



NGĀTI WHĀTUA ŌRĀKEI

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Ngāti Whātua Ōrākei, Whia Maia's response to He Tūāpapa ki te Ora, Infrastructure for a Better Future. Aotearoa New Zealand Infrastructure Strategy Consultation Document 2021

Ngāti Whātua Ōrākei commends The New Zealand Infrastructure Commission, Te Waihanga on the work undertaken so far on an Infrastructure Strategy for Aotearoa New Zealand. We welcome the opportunity to provide feedback on the proposed direction for this Strategy.

Overall Ngāti Whātua Ōrākei **support the general direction** of this strategy. We are encouraged to see climate change, water and wellbeing highlighted. However:

- All decision-making about infrastructure must be **guided by Te Tiriti o Waitangi** (the Treaty of Waitangi) and its principles, but specifically the obligation to partner with Māori. To ensure this happens **there needs to be Māori representatives at all stages** of the decision-making process. Māori are currently under-represented, particularly in professional and decision-making roles. Yet statistically, Māori are the greatest users of much of our social infrastructure, including social housing, hospitals and healthcare. Greater representation and participation will improve knowledge in the infrastructure sector, build the economic capability of iwi businesses, and support more collaborative relationships. **Support needs to be given to Māori to ensure they can access the spaces** where they can collaborate and their add diversity of knowledge, experience and worldview to the sector. Support should come in the form of meaningful engagement, relationship building, employment pathways and a commitment to having Māori at all levels.
- Ngāti Whātua Ōrākei support fundamental principle that **infrastructure should support oranga tangata**, the wellbeing of people. There is a need for clear wording of any strategy and policy to ensure that wording doesn't result in "economic wellbeing" taking precedence over other wellbeings.
- There is a need to ensure there are fair and just transitions, and that the charges will not just impact those most vulnerable. This document acknowledges that infrastructure upgrades will carry considerable cost – we must ensure that this cost burden does not fall disproportionately on the least advantaged sectors of society. Any actions **need to consider mitigation approaches for low-income New Zealanders**, so they are not disadvantaged. This is particularly important when considering pricing strategies and affordability issues
- Infrastructure, both in construction and use, contribute significantly to our Greenhouse gas emissions and environmental impacts. There is acknowledgement of the need to prepare for climate change, and to transition to a zero-carbon Aotearoa. To do so, this **strategy needs to be ambitious and aim for infrastructure that improves environmental outcomes**. There is scope to focus on **driving multipurpose function** as a key outcome. For example, green rail or using the space alongside motorways to improve water and air quality.



- **Water is a priority** for Ngāti Whātua Ōrākei. For too long we have delayed acting on our water infrastructure, and with the projected population growth in Tamaki it is future generations who will suffer if we do not act. While we understand it is a complex, costly issue there needs to be a **clear roadmap in place with all stakeholders**. This is an area where we cannot work in silos. We encourage the **use of water-sensitive urban design** and the need for developments to **mitigate impacts on water networks**.
- We emphasise the need to **consider non-built alternatives** to physical infrastructure when focusing on options. **Nature based solutions** should be considered first wherever possible.
- We **fully support F1.1** adapting business case guidelines to ensure full consideration of mitigation and adaptation in terms of climate change. All infrastructure projects to **apply a consistent cost of carbon** that is commensurate with New Zealand's international commitments in cost-benefit analysis and sensitivity analysis.
- In Auckland there is a **need for easy, safe connections to major public transport hubs**. Increased space at park and rides is a common hurdle to using public transport. Temporary parking structures could be used in the interim as we increase network capacity and bike paths.
- Reduction in waste is vital for Aotearoa. We should be **thinking innovatively and locally around waste**. There needs to be easy access to recycling and re-use facilities. In line with F1.7 we support this strategy driving a cultural of waste minimisation. It should be a requirement of **all infrastructure developments to develop waste minimisation plans** and divert waste from landfill. Additionally, as a major contributor to construction waste, large scale infrastructure can support creative, reuse/recycling waste streams. **Public-sector projects should have to evaluate the use of recycled products**.
- **Housing is of concern to Ngāti Whātua Ōrākei** in terms of availability, cost, access and location. However, we are equally concerned with poor design, lack of strategic urban planning, and disregard for the environment with the builds. We **encourage an integrated approach** where it is a requirement for infrastructure providers, land-use planners and private sector developers to work together to deliver housing that improves the wellbeing of New Zealand and New Zealanders.

