



Future Proof Submission on
The Draft Auckland Plan
and the Draft Economic Development Strategy

October 2011

To:

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Submission:

This is a submission by the Future Proof Implementation Committee on the **Draft Auckland Plan** and the associated **Draft Economic Development Strategy** documents. The content of the submission follows overleaf. We appreciate the opportunity to provide comments on the documents.

We would like the opportunity to be in heard in support of our submission.

Signed:



Bill Wasley
Independent Chair - Future Proof Implementation Committee

1. Introduction

This is a submission by the Future Proof Implementation Committee (“FPIC”), the governance group responsible for implementation of the Future Proof Growth Strategy. The FPIC includes representatives from the Future Proof sub-regional councils of the Waikato Regional Council, Hamilton City Council, Waipa and Waikato Districts as well as Tāngata Whenua (Waikato-Tainui).

The Future Proof Strategy is a 50-year growth management vision and implementation plan which was adopted by the Strategy partners on 30 June 2009. Future Proof is currently in the implementation phase. The Strategy takes a strategic, integrated approach to long term planning and growth management.

The FPIC would like to commend the Auckland Council on the Draft Auckland Plan and its associated documents, in particular the Draft Economic Development Strategy.

The FPIC submitted on the *Auckland Unleashed* Discussion Document in May of this year. All of the background detail regarding the Future Proof Strategy was provided in that submission. Information on the role of the Waikato and Auckland in the Upper North Island growth area was also outlined in that submission. We are pleased to see that there is an even stronger focus on inter-regional linkages in the Draft Auckland Plan and the Draft Economic Development Strategy.

This submission mainly centres on supporting inter-regional collaboration and linkages, the relationship between Auckland and the Waikato and also the role of the Upper North Island as this is of significant interest to Future Proof Strategy implementation. Future Proof is happy to work with the Auckland Council on some or all of the matters raised in this submission and to discuss any of those matters further.

2. The Draft Auckland Plan and the Draft Economic Development Strategy

2.1 General Comment

Future Proof has chosen to submit on the Draft Auckland Plan and the Draft Economic Development Strategy as these documents are of most relevance to Future Proof Strategy implementation.

Future Proof is strongly supportive of references in the documents to inter-regional linkages and the role of the Upper North Island. Future Proof also believes that inter-regional collaboration is key to the development of the Upper North Island growth area.

The Auckland Plan will have implications for the rest of New Zealand, especially if a decision is made to roll out spatial planning to other parts of the country. We need to make sure that there is a consistent approach. Working together, especially through the Upper North Island Strategic Alliance and associated Inter-regional Agreement will be an important means of achieving this.

The Draft Auckland Plan necessarily has a wide focus on integrated planning; social, cultural and economic development; infrastructure planning; land use and other matters. All four regions of the Upper North Island will need to plan for some or all of these strategic issues in an integrated manner. It is important that we have comprehensive spatial planning which provides a clear strategic direction for Auckland which can then be linked with the Bay of Plenty, Waikato and Northland. This is key from an integrated planning perspective, particularly for infrastructure.

Future Proof is of the view that working towards greater alignment of transport planning for the four Upper North Island regions would be very beneficial. There are significant gains to be made if these regions can work together on transport planning, management and funding. This is particularly important in terms of co-ordinating freight movement. It is important that the four regions also work together on any studies or initiatives being undertaken by the New Zealand Transport Agency, in particular the proposed Upper North Island Freight Study.

Future Proof would like the Auckland Council to take into account the growth strategies of its neighbouring regions such as the Future Proof Strategy and the SmartGrowth Strategy in the western

Bay of Plenty. Both of these strategies provide a clear long-term land use pattern that is integrated with infrastructure and funding and support the four well-beings.

There is a strong inter-regional relationship between the Waikato and Auckland. Co-ordinating economic development opportunities between the two regions would have significant benefits, especially given the Waikato's primary production role.

4.2 Summary of Main Submission Points

A detailed response to the Discussion Document is provided in the next section of this submission. In short, Future Proof's submission makes the following key points:

- Support for references in the document to Auckland's inter-regional connections and relationships with the surrounding regions and the role of the Upper North Island growth area.
- Support for the importance of inter-regional collaboration, especially given the Upper North Island Strategic Alliance and associated agreement
- Acknowledging the Waikato's role as a freight hub
- Strong support for the compact city model and the use of a rural-urban boundary.
- Requesting more detail around inter-regional transport connections.
- Working with the Auckland Council on development activity to the south of Auckland given the potential implications for the Waikato.
- Highlighting the importance of taking a whole of corridor land use and transport approach between Auckland and the Waikato.

4.3 Detailed Submission

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Section B 'Auckland Now', page 15	Future Proof supports the reference to Auckland's interdependence with the rest of New Zealand. We also support the discussion on the emerging northern North Island urban and economic system. The relationship between the four regions of Northland, Auckland, Waikato and the Bay of Plenty is key from a land use, infrastructure and economic development perspective. It is also important from a social, cultural and environmental point of view. Significant growth is forecast for these regions (including population, development activity and transport). Because of this, these four regions have a significant role to play in New Zealand's economic future.	Support – ensure these sections are retained in the final document.
Section B 'Auckland Now', pages 15-16	Support for the development of an inter-regional agreement to maximise interdependence between the Upper North Island regions. We are aware that an agreement which forms the Upper North Island Strategic Alliance has now been signed. This alliance and the agreement should be referred to in this section.	Refer to the Upper North Island Strategic Alliance Agreement. Outline the key principles of the agreement.
Section B 'Auckland Now', page 16	Future Proof strongly supports the statement about the need for cities and regions to collaborate and pool their collective and complementary strengths. This is essential for New Zealand to compete effectively in the international arena. There are particular complementarities between Auckland and the Waikato that should be taken advantage of.	Support – ensure these sections are retained in the final document.
Section B 'Auckland Now',	Support for the map indicating inter-regional	Identify Hamilton as a freight hub on the inter-

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Map B.1, page 23	connectivity. Future Proof also supports the identification of the area along the Waikato Expressway as a growth pressure point. It is our view that the Waikato should be acknowledged as a freight hub on the map. In particular, the Crawford St Inland Port facility in Hamilton which supports the Ports of Auckland and the Port of Tauranga. Ruakura in Hamilton is also a potential future freight hub as this area is being planned as an inter-modal terminal and logistics hub.	regional connectivity map.
Section C 'Auckland's Strategic Direction', page 27 at paragraph 139	The acknowledgement of effective inter-regional connections as being a key part of an integrated transport system for Auckland is supported. Future Proof requests greater emphasis on these connections given their importance to the economic development of the two regions. We would like to see some more work undertaken around the provision of effective inter-regional transport connections. See further on in this submission for a recommendation for a new action in Chapter 12. The regions of the Upper North Island need to work together to ensure that key inter-regional connections are improved and protected. The New Zealand Transport Agency is currently working on upper north island transport initiatives, including an Upper North Island Freight Study, so it is essential that all four regions collaborate with the Agency on these projects.	The Upper North Island regions to work together on the provision of effective inter-regional transport connections. See further below for a recommended new Chapter 12 action to give effect to this.
Section D 'Auckland's High-Level Development Strategy', page 29 at	Support for the reference to Auckland's interdependence with the Upper North Island and the importance of working collaboratively. Future	Support – ensure this reference is retained in the final document.

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paragraph 152	Proof supports the development of inter-regional agreements to further strengthen these relationships.	
Section D 'Auckland's High-Level Development Strategy', pages 30-31	<p>Future Proof strongly supports the compact urban form approach and the use of a rural-urban boundary as one tool for achieving better integration between land use and infrastructure.</p> <p>The compact city approach and the use of urban limits is a key component of the Future Proof Strategy. Urban limits means that a level of certainty can be provided to the region's communities on land use planning, accompanying infrastructure provision and timing, and the ability of councils to equitably fund them. This goes to the core of integrated planning. There are also infrastructure and transport advantages which can be gained from achieving higher densities and promoting a more compact urban form. Greater efficiencies and lower infrastructure costs can be achieved with a more compact urban form.</p> <p>Without the use of urban limits and some form of development sequencing there would be no certainty or direction provided. Ultimately it would encourage an unplanned approach which makes infrastructure planning and funding difficult. It could lead to an increased urban footprint that cannot affordably be serviced by councils. In the Future Proof sub-region the use of urban limits as seen as a key means of ensuring that development does not encroach on prime agricultural land.</p>	Strong support for the compact urban form approach and the use of a rural-urban boundary.

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	<p>Future Proof is in the process of implementing its settlement pattern, including the compact urban form approach, through the use of urban limits and land use and infrastructure sequencing in the Proposed Waikato Regional Policy Statement.</p>	
<p>Section D 'Auckland's High-Level Development Strategy', pages 30 and 35-36</p>	<p>The Draft Auckland Plan identifies the 'Southern Initiative' as one of two significant strategic approaches for Auckland. The Southern Initiative has implications for the Waikato given that this is about encouraging social and economic activity to the south which could have cross over effects. The size of Auckland's urban footprint to the south is of significant interest to the Waikato especially given the region's food production role.</p> <p>The Southern Initiative should recognise that there are opportunities to link with the Waikato region. There is the potential to better connect both regions through the promotion of better infrastructure (especially transport) linkages and an integrated land use approach. Both Auckland and the Waikato can support one another in terms of making stronger connections between the southern part of Auckland and the northern part of the Waikato.</p>	<p>Work with the Waikato on making stronger linkages between the two regions and collaborate on land use and infrastructure planning.</p> <p>The Southern Initiative should recognise the potential advantages of linking with the Waikato region.</p> <p>Suggest the following changes to acknowledge the potential opportunities for linking the Southern Initiative area and the Waikato:</p> <p><i>Paragraph 214 at page 35:</i></p> <p><i>Southern Auckland is a centre of economic activity with huge potential to contribute still further to NZ's economy. <u>This area has strong inter-regional connections with the Waikato which provides significant advantages, particularly around business activity and freight movement.</u></i></p> <p><i>Paragraph 215 at page 36:</i></p> <p><i>Known as our gateway to New Zealand <u>given its international and inter-regional connections</u>, this area has high employment opportunities, yet many</i></p>

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		<i>local residents live with significant social and economic disadvantage and need.</i>
Section D 'Auckland's High-Level Development Strategy', pages 32-33 and Map D.1 on page 37	<p>The Draft Auckland Plan identifies Pukekohe as a satellite town and one of eight growth areas prioritised for the next three years. Papakura is also identified as a metropolitan centre. Both of these areas also have greenfields land which has been identified for further investigations for future residential or business land. The amount and exact location of future development in these areas has implications for the Waikato region given that these areas are close to the boundary between Auckland and the Waikato. There are already significant growth pressures occurring in the northern part of the Waikato region given its proximity to Auckland. The Bay of Plenty region also has an interest in the emerging land use and infrastructure pattern.</p> <p>It is essential that Auckland and the Waikato work together on the areas covered by the former Franklin District. The Proposed Waikato Regional Policy Statement contains a policy to implement the Franklin District Growth Strategy until such time as this is replaced by a subsequent growth strategy.¹ The areas of Tuakau and Pokeno both have planned residential and business growth under the Franklin District Growth Strategy. The Waikato District Council intends to review this</p>	<p>Consult with the Waikato region on the amount, location and type of land use to be provided in the areas to the south of Auckland given the potential cross boundary effects and the opportunities for the two regions to collaborate and work together on a mutually beneficial land use pattern. Section 61(2)(b) of the Resource Management Act 1991 requires regional councils to have regard to the extent to which the regional policy statement needs to be consistent with policy statements and plans of adjacent regions. The Waikato, Bay of Plenty and Auckland need to work towards having complementary regional policy statements that are in alignment.</p> <p>Work with the Waikato region on the implementation and / or review of the Franklin District Growth Strategy.</p>

¹ Proposed Waikato Regional Policy Statement (Version as Notified November 2010), Policy 6.11

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	<p>Strategy in so far as it relates to the Waikato and its own growth strategy. When the Future Proof Growth Strategy is reviewed it will also incorporate these areas.</p> <p>It is important that Auckland, the Waikato and Bay of Plenty regions start to think about developing complementary activities. This is particularly important from a transport point of view and also in terms of economic development.</p>	
Chapter 4 'Auckland's Economy', page 71 at paragraph 340	Support for the recognition of Auckland's interdependence with the rest of New Zealand.	Support – ensure this section is retained in the final document.
Chapter 4 'Auckland's Economy', Map 4.1 at page 72	<p>The map showing Auckland's economic directions is useful and provides good information in terms of graphically illustrating Auckland's key economic areas. Future Proof would like to see the map expanded to include key inter-regional inputs.</p> <p>As mentioned earlier, the areas identified to the south could have implications for the Waikato. The land at Drury and Pukekohe is close to the boundary and it is important that the Waikato region understand what is being planned at these locations. Before these investigations are finalised it would be good for the Waikato region to be consulted on what is planned given the potential inter-regional impacts.</p>	<p>Expand Map 4.1 to indicate the relationship between Auckland and Northland, the Waikato and the Bay of Plenty. These could be titled "<i>Inter-Regional Connections and Opportunities</i>".</p> <p>As per recommendations for Section D, consult with the Waikato on any development activity to the south of Auckland.</p>
Chapter 4 'Auckland's Economy' at page 73	Future Proof notes that the Auckland region will require an additional 1,000 ha of industrial land over the next 30 years. It is important that the Waikato, Bay of Plenty and Auckland regions work	The Waikato, Bay of Plenty and Auckland regions to work together on the provision of industrial land in order to achieve the best outcomes for both regions from an integrated planning and

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	together in terms of the amount and type of industrial land that each region is providing. There are opportunities to create greater efficiencies and achieve better integration.	economic development perspective.
Chapter 11 'Auckland's Transport', page 160 at paragraph 668	Future Proof supports the reference to ensuring that inter-regional connections remain secure and the importance of this to economic prosperity. We would like to see more detail around what could be done to ensure that these key links are not compromised.	Add more detail on what will be done to ensure that inter-regional connections remain secure. Suggest the following additions to paragraph 668: <i>We must also ensure that our international and inter-regional connections remain secure. <u>This can be done by ensuring that they are not compromised by land use decisions, that they are well maintained and efficient, and that they are properly invested in.</u> They <u>These connections are critical to our economic prosperity.</u></i>
Chapter 11 'Auckland's Transport', page 168	Future Proof supports the acknowledgement of the importance of inter-regional connections and the recognition of the ports (airports and seaports) in Northland, Waikato and the Bay of Plenty. The Waikato region sees itself as a key 'hub' in terms of freight movements and supporting port activity in the Upper North Island. The Waikato is forecast to have the highest amount of growth in freight traffic in New Zealand. ² There is significant potential for all four regions to work together in order to strengthen what they do best. There is a need to carefully consider the implications of a completed Waikato Expressway.	Make reference to the Waikato Expressway given its significant role in linking Auckland with the Waikato and the rest of New Zealand. Also recognise the effects of a completed Waikato Expressway and the proposed new Hamilton to Tauranga RONS. Suggested changes to Box 11.4 on page 168 to give effect to this recommendation are as follows: <i>Road connections to Waikato and Bay of Plenty – these routes are of strategic importance to Auckland and provide for movements between Auckland, Hamilton and Tauranga. They require upgrading and safety improvements to support</i>

² National Freight Demands Study, September 2008

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	<p>For instance, when completed in 2019 the Expressway will have the following results:</p> <ul style="list-style-type: none"> - Reduced travel time between Auckland and Tirau (by 35 minutes).³ - The total distance from Auckland to South of Cambridge will be 135k or a 1.5 hour commute. <p>The Draft Auckland Plan should recognise the significance of the Waikato Expressway as being a key means of linking Auckland with the Waikato and the rest of New Zealand.</p> <p>The Government Policy Statement on Land Transport Funding (2012-2022) identifies Hamilton to Tauranga as a potential future Road of National Significance (“RONS”). This could have important implications for Auckland, particularly in terms of freight movement and travel times between Auckland and the Bay of Plenty. The Draft Auckland Plan should acknowledge this future RONS.</p>	<p><i>future demand. <u>The Waikato Expressway is particularly important from a national and regional perspective as it links Auckland with the Waikato, carries large amounts of freight and provides a key connection between Auckland the rest of New Zealand. Once fully completed, the Waikato Expressway will change travel patterns and travel times between Auckland and the Waikato which will have implications for the two regions. The potential future road of national significance between Hamilton and Tauranga will also have implications for Auckland.</u></i></p>
Chapter 11 ‘Auckland’s Transport’, Box 11.4 at page 168	Future Proof supports the identification of key inter-regional connections, in particular the road and rail connections into the Waikato as these are of significant importance to both regions. The reference to the investigation of a Hamilton to Auckland rail passenger service is supported.	Support – ensure that Box 11.4 is retained in the final document.
Chapter 11 ‘Auckland’s Transport’, Directive 11.7,	Support for Directive 11.7 relating to effective inter-regional connections which support future	Support – ensure that Directive 11.7 is retained in the final document.

³ NZTA website: Waikato Expressway project December 2010.

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page 169	growth and demand. Transport plays a critical role in terms of linking the Upper North Island regions. It is essential that all four regions work together on ensuring that inter-regional connections are provided to support the significant growth forecast for these areas.	
Chapter 12 'Implementation Framework', Priority 2, pages 236-237	Future Proof would like to see an action included which gives effect to Directive 11.7 (effective inter-regional connections).	<p>Include the following action to give effect to Directive 11.7:</p> <p><i>Work with neighbouring regions on maintaining, protecting and enhancing effective inter-regional transport connections</i></p> <p>The lead agencies should be the Auckland Council and the Councils of the Upper North Island Strategic Alliance, and also the New Zealand Transport Agency. The timing should be ongoing.</p>
Chapter 12 'Implementation Framework', Priority 2, pages 236-237	Future Proof would like to see the Auckland Plan take an integrated land use and transport corridor approach between the Waikato and Auckland and also the Bay of Plenty. The Plan could signal that further work is required in this area. The two regions need to work together on existing and future land use and transport requirements, taking a corridor approach. A new action in Chapter 12 could be added to give effect to this, in line with Directive 11.7 (effective inter-regional connections that support future growth and demand).	<p>Add the following action:</p> <p><i>Undertake integrated land use and transport corridor planning between the Auckland, Waikato and Bay of Plenty regions.</i></p> <p>The lead agencies should be the Auckland Council, the Waikato Regional Council and the Bay of Plenty Regional Council. Key stakeholders would be the New Zealand Transport Agency and the other Councils of the Waikato region. The timing should be set for 2012/13.</p>

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Page 8	Strong support for the reference to the need to collaborate and not compete for scarce resources and opportunities.	Support – ensure this section is retained in the final document.
Page 8	Future Proof strongly supports the acknowledgement of the important links that Auckland has with Hamilton and the Waikato.	Support – ensure this section is retained in the final document.
Page 8	The development of the Upper North Island Strategic Alliance is key to achieving greater collaboration between these regions. Future Proof supports the references to this.	Support – ensure this section is retained in the final document.