Infrastructure submission.

[redacted]

[redacted] phone [redacted]

The type, scale and distribution of our future infrastructure requirements will depend on a number of factors including:

Natural birth rate

Immigration,

Effects of climate Change,

Regional Population distribution,

Location of raw materials,

Centres of manufacturing,

Natural distribution of energy sources,

Existing and planned centres of residential development

Existing, emerging and unforeseen technologies,

International trade

Perceptions of need.

Development in general and infrastructure planning and roll out has been a chicken and egg situation for a long time. Neoliberal ideology, which we slavishly adopted without any real objective analysis, opposes any government interference in the market place. At the same time neoliberalism has co-opted most functions of government towards market based processes to take them out of the reach of government and democratic process where possible. This urgently needs to be turned around.

Infrastructure revolves around population and industrial requirements. Increasing population growth to drive infrastructure development creates very serious inequality issues. Immigration policy needs to be coordinated with infrastructure development, particularly housing development. Housing drives the necessity for most of the other infrastructures. We need to match immigration with our ability to house the existing population and provide them with with housing and associated infrastructure. Immigration can be opened up to allow migrants to absorb our surplus housing and infrastructure. Otherwise immigration becomes the feeder mechanism for a ponzi property speculation based economy. The property ponzi scheme driven by immigration has been the kiwi economic growth model for generations. Now so many are in on the game it is taken on a life of its own unrelated to local people's ability to pay for rents or purchase their own home. Property prices are based on what wealthy migrants are prepared to pay rippling into property prices in the regions

with the poor unable to pay rents where there is work and straggling back out into the regions. As populations of urban areas increase the infrastructure costs increase and rates go up pushing urban people into the regions to retire or semi retire or simply escape high rents and high cost of living driven by high commercial rents. This places more pressure on the regions and rural communities with previously little need for infrastructure development. What is an ideal situation for wealthy neoliberals is a nightmare for ordinary honest people.

Perceptions of need is most likely the most powerful influence for how infrastructure is rolled out. Those who control the narrative are most likely those who stand to gain from both the publicly funded and private sector infrastructure contracts. It is important to distinguishing between bona fide reports and carefully targeted marketing campaigns by infrastructure companies and the networks of consultants that operate on behalf of infrastructure company clients, property developers and industrial interests. Just one example here.
https://www.youtube.com/watch?v=5v1Yg6XejyE

There is a conflict of interest between the public interest where benefits accrued stand to maximise benefits to the public and private business interests where the benefits accrued are measured in profits being maximised in the short and long term. Efficiency for the public sector is the ability to achieve the best long and short term outcomes at lowest cost to the public while efficiency for the private sector is to maximise profits by passing on as many costs as possible to the public while reducing services to absolute minimum.

To provide infrastructure to meet the needs of communities it is important to take an across the board...or holistic approach.

Another consideration is that new plans for infrastructure will take many years of engineering reports and environmental impact assessments before construction even starts. This means we are planning for the needs of the next few decades in a time of rapid change. The infrastructure we commit to in the next few years will be done on borrowed money that a following generation will have to pay back. We have to be careful that we do not create white elephants that indebt our children's generation and expose them to blackmail from money lenders as did the IMF in the 1980s and 1990s when it forced deliberately indebted countries to abandon social and environmental programs and loosened up regulations to allow predatory corporate raiders to privatise government assets and revenue streams. We cannot allow this to happen again.

We need to create the infrastructure that our children's generation have confidence in. To do this will necessarily be carbon neutral or carbon negative. It will reduce the need for travel and commutes and short journey trips. This will require a true transformation in urban layout, a move away from the bungalow suburban housing and large lot periurban residential and end the breaking up of economic farming units into sub economic lots with a primary function of land speculation.

We cannot separate provision of infrastructure from 'town and country planning', the bane of the laissez faire neoliberal catastrophe, which is central to the lack of action on climate change and environmental collapse. We must abandon all of the neoliberal reforms and act as a cohesive society

rather than disconnected individuals competing for self interest with no consideration of cumulative effects.

It is important for a government to look beyond personal self interest and self aggrandisement. What people need is more important than what marketers tell us what people want.

We are in for a rough ride with climate change and sea level rise. There is an immediate need for an indefinite moratorium on coastal housing development.

Coastal areas and Coastal Marine Areas need to be redefined to be more in line with on the ground reality and the worst case scenarios of sea level rise. We need reports written by geomorphologists to tell us what is likely to happen to our coast lines as a result of sea level rise and the increase in intensity and frequency of storm events. This is important as we live on islands with a high coastline to land mass ratio. What is going to happen to our sand dunes that residential development is sprawling over? Will the dunes migrate inland or be dragged out to sea? How will this effect the shore bound wildlife and marine life of our estuaries and harbours where houses nudge into wetlands? How will erosion effect our cliffs. How do we transition from fresh water coastal wetlands lakes and aquifers to salt water wetlands and salt water intrusion into aquifers? How will rising sea levels effect rivers? How far inland will aquatic environments become marine environments? And how will this effect the hydrology and erosion processes of coastal land as sea levels impact coastal rivers?

We need answers to these questions so we know how to manage existing development and where to place future development which effects where we place infrastructure.

The placement of infrastructure can determine where development occurs. Chicken and egg. Currently we have a scatter gun approach to planning which under the RMA has been permissive so houses are built all over the place with ad hoc subdivisions leaving councils with the task of joining up properties with infrastructure with no areas set aside for sewerage treatment or water catchments or electricity supplies...it is just a mess..once again the result of laissez faire neoliberal ideology of individual choice and leaving supply of services up to the market..markets which often don't exist.

In the coastal areas we have a mess from a lack of foresight, an inability to respond rationally to warnings by climate scientists because of a requirement for a consensus skewed by climate change denying lobbyists who are professional liars.
https://www.youtube.com/watch?v=3m7laYy5Zz4 Alexandria Ocasio-Cortez: ExxonMobil lobbying tactics 'used against' climate legislation 'shameful

https://www.youtube.com/watch?v=5v1Yg6XejyE Revealed: ExxonMobil's lobbying war on climate change legislation

or for an Australian take on this**, https://www.youtube.com/watch?v=-uXo7wtGW7M Honest Government Ad | We Make Everything Good Sh!t** (language warning) This tells us that government institutions are being co opted to act as fronts for corrupt business interests in Australia and something to look out for here as commonwealth nations often adopt parallel governance models..

We need to be able to respond to science without being deflected and delayed by self interest. The longer it takes to make conclusive decisions the more time property speculators have to off load their toxic coastal property investments onto unsuspecting customers. Although people have a right to personal choice and individual freedoms these rights need to be weighed up against social cost. For a property developer to subdivide a $20m farm into $500m of house lots is a business choice, but the down- stream costs are those properties needing to be abandoned and the residents relocated in an uncertain future. Currently councils are still permitting residential development on low lying coastal peat swamps and on vulnerable dunes, some on spits, that will inevitably be washed away and block the coastal processes of the beach moving inland with it biodiversity. The days of the gold medallion, open necked shirt, beer gutted property speculator/developer needs to be left in the past.

Directing infrastructure towards predetermined safe locations that have natural advantages for development should attract development to where it is most suited.

After attending several Civil Defence meetings struck me how vulnerable many communities are by where they are located and also the location of their CD emergency shelters/incident headquarters. In practice Civil Defence centre would double up as functioning community centres, sports facilities, camping grounds, conference centre that cater for large numbers, schools, emergency and essential services, shopping centres, would be better located away from natural hazard areas and easily accessed.

If community hubs are centred around civil defence facilities that are in constant use and cater to thousands of people such as those mentioned above it would mean that in a civil emergency life can go on, while absorbing people who have suffered direct losses in make shift facilities.

Infrastructure can be rolled out in corridors that link up such community hubs and branch out to industrial areas where there is an overlap of industrial infrastructure such as electricity supply, rail, roads, and water supply and suitable land. All of this requires high levels of prescriptive planning which often dashes the aspirations of mum and dad property spectulators as well as well connected commercial speculators.

Roads that connect communities to civil defence shelter areas would increase the chances of survival of fleeing residents if roads between CD shelter areas are designed to cope with mass evacuation.

With coastal erosion and coastal roads due to be inundated it would be sensible to create transport corridors along ridges and descending into the coastal communities to prevent coastal communities from being cut off by roads built on coastal margins. There are paper roads that could be activated and connected with new land acquisitions.

Sea freight. Freight companies have been having bigger ships built so it is no longer economic to stop off at smaller ports. Fruit growers have had to dump fruit for lack of shipping capacity. Infrastructure to consider is a government owned shipping company that connects coastal ports and Australian and Asian ports to fill gaps in the market created by reliance on shipping companies operating at such scale that has made small ports uneconomic to visit.

Rail. Expand the rail network to include suburban services and have residential development intensify around rail lines. Extend rail to connect industry warehouses with suppliers and markets. Look into more innovative use of rail, eg flat decks carrying small electric vehicles, small electric vehicle rentals located at rail platforms, recharging centres at platforms and on flat decks while being transported.

Replace arterial motorways with road networks that provide transport corridors for a variety of means of transport, pedestrians, cycles and small electric movers as well as cars and trucks.

As the sea level rises coastal aquifers will become salty and unsuitable for drinking or irrigation. Inland water catchment areas will need to be identified and protected from incompatible land uses. Collecting roof water from both residential and industrial buildings should be encouraged. In residential areas toilets use the bulk of fresh water. Composting toilets have been designed and in use on village scale in various parts of the world. This has a saving in water collection and the energy required to pump water. There is also a role for nutrient cycling at a time when phosphate supplies are uncertain. The Mangawhai waste water debacle could have been avoided if composting toilets seriously were considered. Now Mangawhai is looking for a water supply to flush their toilets.

Water management needs greater community consultation. The current 3 waters is an international model and there are fears that it will lead to water being controlled by large commercial interests.

Climate change is going to be incredibly disruptive. The economic impact of rising levels flooding coastal residences, industry, ports, coastal aquifers includes disrupting markets, balance of trade, and our ability to pay back loans. We don't want infrastructure unsuited to the future needs of the next generation and owing money on it in a time of major economic disruption.

The type and scale of infrastructure, including social infrastructure, that we plan for now has to be of use to the future generations stuck with paying it off.