



Future Proof Submission on
The Draft SmartGrowth Strategy 2013

May 2013

To:

SmartGrowth

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Submission:

This is a submission by the Future Proof Implementation Committee on the **Draft SmartGrowth Strategy 2013**. The content of the submission follows overleaf. We appreciate the opportunity to provide comments on the document.

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

Signed:

A handwritten signature in black ink on a light yellow background. The signature is written in a cursive style and reads "Ken Tremaine".

Ken Tremaine

Future Proof Implementation Advisor

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 Committee is also formally advised by the New Zealand Transport Agency.

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. Like SmartGrowth, the Future Proof Strategy takes a strategic, integrated approach to long term planning and growth management.

The FPIC would like to commend the SmartGrowth partnership on the Draft SmartGrowth Strategy. It is a very comprehensive and well thought through document.

This submission mainly centres on inter-regional linkages, the Upper North Island context and areas that Future Proof is keen to work with the SmartGrowth partners on. Future Proof is happy to discuss any of the matters raised in this submission further with the SmartGrowth partners.

2. Comment on the Draft SmartGrowth Strategy

Part A: Vision and Direction

Paragraph and Page No.	Comment	Submission Request
Section 2 - Introduction		
2.3.2, page 13	Future Proof supports the statement made in section 2.3.2 under Lessons Learnt regarding the role of the western Bay of Plenty in the wider Upper North Island context. It is important that all of the Upper North Island growth areas take this approach and that we are aware of the linkages and relationships between our respective regions.	Statement is supported and should be retained.
2.4.3, page 17	Future Proof also strongly supports the statement made under 'What SmartGrowth Delivers' that the Strategy assists with creating linkages to neighbouring sub-regions and regions. Growth strategies play an important role in this regard.	Statement is supported and should be retained.
Section 4 - Background		
4.4, pages 20-21	Future Proof commends the SmartGrowth partnership for the work it has undertaken on the Strategy update process which is outlined in section 4.4, and in particular on page 21. There is a solid evidence base underpinning the Strategy as a result of this work.	Future Proof commends SmartGrowth on the work undertaken.
Section 5 - Operating Environment		
5.3, page 24	The Upper North Island context on page 24 of the Draft Strategy is strongly supported. In particular, the information relating to population growth, freight volumes, GDP, ports and freight hubs, integration of economic activity and transport are especially important for setting the scene as to the future growth and strategic relationships between Northland, Auckland, Waikato and the Bay of Plenty. The statement made in the final bullet point regarding the spatial linkages between land and infrastructure in an Upper North Island Context is strongly supported.	Statement is supported and should be retained.
5.7, pages 26-28	Future Proof acknowledges the SmartGrowth spatial corridors outlined in section 5.7 and in particular the Western Corridor which links the sub-region with the Waikato. Future Proof is also interested in the potential future	Future Proof supports the spatial corridors identified in the Strategy, particularly the Western Corridor which links with the Waikato.

	<p>Road of National Significance between Hamilton and Tauranga identified in the Government Policy Statement on Land Transport Funding 2012-2022. Future Proof would like to work closely with SmartGrowth on this future project.</p> <p>The components of the Western Corridor, including the State Highway freight links to the Waikato, the East Coast Main Trunk rail line, and potential highway upgrades which would improve inter-regional highway connections between the Waikato region and Tauranga, are acknowledged and supported.</p>	
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Part B: Implementation Plan

Paragraph and Page No.	Comment	Submission Request
Section 7 - Strengthen Visionary Leadership and Collaboration		
Action C2, page 44	Future Proof would like to work with the SmartGrowth partners on Action C2 - Bay of Plenty/Waikato Policy Office. We note that Future Proof is listed as a support agency and we are happy to do what we can to assist with the implementation of this action. The establishment of a Policy Office should lead to coordinated strategy and policy at central and local government levels and will hopefully enable to more targeted investment.	Future Proof would like to work with the SmartGrowth partners on establishing a Bay of Plenty/Waikato Policy Office.
Action D1, page 44	Future Proof supports Action D1 - Participate in the Upper North Island Strategic Alliance, on page 44. The work of UNISA is important as it assists with integrated planning across the Upper North Island and it also promotes collaboration between the relevant Councils on important matters such as transport linkages and economic development.	Future Proof supports Action D1.
Action D2, page 45	The action on spatial planning is supported. We would like to see the action expanded to specifically reference transport and the importance of inter-regional linkages. Future Proof supports SmartGrowth and the Bay of Plenty Regional Council in any spatial planning initiatives it undertakes. Work is currently being undertaken by the Waikato Mayoral Forum on a spatial plan for the Waikato Region. If the Bay of Plenty region does undertake a spatial	<p>Expand Action D2 as follows:</p> <p><i>Identify the sub-regional contribution to any future regional spatial plan initiatives including:</i></p> <p>...</p> <p><u><i>Inter-regional linkages</i></u></p>

	<p>plan then it would be beneficial at that time for the two regions to coordinate their respective strategies, including possible shared implementation actions.</p> <p>It is important that the two growth nodes of the western Bay of Plenty sub-region and the Future Proof sub-region continue to collaborate, in particular on land use and infrastructure matters and inter-regional linkages.</p>	<p><u>Transport, including inter-regional connections</u> ...</p>
NEW action D3, page 45	<p>Future Proof recommends that an action be added to section D - Strengthen our relationships with the upper North Island, to undertake formal engagement between SmartGrowth and Future Proof. This will ensure that there is ongoing dialogue between the two growth areas.</p>	<p>Add the following new action:</p> <p><u>D3. Engagement between SmartGrowth and Future Proof</u> <u>Establish a formal engagement process between SmartGrowth and Future Proof to ensure continued coordination between the two growth areas. This could include joint Implementation Management Group meetings as well as joint meetings at the governance level where appropriate, joint submissions and shared research. This action will help to facilitate a coordinated approach to implementation between the two sub-regions.</u></p> <p>Both the SmartGrowth and Future Proof partners could be the lead agency for this action.</p>
NEW action D4, page 45	<p>The Auckland region and now SmartGrowth currently inter-regional linkage maps. Future Proof will develop something similar when the Strategy is reviewed in 2014. It would be beneficial if the three regions and also Northland could all work together on an integrated Upper North Island inter-regional linkage map.</p>	<p>Add the following new action:</p> <p><u>D4. Upper North Island Inter-Regional Map</u> <u>Work with Auckland, the Waikato and Northland on the development of an Upper North Island inter-regional map which uses both the existing SmartGrowth and Auckland maps as a base.</u></p> <p>The lead agencies for this action could be SGP and FPP (ie Future Proof Partners) with support from NZTA.</p>

Part C: Integrated Planning and the Settlement Pattern

Paragraph and Page No.	Comment	Submission Request
Section 13 - Growth Projections		
13.1, page 82	Section 13.1 on page 82 sets out the need for revised SmartGrowth population projections once the Census data is available. Future Proof would like to work with SmartGrowth on revised population projections so that both growth areas can have common data. Future Proof is aware of the scope of Census information. While the Census provides a very good overview of what is happening to the demographics at one point in time, it does not identify key data which will help inform both the SmartGrowth Strategy and the Future Proof Strategy, which is due to be reviewed in 2014. Future Proof is interested in working with SmartGrowth on a broader piece of work which will help to provide a sharper picture of future population numbers taking into account relevant population drivers, international and national migration drivers, in particular those for the Upper North Island, future household formation rates, possible household composition in so far as it may affect the demand for future housing and Maori demographics.	Future Proof would like to work the SmartGrowth partners on population projections and demographic research. Consider adding an action to do this, or alternatively add to Action H1 (Sub-regional Demographic Analysis) on page 112.
Section 17 – Sub-Regional Infrastructure		
Pages 97-101	Future Proof would like to see the SmartGrowth Strategy take a stronger strategic rail interest. We acknowledge that the Strategy makes reference to rail in section 17 and also includes an action on rail freight, however Future Proof is of the view that SmartGrowth is well placed to undertake further work and facilitate rail initiatives that would help to growth this important mode.	Future Proof would like the SmartGrowth Strategy to take a stronger strategic rail interest where possible.
Action Table		
Action A1, page 107	Future Proof supports a number of the transport actions in this part of the Strategy. Action A1 on transport modelling is supported and Future Proof would be interested in undertaking some joint work with the SmartGrowth partners on future transport modelling, especially for inter-regional transport routes.	Consider expanding Action A1 to reference the potential to undertake joint modelling work with the Waikato region: ... <i>i) the broader regional and inter-regional models,</i>

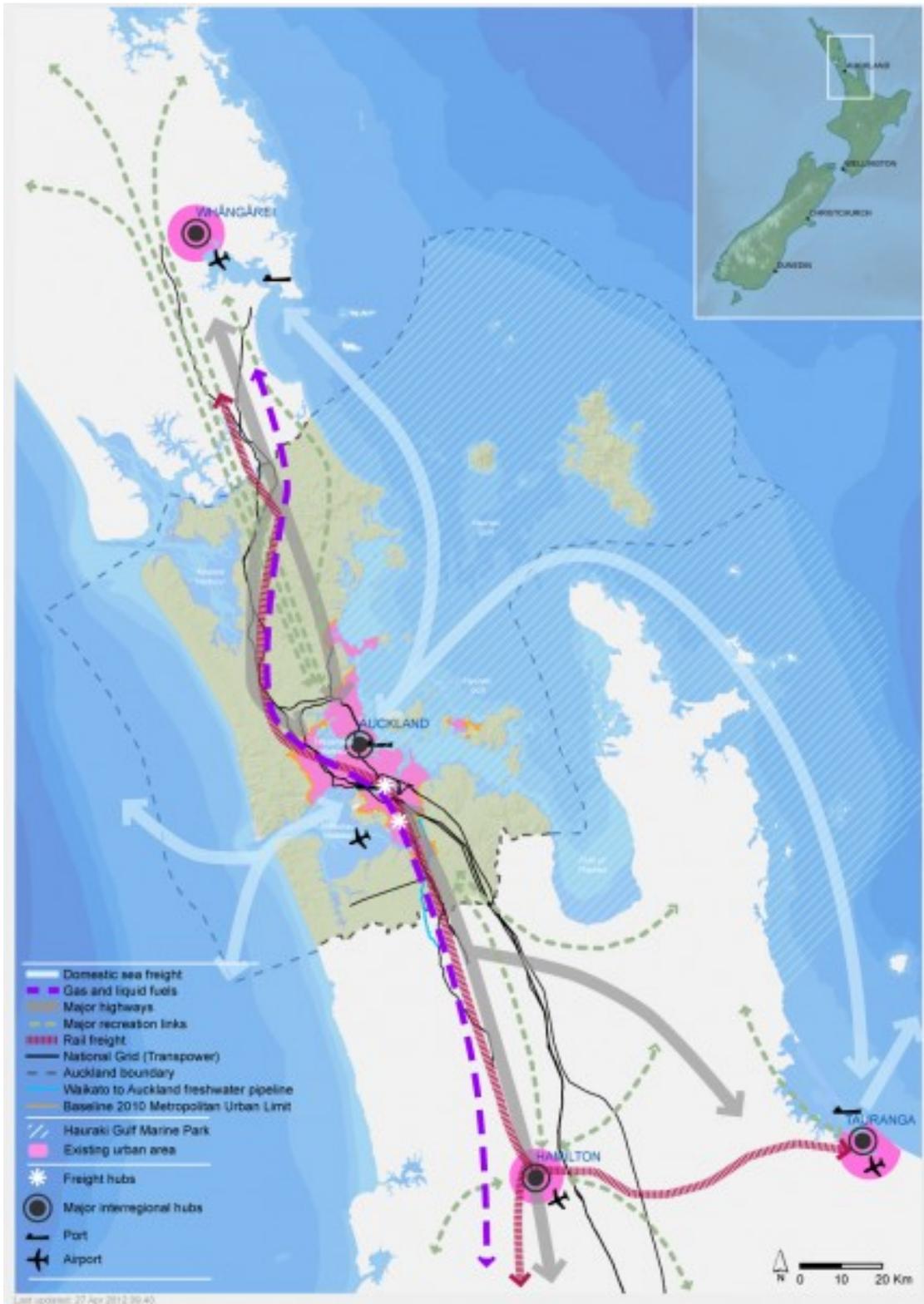
		<i>including the Waikato Regional Transport Model</i> Add Future Proof as a support agency to help facilitate some joint transport modelling work.
Action A2, page 107	Action A2 on the efficient movement of road freight, especially given that State Highway 29 links the Waikato and Bay of Plenty regions, is supported.	Future Proof supports Action A2.
Action A6, page 107	Action A6 on developing transport interventions for the Western Corridor is also supported given that this corridor connects to the Waikato region and is important from a freight and economic development perspective.	Future Proof supports Action A6.
Action A7, page 108	Action A7 on rail freight is supported given the significant rail freight movements between the Bay of Plenty and the Waikato. Future Proof would be happy to work with the SmartGrowth Strategy on some or all of these actions at the appropriate time. Future Proof would like to be added as a support agency to Action 7 given the importance of rail freight between the Bay of Plenty and the Waikato.	Add the Future Proof partners as a support agency to Action 7 on Rail Freight.
NEW Action A8, page 108	Future Proof suggests that an action to undertake some preliminary work on the future Road of National Significance between Hamilton and Tauranga be added to this section. Future Proof is happy to be a lead or support agency for this action.	Add the following new action: <i>8. Investigating a Future Road of National Significance</i> <i>Investigate the potential future Road of National Significance between Hamilton and Tauranga as identified in the GPS 2012. The GPS signals that this is a key route with high volumes of traffic, and it is important for freight movements including port access.</i> Lead Agency: NZTA, SGP, FPP

SmartGrowth Strategy Maps

Paragraph and Page No.	Comment	Submission Request
Map 1: SmartGrowth Sub-region: Upper North Island Context		
Map 1, page	Future Proof strongly supports Map 1 showing the Upper North Island	Future Proof supports Map 1.

159	Context. This map is key in terms of indicating the relationships between the Bay of Plenty, the Waikato and Auckland.	
Map 1, page 159	Future Proof would like Map 1 to also identify the major towns of the Waikato, namely Cambridge, Te Awamutu, Matamata, Morrinsville, Huntly, Ngaruawahia and Te Kauwhata. We would also suggest that the major towns of the western Bay of Plenty be added to the SmartGrowth area. That way it is easy to identify the main urban areas and their relationships with key transport routes and industrial areas.	Add the major towns of the Bay of Plenty and the Waikato to Map 1.
Map 1, page 159	Future Proof notes that the Auckland Plan also has a map which shows Upper North Island relationships. This is attached for reference as Appendix 1 to this submission. This map includes domestic sea freight, major recreation links and freight hubs (ie inland ports). It would be beneficial if the SmartGrowth map also identified these items. When the Future Proof Strategy is reviewed in 2014 we will also look to include a similar Upper North Island map. That way the Auckland, Waikato and Bay of Plenty will have similar Upper North Island linkage maps which can be used together to show a complete picture. The suggested new Action D4 will enable an Upper North Island amalgamated map to be completed.	Consider adding sea freight, major recreation links and freight hubs (ie inland ports) to the map. Also add routes that are capable of carrying High Productivity Motor Vehicles.
Map 2: Regional Context and SmartGrowth Corridors		
Map 2, page 160	The Western Corridor as depicted in this map is supported given the linkages with the Waikato.	Future Proof supports Map 2, particularly the Western Corridor.
Map 6: Western and Southern Corridors		
Map 6, page 164	The Western Corridor as depicted in Map 6 is supported. The transport links through this corridor between the Waikato and the Bay of Plenty are critical from an economic development perspective, particularly the movement of export freight from the Waikato to the Port of Tauranga.	Future Proof supports Map 6.

Appendix 1: Auckland Plan Inter-Regional Connectivity Map¹



¹ Map B1, The Auckland Plan 2012