

# North West Transformation Update

## Recommendation

That the Board:

- i. Notes this update on the status of the North West Transformation project.

## Executive Summary

The North West Transformation is a Council project aimed at facilitating growth in Auckland's northwest. Council's strategy for achieving the required growth was to establish a number of partnership agreements with various developers.

In the case of roads and public transport infrastructure, Council's budget and delivery responsibilities have been assigned to Auckland Transport. Under this arrangement Auckland Transport is required to invest \$110m between 2012 and 2022 to provide new roads, upgrade existing and expand public transport infrastructure to accommodate the planned growth. Auckland Transport invested \$15m this year and has programmed \$20m for next year.

## Background

The former Waitakere City Council (WCC) identified that the north western area of the city had insufficient sustainable development to meet the demands of projected growth within the area.

To address the situation it initiated the Northern Strategic Growth Area (NorSGA) project in partnership with land developers with the intention of delivering new employment and housing opportunities in the area. Three plan changes were made operative (see Figure 1). These were named Plan Change 13 (Hobsonville Point), Plan Change 14 (Hobsonville Corridor) and Plan Change 15 (Westgate).

Post October 2010, ownership of the NorSGA project (renamed the North West Transformation) transferred to Auckland Council (Council). Council largely adopted the growth vision for this area in its Auckland Plan and identified Auckland's North West as one of the eight priority areas for growth and development within the Auckland region.

Stage 1 of the development is currently underway. This stage entails 435 hectares consisting of Hobsonville Point (PC13), Hobsonville Corridor (PC14) and Westgate/Massey North (PC15).

When completed the development is expected to deliver 20,000 new jobs and 5,500 new homes.

Developers and Auckland Transport have a joint role in the delivery of transport infrastructure. Both parties are responsible for constructing new roads at Westgate and the Hobsonville Corridor with the Hobsonville Land Company having sole responsibility for constructing all of the new roads at Hobsonville Point.

Auckland Transport also has the responsibility for designing and building a new bus interchange at Westgate and has already completed the ferry terminal at Hobsonville Point.

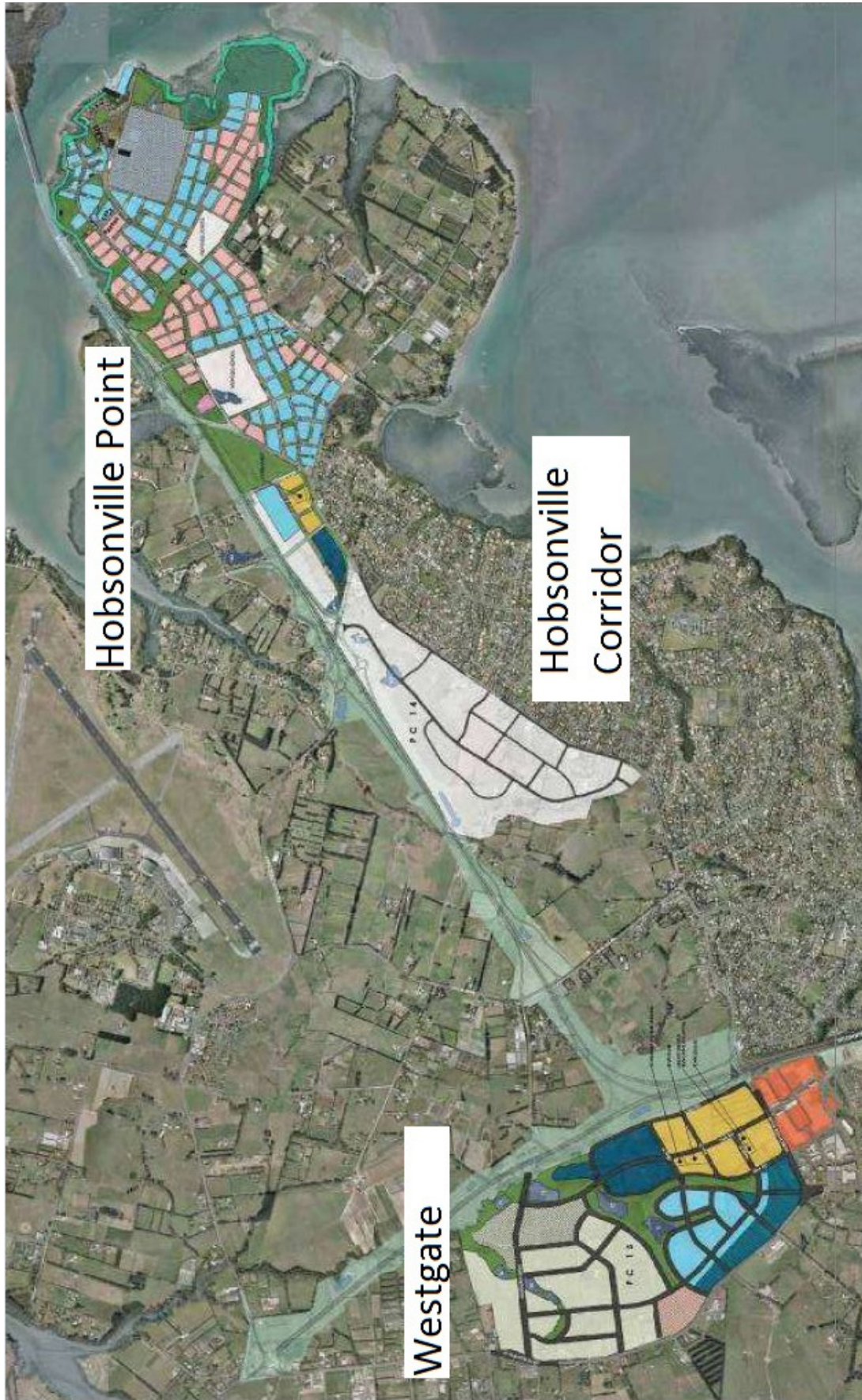


Figure 1: Plan Change Areas

## Status Update Westgate (PC15)

### Development Update

Developers have acquired all of the land needed to build the new town centre and the majority of the site has been developed to building platform level. Building consents have been issued for the new shopping mall in Precinct A, the new Pak n' Save supermarket in Precinct C and a new Mitre 10 store in the Massey North Employment Special Area (refer to Attachment 1 for precinct identification). The Pak n' Save and Mitre 10 developments are currently under construction and expected to be opened in October 2014.

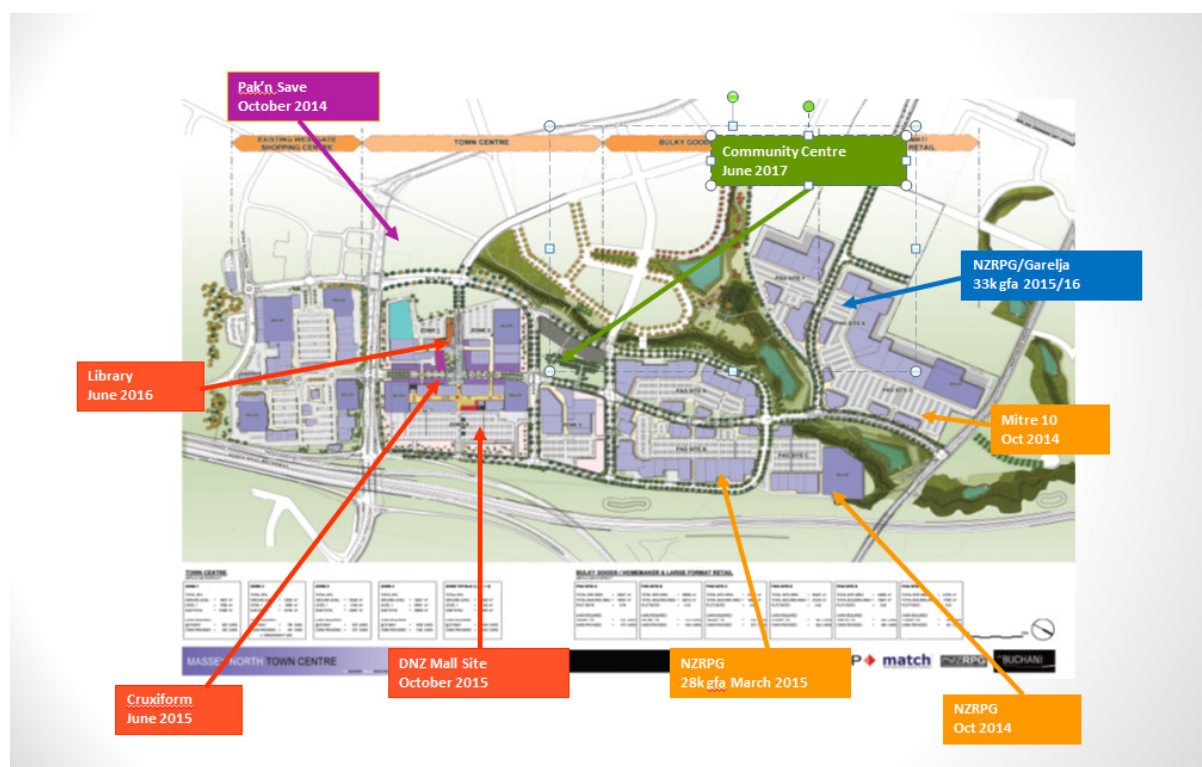


Figure 2: Indicative development timetable

### Ahead

Council is working with the developers to ensure the “cruciform” development (the commercial development bordering the mall and town square) is built prior to the shopping mall opening which is scheduled for October 2015 (red boxes in Figure 2).

In conjunction with the commercial development, Council will be constructing a new library and community centre. It will also be building the town square (scheduled to open at the same time as the mall).

The development plan also anticipates the progressive construction and opening of bulk retail in the northern precincts with residential development to follow as growth occurs.



Figure 3: Westgate town centre site looking south to existing shopping centre



Figure 4: Westgate town centre site looking north to Northside Drive

## Transport Infrastructure Update

### Completed

Northside Drive West and Tahi Rd North on the northern periphery of Westgate have been completed. Rua Rd South in Precinct C is substantially complete and the extension to Don Buck Rd is currently under construction. NZRPG has completed the earthworks for the roads located on its land and is about to carry out pavement construction on several of the streets.



Figure 4: Westgate town centre site looking west to Rua Rd and new Pak n' Save store

### Ahead

Don Buck Rd extension and Waru Rd West in Precinct C are planned to be completed late 2014. A Notice of Requirement for Northside Drive East has been lodged with Auckland Council and a public hearing was held in June. It is anticipated that land acquisition for Northside Drive East will be completed late 2014/early 2015 allowing construction to commence late 2015. It is planned to complete the new bus interchange in December 2015 to coincide with the introduction of new bus services in the North West. The roads being built by NZRPG are expected to be completed in 2015.

## Status Update Hobsonville Corridor (PC14)

### Development Update

#### Completed

Progressive are lodging staged building consents for a new supermarket in Hobsonville Rd. Developers owning land in the western part of Plan Change 14 have obtained resource consent to undertake earthworks for new developments and Neil Developments are currently carrying out earthworks on the site adjacent to the Hobsonville Primary School. Another developer is about to lodge a resource consent application for a 92 unit housing development.



Figure 5: Neil Developments' site looking west from Hobsonville Primary School



Figure 6: Neil Developments' site looking north to SH 18

#### Ahead

Council to finalise Infrastructure Funding Agreements (IFAs) with developers and acquire land for stormwater ponds. Developers to complete earthworks and sell or develop sites.

## Transport Infrastructure Update

### Completed

Auckland Transport has revised the design for the Hobsonville Rd widening to accommodate the development of Scotts Point and the introduction of Frequent Network (FN) services in Hobsonville Rd. However this design may be revised further depending on the findings of the North West Sub-Regional Strategy study. The Notice of Requirement for the Hobsonville Rd works is currently on hold pending the outcome of the study.



Figure 7: Neil Developments' site looking west from Hobsonville Primary School

### Ahead

The Sub-Regional Strategy Study (Auckland Transport, NZTA and Auckland Council) will establish what transport infrastructure is needed to address current congestion “hot spots” and to support future land use in the North West taking account of development that is expected to occur in the area due to the provisions of the Special Housing Accord. The design for the Hobsonville Rd widening works will be reviewed in light of the study findings and adjusted if necessary prior to the notification of the Notice of Requirement.

Auckland Transport will focus on acquiring the land once the designation has been secured for Hobsonville Rd and Brigham Creek Rd widening. Widening of the corridor is expected to be completed in 2017/2018.

## Status Update Hobsonville Point (PC13)

### Development Update

#### Completed

175 homes have been completed and 60 homes are now occupied with consents lodged for the first apartments and planning proceeding for the retirement village.



Figure 8: New housing provided by the Hobsonville Land Company and development partners



Figure 9: New Hobsonville Point Secondary School

#### Ahead

Hobsonville Land Company's residential development programme will be rolled out in accordance with market demand over a five to ten year horizon. Due to the lack of interest shown to date by the marine industry, ACPL has sought approval from the governing body (AC's Development Committee) to stop the Marine Industry Precent (MIP) development and to instead seek rezoning of the land to allow residential development of the entire 20 ha site. The governing body has chosen to defer a decision on the future of the MIP to June 2015.



## Transport Infrastructure Update

### Completed

The new ferry terminal was commissioned in February 2013. Hobsonville Point Rd (new spine road for the Hobsonville Point development) is being constructed in stages and should be completed as far east as the MIP by the end of 2014. Roads have also been completed in the Buckley A precinct (refer Figure 10).



Figure 10: New roading network and residential housing





### Ahead

Works will continue in securing land in the MIP for a permanent park and ride with construction and completion planned for 2016/2017. Completion over the next 5 to 10 years of the balance of roads in all precincts to meet housing demands and completion of Hobsonville Point Rd.

## Attachment

Number	Description
1	PC 15 Urban Concept Plan

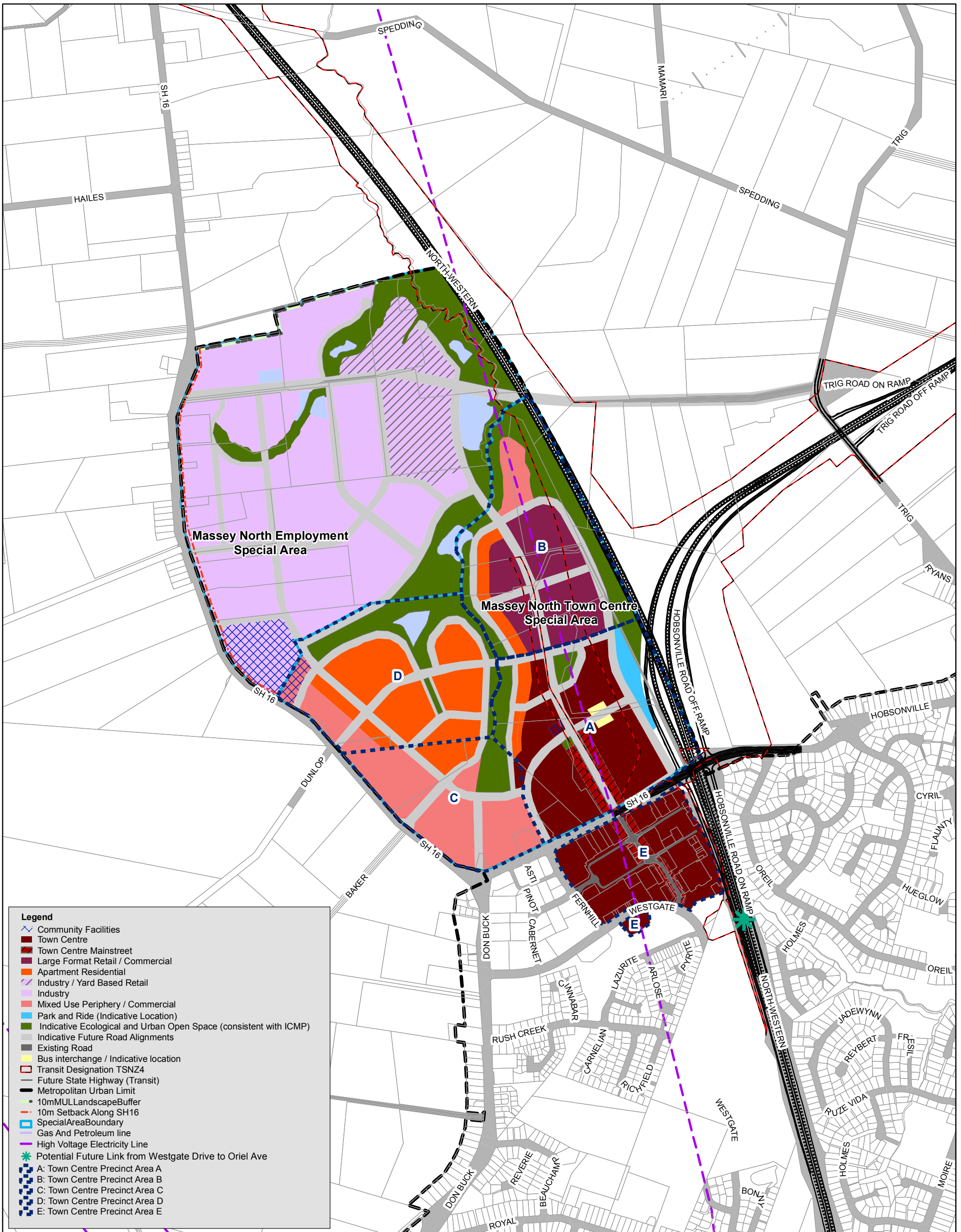
## Document ownership

Submitted by	John Stokes Principal Project Manager	
Recommended by	Andrew Scoggins Group Manager Roding	
Recommended by	Claire Stewart Chief Development Officer	
Approved for submission	David Warburton Chief Executive	

## Glossary

Acronym	Description	Business Unit
ACPL	Auckland Council Property Limited	
DNZ	DNZ Property Fund	
FN	Frequent Transit Network	
HLC	Hobsonville Land Company	
IFA	Infrastructure Funding Agreement	
MIP	Marine Industry Precinct	
NoR	Notice of Requirement	
Norsga	Northern Region Strategic Growth Area	
NTC	The National Trading Company of New. Zealand	
NZRPG	New Zealand Retail Property Group	
PC#	Plan Change (13, 14 or 15)	
WCC	Legacy Waitakere City Council	
WDA	Works Development Agreement	





**Legend**

- Community Facilities
- Town Centre
- Town Centre Mainstreet
- Large Format Retail / Commercial
- Apartment Residential
- Industry / Yard Based Retail
- Industry
- Mixed Use Periphery / Commercial
- Park and Ride (Indicative Location)
- Indicative Ecological and Urban Open Space (consistent with ICMF)
- Indicative Future Road Alignments
- Existing Road
- Bus interchange / Indicative location
- Transit Designation TSNZ4
- Future State Highway (Transit)
- Metropolitan Urban Limit
- 10m MULLandscape Buffer
- 10m Setback Along SH16
- Special Area Boundary
- Gas And Petroleum line
- High Voltage Electricity Line
- Potential Future Link from Westgate Drive to Oriel Ave
- A: Town Centre Precinct Area A
- B: Town Centre Precinct Area B
- C: Town Centre Precinct Area C
- D: Town Centre Precinct Area D
- E: Town Centre Precinct Area E

Scale: 1:10,000@ A3



**Proposed Plan Change 15**  
**Massey North Urban Concept Plan**  
 As amended in accordance with the Environment Court's  
 decision on 17 May 2011

Appendix XXV

250 125 0 250 500 Metres

Parcel Boundary: Parcels indicated the extent of subdivision at the time of map production. However further subdivision may have occurred since printing. Check with the Council if you need to know whether further subdivision has occurred.

ATTACHMENT 1