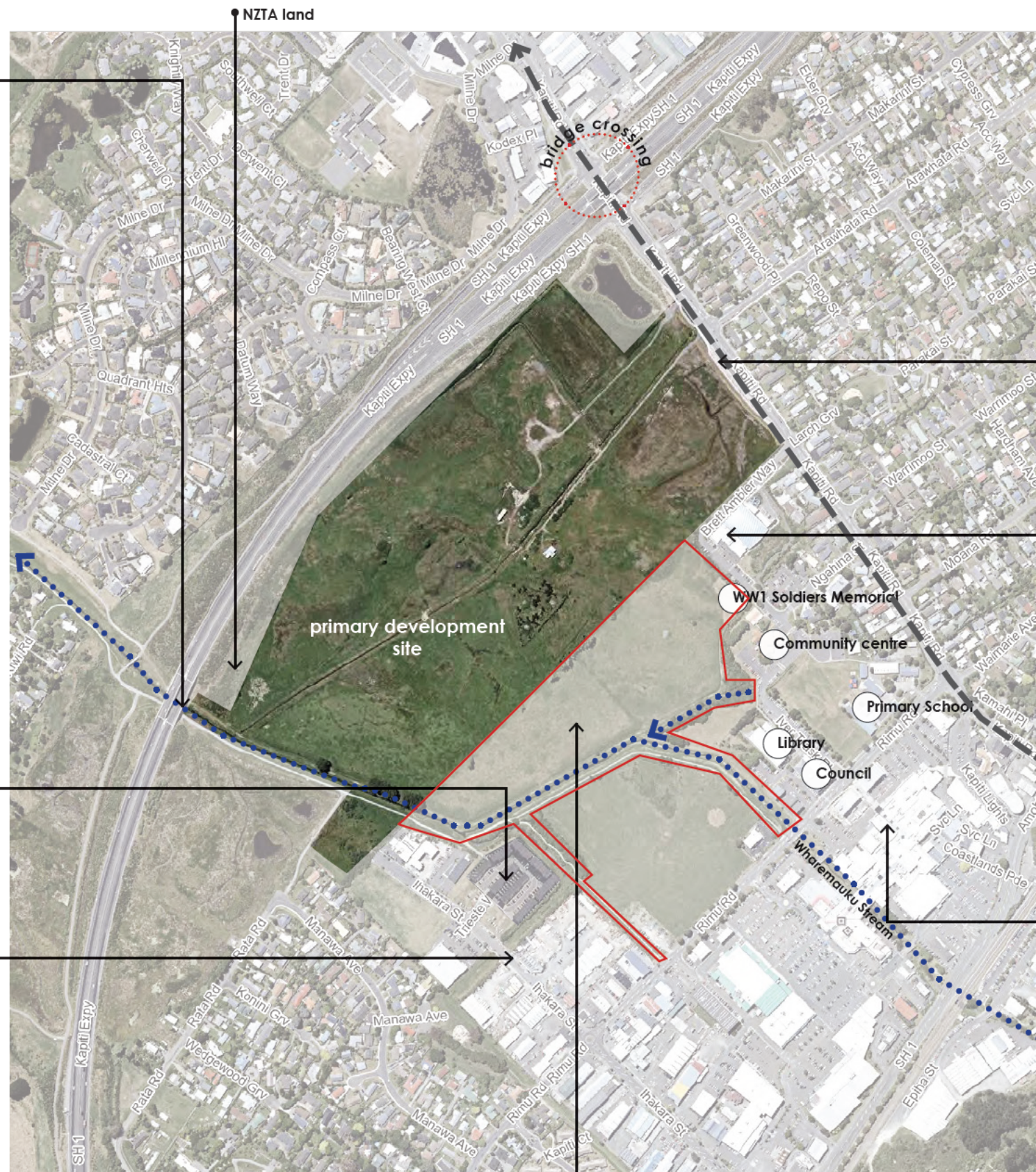


Figure 4. local surrounds (1)

KCDC land included in application for for the local road connection to Iver Trask Place, wetland/flood storage area and enabling works



Kapiti Road on north-eastern boundary



Coastlands Aquatic Centre



Coastlands Mall + way to train station



☐ KCDC land included in application for for the local road connection to Iver Trask Place, wetland/flood storage area and enabling works



1.4 DEVELOPMENT CONTEXT

National Policy Statement on Urban Development 2022

Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

- have or enable a variety of homes that:
 - (i) meet the needs, in terms of type, price, and location, of different households; and
 - (ii) enable Māori to express their cultural traditions and norms; and
- have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- support reductions in greenhouse gas emissions; and
- are resilient to the likely current and future effects of climate change

Kāpiti Coast District Plan

The relevant statutory policy context is fully described in the Planning Report by Scope.

Policy direction for the development of the site considered relevant for urban design considerations include:

- Objectives, Policies and Rules for the Metropolitan Centre Zone of the Kapiti Coast District Plan
- Appendix 19 of the Kapiti Coast District Plan - Metropolitan Centre Zone Structure Plan, including both spatial map and provisions
- Appendix 20 of the Kapiti Coast District Plan - Centres Design Principles
- Appendix 24 of the Kapiti Coast District Plan - Residential Design Guide
- Appendix 25 Kapiti Coast District Plan - Centres Design Guide
- Appendix 6 of the Kapiti Coast District Plan - Crime Prevention Through Environmental Design
- KCDC Town Centre Planning Project - Town Centre Principles

The site is currently zoned Metropolitan Town centre Zone as Precinct C with the following specific direction for the Paraparaumu centre as the principal commercial, retail, cultural, civic and tourist centre for the District, to be developed in a manner that:

- achieves an integrated and compact Metropolitan Centre Zone, linking all Precincts through a well-connected pedestrian and transport networks offering a choice of efficient routes and a quality built environment;

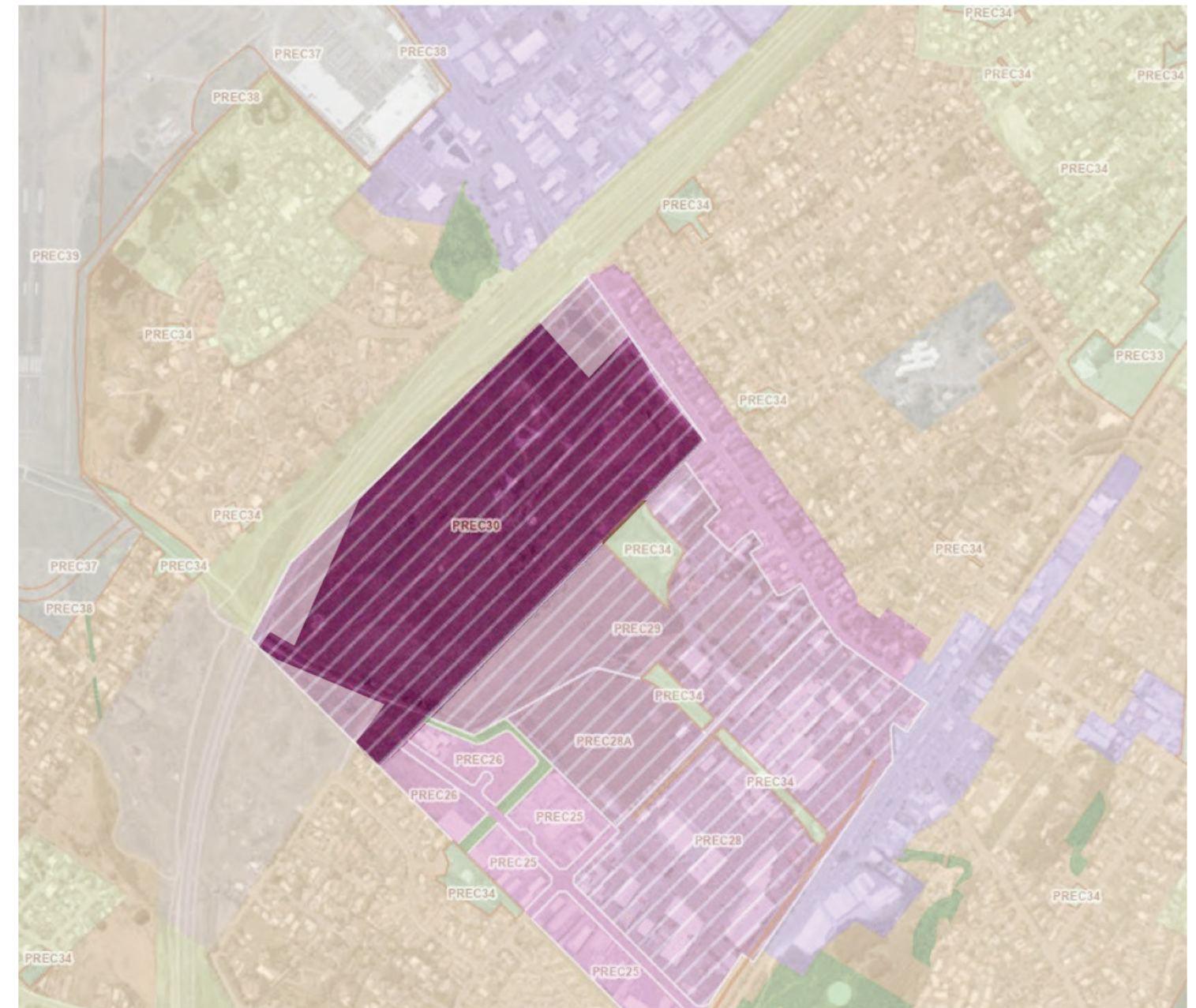
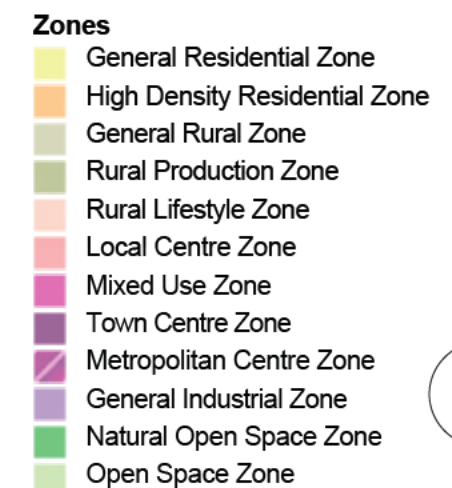


Figure 6. current zoning



- provides for a broad range of mutually compatible activities that are integrated with pedestrian and public transport;
- is supported by opportunities for higher density residential living;
- consolidates community activities within Precinct B; and
- provides for commercial (excluding industrial) and retail activities in Precincts A1, A2 and C, with some restrictions on the scale and nature of retail activities in Precinct C.

MCZ - Policy 1 - The Metropolitan Centre Zone will be developed for a range of activities which recognises its importance as the core of the Paraparaumu Sub-Regional Centre. This zone will be developed in a way which achieves an integrated and compact core, ensures all precincts are well connected through pedestrian and transport networks, and provides for a broad range of mutually compatible activities that are integrated with public transport, and that provide a strong community focal point.

The following land uses will be provided for in Precinct C of the Metropolitan Centre Zone consistent with the Metropolitan Centre Zone Structure Plan in Appendix 19:

- commercial (excluding industrial), limited retail and residential activities in Precinct C which do not adversely affect the role, function and vitality of Precinct A;
- a large consolidated stormwater management area and, if practicable, wetland to provide for flood storage, ecological values and amenity values; and
- recreational opportunities along the Wharemauku Stream, Drain 3, other stormwater management and wetland areas, and in Precinct B.

The Plan's policy is to "manage Precinct C to provide development areas, some being subject to the resolution of stormwater management, to reinforce the sub-regional status and the vitality and functioning of the Metropolitan Centre. Precinct C shall be developed to provide strong connections within the Metropolitan Centre Zone and to accommodate development that is compatible with and complementary to the balance of the Centre and reinforces the role and function of the Sub-Regional Centre".

Precinct C will be developed in the following manner:

- accessibility to active or public transport, transport circulation and integration within the surrounding Metropolitan Centre precincts will be provided for;
- adverse effects that would otherwise decrease the efficiency and effectiveness of Kāpiti Road as a transport corridor, including for public transport, will be managed;
- amenity values of Kāpiti Road will be maintained or enhanced;
- adverse effects on the landscape and amenity values of the dune system will be avoided to the extent practicable having regard to the development outcomes provided for in Precinct C and, where adverse effects cannot be avoided, they will be mitigated or offset by environmental enhancements within Precinct C that are commensurate with the scale of the adverse effects.
- the establishment of complementary activities, including commercial and residential activities (excluding industrial and retail activities), will be provided for where activities remain

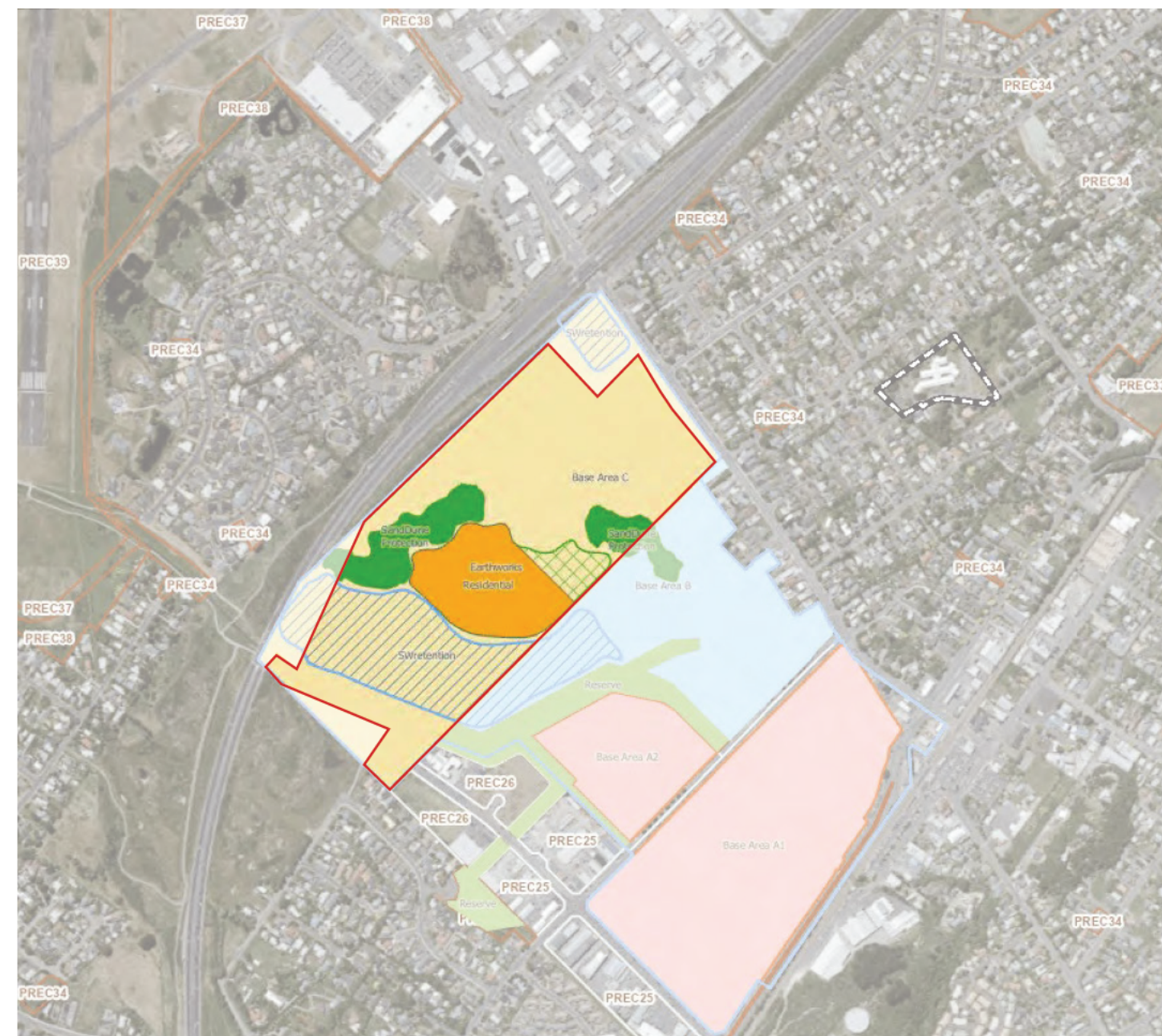


Figure 7. Structure Plan (Kapiti Coast District Plan)

Metropolitan Centre Zone Structure Plan

- Base Area A
- Base Area B
- Base Area C
- Earthworks
- Reserve
- Residential
- SWretention
- SandDune Protection
- Plan Outline



compatible with the role and function of Precinct A as the primary retail and commercial core of the Metropolitan Centre Zone;

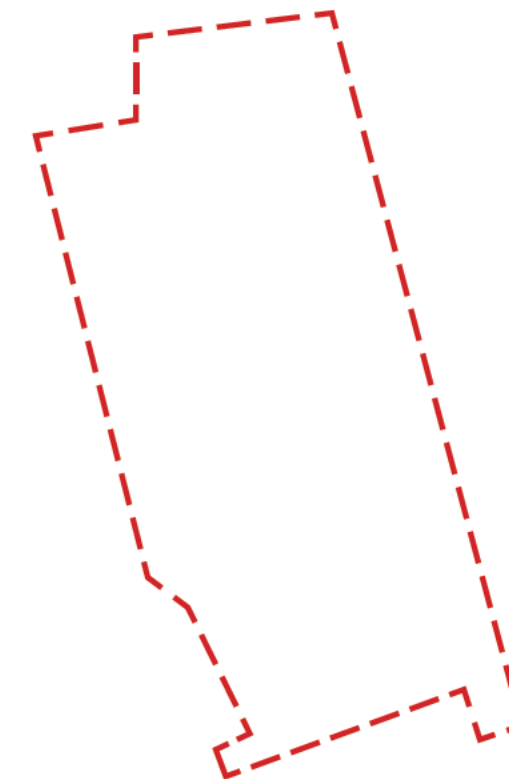
- allowance for retail activities will be limited in type and scale, to ensure adverse effects on the vitality and viability of the Metropolitan Centre will not be significant;
- higher density residential activities will be enabled in conjunction with commercial activities (excluding industrial and retail activities); and
- stormwater management will be provided to address stormwater concerns and, where practicable, will also support ecological and recreational values.

In addition, other key policies for the Metropolitan Town Centre Zone include:

- Medium and high-density residential development will be enabled in centres where this contributes towards accommodating anticipated growth in the District and offers a range of housing types, price, size and tenure that is accessible to people of all ages including the aging population and a range of 'lifestyles', cultures and abilities;
- Subdivision, use and development in centres must be undertaken in a manner that achieves efficient integration with necessary infrastructure, reinforces the District's consolidated urban form and sense of place, and provides for a high quality interface between built form and public space; and
- Subdivision, use and development will contribute to a vibrant, well-connected and safe sub-regional centre at Paraparaumu which includes a wide mix of activities and has a high level of amenity. Subdivision, use and development in the Paraparaumu Sub-Regional Centre will be managed under two zones, supported by specific precinct areas, to ensure that:
 - the greatest intensity of building and activity occurs in the Metropolitan Centre Zone as part of Precincts A, B and C; and
 - the Mixed Use Zone at Kapiti Road and the Ihakara Street East and Ihakara Street West Precincts provides for peripheral centre activities and creates a buffer for more sensitive activities in adjoining zones
- A higher density of urban built form will be enabled in the Metropolitan Centre Zone, including buildings up to 15-storesys, where development fulfils the intent of the Centres Design Guide in Appendix 25

Appendix 19

Metropolitan Centre Zone Structure Plan



 application site



KCDC Town Centre Planning Project - Principles for the Paraparumu Town centre

Draft Principles	
1.	Shape: guide development around the natural environment; including a restored Wharemaukau Stream, integrating green infrastructure into the centre.
2.	Structure: introduce smaller block sizes and a walkable structure, enabling diverse use patterns to support east to west connections and a more vibrant urban environment.
3.	Improve: develop connections to create a high-amenity environment for walking and other active modes.
4.	Integrate: connect Coastlands with planned mixed-use development to the west and link with civic provision in the middle.
5.	Integrate: high-density and medium density housing to support a vibrant mixed-use Metropolitan Centre.
6.	Expand: grow diverse employment opportunities in the centre to strengthen the local economy and support night-time activity.



Town Centre planning is a key component of Vision Kāpiti, a long-term, community-led initiative aimed at shaping the future of the Kāpiti Coast District through to 2060 and beyond.

KCDC has been working with its iwi partners, advisory groups, businesses, developers, government agencies, schools, and the community to develop principles and plans to help guide the role and purpose in our town centres.

These principles and plans are intended to build on the local visions developed through Vision Kāpiti and is part of wider work in planning how the district will grow and change in the future.

The adjacent principles were endorsed by the KCDC Strategy Operations and Finance Committee on 14th August 2025.

Whale Song

The previous referral included the Whale Song activity. However, recognising that further discussions with the Whale Song Charitable Trust are required, this referral application does not seek consent for the structures themselves. Instead, at most it may seek to enable the potential for this activity by identifying and providing a suitable site within the development.

Whale Song is an iconic installation that is more than an art piece; it is envisioned as a catalyst for economic growth, community cohesion and social wellbeing. Whale Song will be a significant international attraction for locals and visitors alike. It will provide a sense of place and identity for the region. The mission of Whale Song is to...

- represent the connection of whales to mana whenua of Kāpiti and all iwi of New Zealand who followed the whales here on their journeys of discovery across the Pacific and on to Aotearoa
- promote messaging around care of our environment along with conservation and educational programmes (already under development with local schools)
- create a place where Kāpiti and New Zealand's whaling past and whale stories can be shared, where Aotearoa's earliest commercial exports took place (whale oil and flax fibre)
- boost tourism for the district, bringing higher value and longer staying tourists

This project is a collaborative effort, with strong partnerships established with key stakeholders, including Ātiawa ki Whakarongotai, Hapū Puketapu ki Paraparumu Trust, the Kāpiti Coast District Council (KCDC), Coastlands Shoppingtown, The Wellington Company, Ngahina Developments and the community.



While largely undeveloped, the site has been modified for various civil and infrastructure works (including the construction of Kāpiti Expressway, the channelling of Wharemaukū Stream and the creation of drainage channels, and the construction of above ground network utility lines). It has also been used for farmland. There is a shed on the site, with vehicle accessway to the site from Kāpiti Road (being at the Kāpiti Road/Arawhata Road intersection, with the intersection design taking into account future roading access to the subject site).

"The topography of the Site has been modified from its original form with signs of disturbance and earthworks although several large dunes remain. The majority of the site is flat at an elevation of 5masl. The main western dune adjacent to the Kapiti Expressway rises up to a maximum height of approximately 19-20masl with a smaller eastern dune to the west of the Aquatic Centre being approximately 15masl. The expressway is at 8-14masl. On the western side of the expressway, north of the Wharemauku Stream overbridge, the existing dune rises up to 17m (outside of the project site and unaffected by the proposal). The scale of the two dunes is relatively small in a wider landscape context, only having an influence on the immediate surrounding area. Views to the dunes are possible from the surrounding road network and urban areas but are not of a scale where they have a significant influence on the character of the wider receiving environment. Their influence is limited to a relatively small catchment."

The southern part of the site is subject to ponding and flood hazard. Wharemauku Stream traverses the southern portion of the site, has been straightened and realigned at some point prior to 1951. With its current channel, it is considered to have relatively poor ecological value but does contribute to recreation amenity through its associated shared pathway. The central water course is artificial/man-made and have a hydrological rather than an ecological function.

The site contains the remnants of two large wetland systems totalling approximately 5ha in area and have low and moderate ecological value. There is no notable vegetation on the site.

Wharemaukū Stream and the surrounding area is recognised as holding a number of important values for Te Atiawa ki Whakarongotai as iwi, Puketapu Hapū ki Paraparaumu and Te Whanau a Te Ngārara.



Key site characteristics include:

- generally level site dissected with farm drains and/or shelter belts
- long distance views across site and to raised land form in south/south west
- character established by grazing and homesteads with mature tree planting



Looking south across site from Kapiti Road



Looking south west across site from south eastern boundary

1.6 SITE INTERFACES



A - Kāpiti Road is a busy arterial with high traffic volumes, access restrictions and a cycle path on the southern berm. On the northern side of Kāpiti Road is an existing low density residential environment.

B - The southern boundary varies; part of the boundary adjoins existing dwellings, another part adjoins a wetland area. Importantly, much of this boundary accommodates the Wharemauku Stream and path way on the other side of the stream.

C - The Kāpiti Expressway (and some associated land owned by Waka Kotahi) adjoins the north western boundary. There is a variety of levels along this boundary, with the existing dunes higher than the road.

D - This is the boundary of the development area with land owned by KCDC identified as Precinct B in the Structure Plan, notably a Stormwater Management Area.



1.7 SITE CONSTRAINTS

While the following matters are identified as site constraints, it is important to recognise that many of these characteristics also present inherent opportunities to shape a high-quality and responsive urban environment. Rather than being purely limiting, these elements provide a framework to inform the structure, identity, and functionality of the development. In particular, features such as the natural landform, drainage corridors, and wetland/ flood prone areas lend themselves to integrated open space, ecological enhancement, and stormwater management solutions. Similarly, infrastructure requirements and interface conditions can drive more efficient, connected, and legible urban form. As such, these 'constraints' together with the identified 'opportunities' should be viewed as key design drivers that, when appropriately addressed, can positively contribute to the overall outcomes of the proposal.

- mapped flood hazards
- drainage corridor traverses site
- visual and aural effects of expressway on future activities
- Link Road capacity required and no individual vehicle access - rear lanes required
- no individual vehicle access to Kapiti Road allowed
- existing and future links/road connections
- natural land form - sand dunes
- poor peat soils - need to be replaced to enable land development
- Whale Song - location to be agreed but would likely need to be associated with wetland and easy vehicle access
- Iver Trask Place - local road extension to be aligned so as to not restrict or limit potential future community facilities.

existing stream

Kapiti Expressway - visual and aural effects

adjacent arterial roads

future Link Road - no private access

extention of Iver Trask Place - community precinct

connections to adjacent public roads

potential future KCDC facility

potential links to adjacent KCDC land

future intersections (signalised)

futureproof Airport link road

support connection to town centre

sand dunes

existing stormwater pond

drainage corridor

disparate land areas and difficult to access

flood hazard

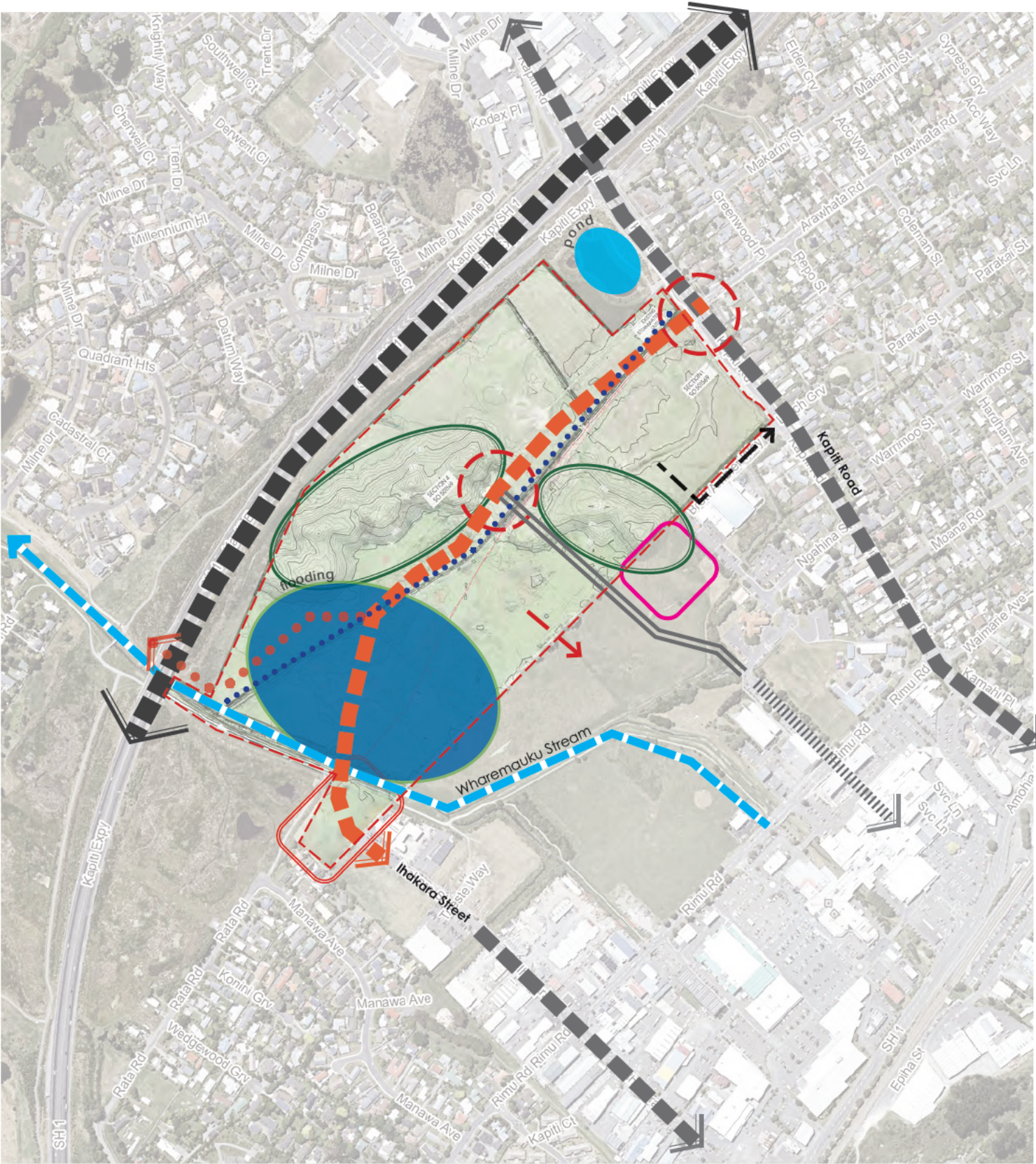
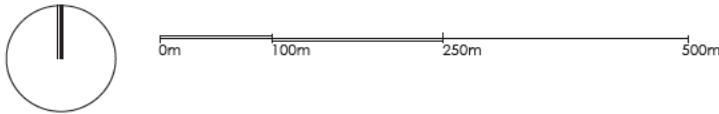


Figure 9. Site Constraints



1.7 OPPORTUNITIES

- create central node, open space and amenity as neighbourhood destination placemaking feature
- through proximity/connection, leverage larger commercial uses' ability to support smaller retail activities
- adopt nature-based stormwater solutions such as basins and swales
- orientate urban structure to maximise solar access on lots
- manage/appropriate external interfaces - external roads, stream + streets
- provide a mix of lot sizes
- re-model dunes to create some land form variation whilst also mitigating effects associated with adjacent expressway
- restore and enhance Wharemauku Stream to increase conveyance, reduce erosion and allow for planting
- improve overall ecological values across the site via wetland offset areas that provide secondary flood storage and amenity benefits achieve an appropriate/adequate density and good land utilisation
- future proof urban extension where possible (KCDC land)
- accommodate bus link through site
- promote active transport choices
- promote access to and along Wharemauku Stream
- Provide for opportunities for the Whale Song to be included within the Site and establish a gateway

"The site is strategically located adjacent to the Coastlands shopping centre and wider Paraparaumu town centre . It represents one of the few remaining opportunities to expand the district's primary centre in a coordinated and efficient manner".

Economic Assessment, Urban Economics

- potential future local road connection
- swale/overland flow adds internal amenity
- promote legibility of link road through density and landscaping
- establish a new heart/destination for the town centre
- modify dunes to provide buffer to motorway, potential recreation but also maximise internal efficiency/yield
- commercial focus - challenge for residential use given expressway + Kāpiti Road + compatible with form of aquatic centre
- good location for residential use - close to open space, away from busy roads
- transition uses - commercial to residential
- improve ecological values and capitalise on amenity associated with stormwater management areas
- consider mixed use
- potential gateway - transition through landscape and/or signage
- extension to community precinct - future KCDC facilities
- Coast 35 trail
- long distance view towards Kapiti Island
- futureproof links to potential future urban development
- potential location of Whale Song

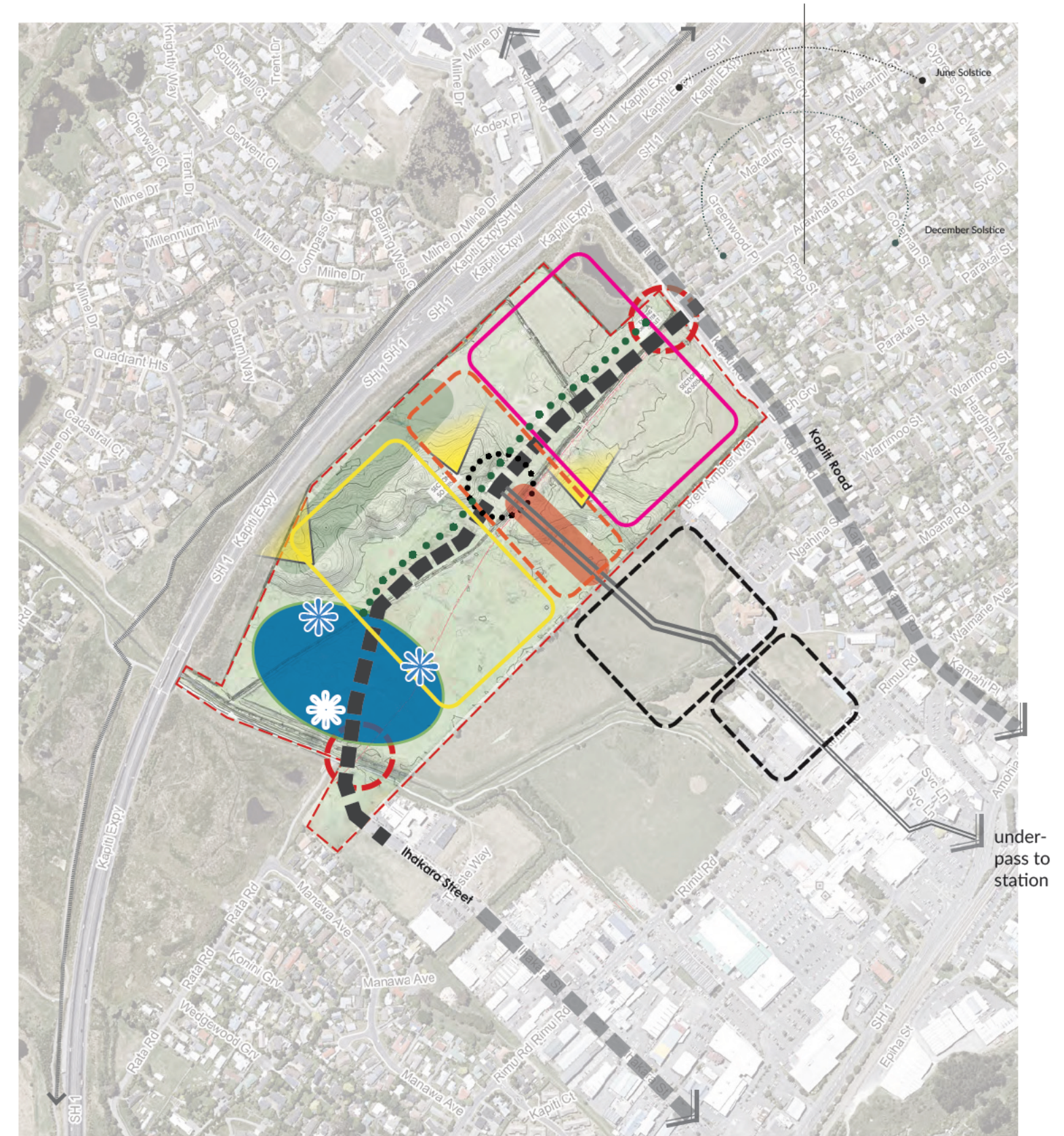


Figure 10. Opportunities



0m 100m 250m 500m