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### **3 HENDERSON HUB DEVELOPMENT PROJECT**

#### **PURPOSE OF THE REPORT**

The purpose of this report is to update Council on progress of the Henderson Hub development project, including the design for the Waitakere Civic Centre. The report seeks approval of the Council for the preliminary design concept for the Civic Centre. The report also seeks approval of the Council to subdivide the site in order to transfer the surplus land to Waitakere Properties Limited in order to allow concurrent commercial development at the Henderson Hub site.

#### **BACKGROUND**

At its meeting of 18 December 2002 the Council resolved to develop the new Waitakere Civic Centre adjacent to the Railway Station on the ex Carter Holt land in Henderson Valley Road. The proposal was seen as part of a wider redevelopment of the Henderson Railway Station surrounds into a major transit oriented development, with associated redevelopment of the Henderson Railway Station, the bus/taxi interchange and the Railside Ave - Ratanui Street link between the Henderson Hub, the new UNITEC campus and Waitakere Central Library and the Henderson main street.

Preliminary design work for this project has commenced with the awarding of the Architectural Services contract to the design team led by Architectus and Athfield Architects on 3 April 2003. The design team have completed the first stage of the three- stage design process for the Waitakere Civic Centre, with the Preliminary Design being presented today.

#### **STRATEGIC CONTEXT**

##### **Urban Strategy**

Henderson is one of the three major town centres in Waitakere City and is recognised as a key centre in the Urban Strategy. It is the city's most centrally located town centre. It is located on the rail corridor and has the largest percentage of retail floor-space and community facilities. There has been significant recent investment, notably at Westfield's West City Mall, Sel Peacock Drive retirement complex and Council's Aquatic Centre. There is significant opportunity for further development and redevelopment. Good planning and co-ordination are essential to ensure Henderson consolidates its critical position as a key working environment and employment locality, hence furthering Council's objectives in creating a sustainable City.

The Henderson Hub project will play a pre-eminent role in catalysing the redevelopment of the Henderson Town Centre, providing a cornerstone of transit oriented development within the town centre, as well as defining Henderson as the Central Business District of Waitakere City. An analysis of the Quadruple Bottom Line benefits of the Civic Centre and UNITEC/Waitakere Central Library components of the Henderson Hub redevelopment has identified significant environmental, social and environmental benefits to the City from the projects.

The project in particular will catalyse the redevelopment of the Henderson Town Centre, provide a leading edge example of transit supportive development, increase street and pedestrian activity within the town centre, allow the south-western portion of Henderson to be opened up to integration with the rest of the town centre, provide a "civic heart" and significant boost to the "business address" of Waitakere City, provide significant improvement in access to tertiary education for the City's residents and provide a significant boost to the economic activity within Waitakere City. In addition the project will be a contributor toward the Regional Growth Strategy agreements that this Council is party to, including the target of 74% growth within the City being within the existing urban area, and in particular around town centres and public transport nodes.

### **Transport Strategy**

Development of the rail corridor as the pre-eminent public transport network within Waitakere City has long been a strong policy of this Council. In addition, the upgrading of bus/taxi/rail interchange facilities has long been a key objective in all of the major town centres in the City.

Regionally, the redevelopment of the Henderson Railway Station as a major station within the regional network is a priority within the Regional Passenger Transport Action Plan and the Rail Business Plan.

The Regional Land Transport Strategy however recognises that the delivery of a high quality Land Transport System requires a range of measures, summarised below:

- land use supporting transit;
- increased access for commuters and businesses to public transport;
- maximised efficiency of transport system;
- reduced environmental effects;
- increased safety of the transport system.

Seen within this context, the Henderson Hub development will be a key contributor of Waitakere City Council to the overall implementation of the Regional Land Transport Strategy and improvements to the rail and bus networks within Waitakere City in particular. Key benefits of the project to public transport are as follows:

- integrated bus/taxi/rail interchange incl. kiss & ride and some park & ride;
- models how rail will be managed under agreement proposed by central govt;
- consolidation of town centre development around rail corridor & public transport interchange;
- link to UNITEC campus - increase student use of public transport;
- improved use, safety and frequency of public transport systems;
- development of Henderson as a destination as well as a point of origin for passenger transit;
- better provision of pedestrian and cycling opportunities and linkages.

### **ISSUES**

#### **Henderson Railway Station and Bus/Taxi Interchange**

**AS**

Planning has commenced for the development of the Henderson Railway Station, the new Bus and Taxi Interchange and the associated linkages to the Waitakere City Council development on the west of the rail corridor. Both the Auckland Regional Transport Network Limited and the Auckland Regional Council have expressed strong support for the Henderson Hub project. Auckland Regional Transport Network Limited and Auckland Regional Council staff are currently working with Waitakere City Council to ensure the delivery of the integrated redevelopment of the railway station and bus/taxi interchange as part of the overall Henderson Hub development.

### **Henderson Traffic and Car parking Strategy**

Concurrent with improvements in the public transport infrastructure, work is underway planning the improvements to the road and car park networks within the wider Henderson area. Discussions are underway with Auckland Regional Transport Network Limited regarding the need for an additional rail crossing in the Henderson Town Centre. Progression of the acquisition of land for the Oratia Stream bridge/eastern entry point to Henderson is also underway.

In addition to traffic planning, work on providing adequate car parking, and park and ride/kiss and ride facilities is being undertaken as part of the Henderson Hub development. A Registration of Interest has been undertaken for private sector car parking developers and operators and six companies have registered their interest. Negotiations are currently underway with two of these development companies regarding possible private sector involvement in the development of car parking buildings in Henderson, both at the Henderson Hub site, and in conjunction with the Waitakere Central Library/UNITEC development. Work is also underway to implement the Charge Car parking trial in off street car parking in Henderson. Charge car parking for off-street car parking is a necessary pre-requisite for car parking building development in Henderson, as well as a way of reducing the effective subsidy for car use over public transport which is currently provided with free all day parking. Further reports to the Finance and Operational Performance Committee and the City Development Committees will be brought back on the issues around car parking buildings and charge car parking.

### **Henderson Hub Development - Preliminary Concept**

Architectus & Athfield Architects and the design team have now developed the preliminary design concept for the Henderson Hub development, including the civic centre, car parking, public open space, road links, high density residential and office development, which they will present at the meeting.

A17-A23 Copies of the preliminary design drawings are also attached at pages A17 to A23.

### **Subdivision of the former Carter Holt Site**

Key to the development of the Henderson Hub is the development in parallel of the public transport, civic and commercial developments. Now that a preliminary design concept for the civic centre and integrated rail station has been developed, it is appropriate to consider the subdivision of the site and transfer of the commercial development land to Waitakere Properties Limited. This will enable concurrent

marketing and development of the commercial office and residential components of the project.

The subdivision and commercial development of the site was envisaged when the site was purchased and in the proposal incorporated in the Draft Long Term Council Community Plan. It is considered that the land can be transferred to Waitakere Properties Limited without further consultation, as the decision to use the land in this way is consistent with the Long Term Council Community Plan.

### **Timeline for Development**

Following approval of the preliminary design concept for the Henderson Hub, work will commence on the developed design aspects. This should see applications for resource consent lodged in December, and applications for Infrastructure Auckland funding of the public transport components of the project in February 2004. Construction is planned to commence in mid 2004, with an opening date of April 2006.

### **RESOURCES**

Resources for Council's portion of this project have been approved through the 2003/2004 Annual Plan and Long Term Council Community Plan. Current quantity surveyors estimates see the project coming in comfortably within the budget envelope allocated.

### **CONCLUSION**

The Design Team has completed the first stage of the design process for the Henderson Hub development. Work is concurrently underway with Council's partners in the development, Auckland Regional Transport Network Limited, their funders, Infrastructure Auckland and the Auckland Regional Council to ensure the overall integrated development of the Henderson Hub project. Following Council approval of the preliminary design, the next stage of the process, developed design, will commence and is due to be completed by December 2003 when the developed design will be presented to Council.

### **RECOMMENDATIONS**

1. That the information be received.
2. That the preliminary design for the Henderson Hub development be approved as a basis for the developed design.
3. That the Chief Executive be authorised to undertake the necessary action to subdivide the land at 2-6 Henderson Valley Road in order to facilitate the transfer of the commercial development land to Waitakere Properties Limited.
4. That this report be circulated to the Community Boards for their information.

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